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## Cultural Landscape Report Fort Ontario State Historic Site Oswego, New York

Part 1: Site History, Existing Conditions, Analysis and Evaluation

Ву

Robert J. Hetzler

A thesis

Submitted in partial fulfillment Of the requirements for the degree of

Master of Science

In

Landscape Architecture

State University of New York

College of Environmental Science and Forestry

Faculty of Landscape Architecture

Syracuse, New York

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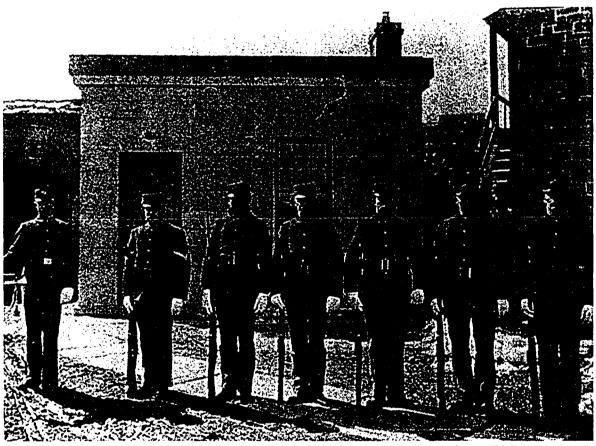
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# **Cultural Landscape Report Fort Ontario State Historic Site**

Oswego, New York

Volume One Part 1: Site History

Prepared for New York State Office of Parks, Recreation and Historic Preservation, Central Region



Courtesy of Fort Ontario State Historic Site

Prepared by
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June 2003

HETZLER, ROBERT J., "Cultural Landscape Report for Fort Ontario State Historic Site." Typed and bound thesis, two volumes, 588 pages, 1 table, 323 figures, 2003.

This Cultural Landscape Report documents the changes in the landscape at the Fort Ontario State Historic Site in Oswego, New York. The Fort Ontario State Historic Site is the location of Fort Ontario, a nineteenth century five bastioned fortification used to defend the mouth of the Oswego River. Throughout its history, the fort was used as a defensive installation, a training installation, and housed refugees from the Nazi Holocaust during World War II. The report consists of three sections: Site History, Existing Conditions, and Analysis and Evaluation. Site History was compiled into five historic periods and records the evolution of the landscape and the features associated with the site during each period. Existing Conditions identifies all features within the site in 2002. Analysis and Evaluation compares and evaluates existing features to their historic condition. A final analysis is provided to determine the overall historic integrity of the site based on standards developed by the United States Department of the Interior. This report was compiled through a joint agreement between the Central Region office of the New York State Office of Parks, Recreation, and Historic Preservation and the State University of New York College of Environmental Science and Forestry.

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Fort Ontario State Historic Site (Site) is situated within the City of Oswego, New York overlooking the confluence of the Oswego River and Lake Ontario (fig. 0.1 and see fig. 0.2, p. 2). The Site is owned by the State of New York and is under the jurisdiction of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). It is an approximately 40-acre property that has been the location of four different forts. The first three forts were constructed by the British c. 1755-1756, c. 1759-1763 and in 1782. French forces destroyed the first fort in 1756; American forces destroyed the second fort in 1779; and, British forces destroyed the third fort in 1814. The fourth fort was constructed in 1839 by the United States Army and was used for the greater part of the second half of the nineteenth century. In 1902 it was decided that the fort and land associated with the fort, known collectively as the Fort Ontario Military Reservation (Reservation), would no longer serve as a defensive post but would be used as a training installation. From 1903 to 1905 the majority of nineteenth century structures, buildings and circulation systems surrounding the fort and within the boundaries of the Reservation were removed, and new ones constructed. From 1905 to 1946 many features were added to the Reservation. In 1946, the Reservation was turned over to the State of New York and in 1949 a portion of that land was used to create Fort Ontario State Historic Site. From 1949 to 2002, the Site has remained under the jurisdiction of the State of New York (see fig. 0.3, p. 3).

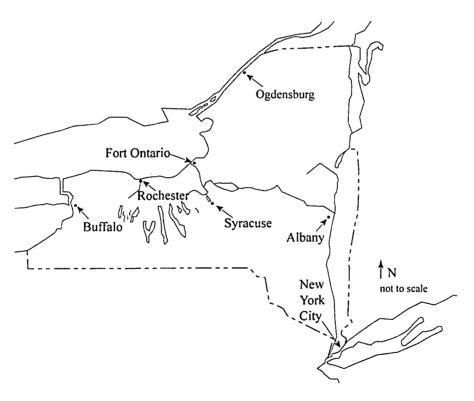


Fig. 0.1. Location of the Site in New York State. Based on map in Clayton Mau's book *The Development of Central and Western New York* (Rochester, NY: The Du Bois Press. 1944), 3. Graphic produced by R. Hetzler, SUNY ESF, 2003.

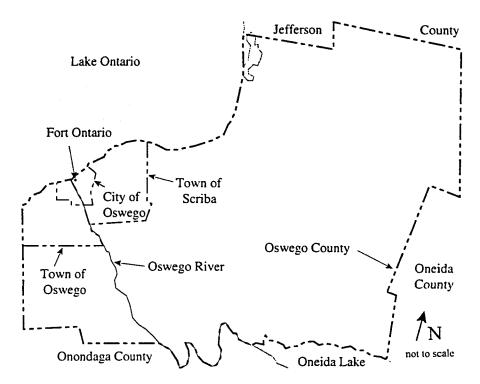


Fig. 0.2. Location of the Site in Oswego County. Based on map "Oswego Co." on file at the Syracuse Bird Library, maps collections, 3<sup>rd</sup> floor, Syracuse, New York. Graphic produced by R. Hetzler, SUNY ESF, 2003.

#### I. Management Summary

The purpose of this report is to identify landscape features, characteristics, values, and associations that make the Site historically significant. In addition, the report will also serve as a comprehensive management document. The Site is currently managed with the intent to recreate an appearance that reflects the time period of 1868 to 1872. This particular period of time, referred to as the period of interpretation, was selected by the New York State Office of Parks, Recreation and Historic Preservation in 1986 based upon the artifacts remaining on the Site. Progress towards this interpretation has been achieved by returning some of the buildings on the Site to their 1868-1872 appearance and by re-introducing small-scale features and plant material that had existed from 1868 to 1872 but had been removed.

#### II. Historical Summary

During the seventeenth and eighteenth centuries the importance of the fur industry led to numerous conflicts between the English and the French for control of the various river systems within the interior of the New World. One key river system was the Mohawk-Oneida-Oswego river system. Control of this system required control of a key entry point located at the confluence of the Oswego River and Lake Ontario. As such, the battle for control of this location resulted in the construction of a fort on the plateau overlooking the confluence. This fort was constructed by the British in 1755. During its construction, the plateau was cleared of trees and brush and rudimentary outer earthworks were built around the fort. Disturbed by the prospect of the British controlling this key location, the French destroyed the fort in August 1756.

In 1759, the British began construction of a second more substantial Fort Ontario near the site of the first Fort Ontario. From 1759 to 1763, additional land surrounding the fort was cleared of timber and brush and a more extensive system of outer earthworks was constructed. When almost complete, work on the second fort ceased as

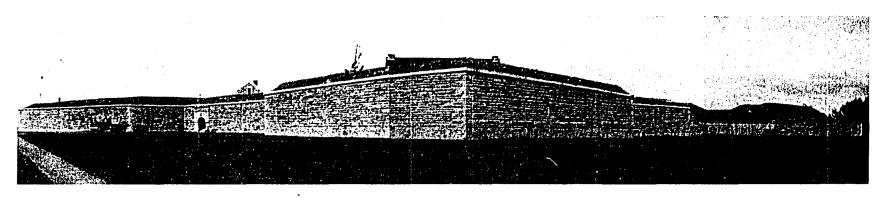


Fig. 0.3. View of Fort Ontario and Portal of Entry looking northwest from visitor's walkway. Photograph by R. Hetzler, SUNY ESF, 2002.

a treaty was signed between the French and English. This treaty subsequently relinquished control of large portions of the New World, including the area around the mouth of the Oswego River, to the English. The treaty lessened the need to defend the Mohawk-Oneida-Oswego river systems which resulted in a general decline in the importance of the fort. The garrison at the fort was gradually reduced and the fort was sometimes abandoned altogether during the 1760s and 1770s.

With the outbreak of the Revolutionary War in 1775, the location once again took on military significance and the British periodically used the fort as a base for meetings and sorties against rebel settlements. In 1777, the fort and site upon which it was located was used as a staging area for a British attack on American forces at Fort Stanwix and in the Hudson River Valley. In 1779, patriot forces burned the buildings and portions of the ramparts associated with the fort in an effort to discourage the British from using the site. Towards the end of the war, the British sent a garrison to rebuild the fort. From 1782 to 1796 the British occupied Fort Ontario and forbid Americans from settling within one mile of the fort. In 1796, the British evacuated the fort and ceremonially turned control of it over to American forces.

The Americans occupied the fort from 1796 until c. 1804. Circa 1804 the fort was essentially abandoned, but periodically occupied as the War of 1812 approached. As the war drew nearer, Fort Ontario was garrisoned by different bodies of the New York militia. In 1814, the British attacked the fort and forced the American defenders to retreat. The British then destroyed any buildings and some of the defensive structures associated with the fort and then returned to British-Canada. As the fort lay in ruins, the small settlements surrounding the mouth of the Oswego River, known as West Oswego (est. 1796) and East Oswego (est. 1814), grew in size, commercial activity and population.

Fort Ontario remained in ruins and the site abandoned until 1839. That year, the United States Army began construction on a fourth Fort Ontario. This was done in order to monitor the activities of American citizens supporting a rebellion in British-Canada and to offer protection for the Mohawk-Oneida-Oswego waterway against British attack. The construction on the fort lasted until 1844 and like the second fort was built of earth and timber with an extensive system of outer earthworks. In addition, a number of buildings were constructed south of the fort to provide for the assistance and maintenance needs of the garrison. From 1863 to 1872 a quarry was opened on the site east of the fort where stone was mined for the improvement of the defenses. In 1872, Congress determined the fort obsolete as a defensive installation and work on the improvements came to an end. From 1872 to 1901 the fort was periodically used as a training and staging area for troops enroute to foreign wars. In 1901 the fourth Fort Ontario was decommissioned. In 1902 it was decided that the Fort Ontario Military Reservation would again be used for military purposes and plans were produced to convert the site to a training installation.

During the conversion of the site many features of the old Reservation were removed and new features added. From 1903 to 1905 the outer earthworks were removed, and the majority of the nineteenth century buildings constructed outside the Core Fortification were demolished. To accommodate the soldiers and officers assigned to the Reservation, twenty-one brick buildings were constructed to the east and south of the fort; many were constructed near the edge of a large Parade Ground located east of the fort. As the number of individuals and training activities increased, additional buildings were constructed c. 1917. In 1928, the buildings within the Core Fortification were repaired and altered, and used to house additional military staff and personnel and to provide for other military services. From 1940 to 1941 sixty new buildings were constructed on the Reservation when the training activities were expanded with imminent onset of World War II. The Reservation remained a training installation until 1944 when the fort was decommissioned. However, following its decommission it was decided that the Reservation would serve as a site to house World War II European halocaust refugees. The refugees arrived in 1944 and stayed until 1946. Following their departure, the Reservation was turned over to the State of New York.

Once in state ownership, many of the buildings constructed during the twentieth century were gradually demolished and efforts were undertaken to create a historic site. In 1946, most of the buildings constructed c. 1941 were demolished and the brick buildings constructed c. 1903-1905 were converted into apartments for returning war veterans and their families. In 1949, a portion of the old Reservation was transferred to the State Education

Department to be developed into a state historic site. The parcel contained the fort and land surrounding the fort, which included the cemetery. In 1954 the historic site was enlarged when an additional parcel of the old Reservation was added to the original historic site. Since 1954 work has been undertaken to stabilize the existing features on the Site and to make it easily accessible to visitors. In 1986, a plan was developed to recreate the appearance of the fort to its 1868 to 1872 appearance. Since that date work has occurred on reconstructing revetments, adding vegetation and adding small-scale features.

#### III. Scope of Work and Methodology

The goal of this Cultural Landscape Report (CLR) is to identify features and characteristics associated with the history of the landscape and to provide a management document for the Site. This section of the introduction is divided into two parts: "Research Methodology" and "Organization of Report." Research Methodology discusses the level of research conducted for the report and the methods used for researching and compiling each of the three sections contained in the report. Organization of Report discusses the overall layout of the report and the format of each of its sections.

#### A. Research Methodology

A comprehensive CLR consists of the following parts:

Introduction

Part 1: Site History, Existing Conditions, and Analysis and Evaluation

Part 2: Treatment Plan
Part 3: Record of Treatment

Appendices, Bibliography and Index<sup>2</sup>

Due to the limited scope of this project, this document contains only Part 1 of a comprehensive CLR and does not contain Parts 2 and 3. Parts 2 and 3 will need to completed at a time when funding for those works has been secured.

Listed in "A Guide to Cultural Landscape Reports" published by the National Park Service are three levels of research that can be carried out when compiling a CLR. They are referred to as limited, thorough and exhaustive. A "limited" research involves a cursory review of all documentation and notes the further investigation needed in the narrative discussion. A "thorough" research is one that collects, reviews and integrates a large body of documents but does not seek to obtain all information archived on the resource. An "exhaustive" research is one which seeks to collect, review and integrate all known information on a resource. For this report a "thorough" research was done.

The methods employed for each section of this report (Site History, Existing Conditions, and Analysis and Evaluation) differed. For Site History, a traditional literary search of primary, secondary and tertiary materials was conducted of documents archived at the Site, the Central Region office of the OPRHP in Jamesville, New York, and the Bureau of Historic Sites office of the OPRHP in Waterford, New York. The material contained at these locations had been gathered from such places as the National Archives in Washington, D.C., the Public Archives of Canada in Ottawa, and the British Archives in London, England. This material included maps, drawings, photographs and various written records and accounts. Also housed at these locations were documents produced by the State Education Department, Conservation Department and the OPRHP during their stewardship of the property. The research also included evaluation of photographs, plans and maps and literary material located at the Oswego Historic Association, Oswego County Historian, Oswego County Clerk office and the Penfield Library at the State University of New York, Oswego, New York. Interviews were also conducted with the cooperation of current and past members of the Site staff. As new information was procured during the evolution of this report the corresponding text and graphic images were amended.

For Existing Conditions, a field survey was conducted and supported by interviews of current and past

Landscape Characteristics	Period 1 Pre-1796	Period 2 1796-1839	Period 3 1839-1903	Period 4 1903-1946	Period 5 1946-2002
Natural Systems/Features	*	*	*	*	*
Spatial Organization	*	*	*	*	*
Land Use	0	0	0	0	0
Cultural Traditions	0	0	0	0	0
Cluster Arrangements	0	0	0	0	0
Circulation	*	*	*	*	*
Topography	*	*	*	*	*
Vegetation	*	*	*	*	*
Buildings and Structures	*	*	*	*	*
Views and Vistas	*	*	*	*	*
Constr. Water Features	х	x	x	x	х
Small-Scale Features	*	*	*	*	*
Archeological Sites	*	*	*	*	х

Key: \* = Information Sought/Found

x = No Information Found

o = No Information Sought

Fig. 0.4. Table of research results organized by landscape characteristics. Table produced by R. Hetzler, SUNY ESF, 2003.

members of the Site staff and information gathered during the Site History section of this report. It also includes the review and evaluation of contemporary maps and professional evaluations either by the author or by the author with the assistance of the project director and steering committee members.

The Analysis and Evaluation section involves a brief synopsis of the history of each feature, its existing condition, and an analysis of the historic and existing conditions of each feature to determine their integrity and significance to the Site. The analysis required a professional assessment by the author or by the author, the project director and steering committee members. Figure 0.4 summarizes landscape characteristics that were researched and discussed in each of the chapters.

#### **B.** Organization of Report

The report is divided into three sections and consists of two volumes. It has been created in accordance with the guidelines laid out by the National Park Service in "A Guide to Cultural Landscape Reports: Contents, Process, and Techniques." A brief description of the three sections (Site History, Existing Conditions, and Analysis and Evaluation) is provided below along with a description of the associated subheadings for each section.

#### 1. Site History

The Site History section is divided into five parts or historic periods: 1) Pre-History to 1796, 2) 1796 to 1839, 3) 1839 to 1903, 4) 1903 to 1949, and 5) 1949 to 2002. The first historic period, Pre-History to 1796, discusses the evolution of the area within New York State and in particular the area around the mouth of the Oswego River. It includes a narrative of the battle for the control of the lucrative North American fur trade between the French, Dutch, English and Iroquois, which was so instrumental to the establishment of the first fort, and discusses the construction of the first three Fort Ontarios and the military, political and geographical influences that occurred during the second half of the eighteenth century. The period ends when American forces are given possession of the third fort by the British in 1796. The second historic period, 1796 to 1839, discusses the destruction of the third Fort Ontario by British forces in 1814 and the growth of the communities and ultimately villages of East and West Oswego. The third historic period, 1839 to 1903, discusses the construction of the fourth Fort Ontario and the growth of the City of Oswego and its associated fresh-water port. The fourth historic period, 1903 to 1949, discusses the transformation of the Reservation from a defensive installation to a training installation and the numerous changes that occurred to the Reservation during the period. The fifth and final

historic period, 1949 to 2002, discusses the creation of the state historic site which has been used to teach the general population about the history of Fort Ontario and the surrounding area.

Each historic period of the Site History contains the following subheadings: Historic Context, Site Narrative and Landscape Characteristics.

#### I. Historic Context

The Historic Context discussion explains the various contexts affecting the development of the Site. These contexts include military developments, economic developments, settlement developments and political developments.

#### II. Site Narrative

The Site Narrative discussion is divided into three subheadings that provide a comprehensive history of the development of the Site and the land surrounding it. The three subheadings are Landscape Context, Site Development and Site Boundaries.

- A. Landscape Context discusses the evolution and development of the land and water features adjacent to the Site.
- B. Site Development discusses the evolution of the Site within the boundaries that existed for the particular historic period.
- C. Site Boundaries discusses the evolution of the boundaries for the Site.

#### III. Landscape Characteristics

Landscape Characteristics are general categories under which specific landscape features are grouped. A desription of each feature is then provided complete with the date of its introduction to the Site, its removal from the Site when applicable, and any alterations that occurred to the feature during each specific historic period.

The National Park Service recognizes thirteen landscape characteristics in its 1998 publication, "A Guide to Cultural Landscape Reports: Contents, Process, and Techniques." For this report, four of the characteristics are not listed: three because they do not appear within the Site at any time during its history (Cultural Traditions, Cluster Arrangements and Constructed Water Features) and the fourth, Land Use, because the land use of the Site, military, remained unchanged for a large part of the Site history of this report. The remaining nine characterisitics are listed below.

- A. Natural Systems and Features: Natural aspects that often influence the development and resultant form of a landscape.
- B. Spatial Organization: Arrangement of elements creating the ground, vertical, and overhead planes that defines and creates spaces.
- C. Circulation: Spaces, features, and materials that constitute systems of movement.
- D. Topography: Three-dimensional configuration of the landscape surface characterized by features and orientation.
- E. Vegetation: Indigenous or introduced trees, shrubs, vines, ground covers, and herbaceous materials.

- F. Buildings and Structures: Three-dimensional constructs such as houses, barns, garages, stables, bridges, and memorials.
- G. Views and Vistas: Features that create or allow a range of vision that can be natural or designed and controlled.
- H. Small-Scale Features: Elements that provide details and diversity combined with function and aesthetics.
- I. Archeological Sites: Sites containing surface and subsurface remnants related to historic or prehistoric land use.

#### 2. Existing Conditions

The Existing Conditions is organized slightly differently in order to address current Site management issues. A clear distinction is made between the landscape characteristics and associated features that are located within the Site and under the jurisdiction of OPRHP, and those that are located adjacent to or near the Site, not under the jurisdiction of the OPRHP, but influence it none the less. This section is organized according to the following format:

#### I. Landscape Context

This section discusses those landscape characteristics surrounding and adjacent to the Site that are not under the jurisdiction of OPRHP, but which are important to the history and setting of the Site. These include the natural systems and features of the locale and the adjoining properties, and in some case a brief description of features viewed as important in the history of the Site.

#### II. Landscape Characteristics

This section addresses the nine landscape characteristics and their associated features that are found on the Site. A detailed discussion of the physical attributes of the landscape context and landscape characteristics as exists in the year 2002. It also includes an assessment of the physical condition of each landscape feature according to the following four categories:

- A. Good: Indicates the landscape feature shows no clear evidence of major negative disturbances and deterioration by natural and/or human forces. No immediate corrective action is required to maintain its current condition.
- B. Fair: Indicates the landscape feature shows clear evidence of minor disturbances and deterioration by natural and/or human force, and some degree of corrective action is needed within three to five years to prevent further harm. The cumulative effect of the deterioration of many of the significant characteristics of the feature, if left to continue without the appropriate corrective measure, will cause the feature to degrade to a poor condition.
- C. Poor: Indicates the landscape feature shows clear evidence of major disturbances and rapid deterioration by natural and/or human force. Immediate corrective action is required.
- D. Unknown: Indicates that not enough information is available to make an evaluation.4

#### 3. Analysis and Evaluation

The first part of this section is the Statement of Significance, which includes a review of existing National Register documentation. The second part is the Site Analysis, in which individual existing landscape features relevant to the landscape context and landscape characteristics are analyzed. This analysis and

evaluation is organized for each feature according to the following format:

Historic Condition: A brief synopsis of the history of the feature as documented in the site history section of the CLR up until the end of the period of significance in 1954.

Existing Condition: A brief description of the feature as it has changed from the end of the period of significance to the present.

Analysis: A statement as to whether the feature is extant and a determination as to whether it contributes to the historic significance of the Site based on a comparison of its historic condition and its existing condition. Features are determined to be "contributing" if they were present during the period of significance, possess historic integrity to that period, and are related to the areas of historic significance. Features are determined to be "non-contributing" if they were not present during the period of significance, were present but no longer possess historic integrity, or are unrelated to the areas of historic significance. The historic integrity of each feature is evaluated against the seven aspects established by the National Register: location, design, setting, materials, workmanship, feeling, and association.

#### IV. Site Boundaries

Throughout the Site History section of this report, the evaluation of landscape features mainly focused on those contained within the historic boundaries of each period. However, a particular emphasis was placed on those features contained within the Site boundaries of the Fort Ontario State Historic Site in 2002. Those features are discussed in detail in both the Existing Conditions and the Analysis and Evaluation sections of this report. In 2002, the boundaries for the Site were located along the base of the bluff to the north and west; abutting property owned by the Port of Oswego Authority and property owned by the City of Oswego to the south and east (see fig. 0. 5).

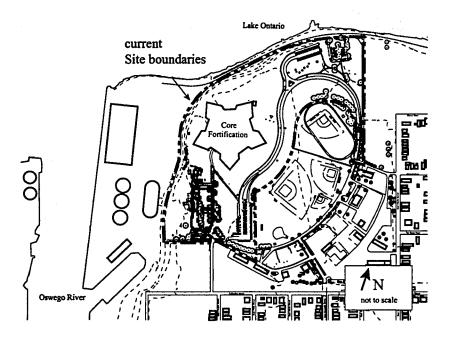


Fig. 0.5. Site boundaries in 2002. Graphic produced by R. Hetzler, SUNY ESF, 2003.

In addition to the evaluation of features located within the boundaries of the Site for each historic period, attention was also given to the development of the area immediately around the mouth of the Oswego River which included the construction of Forts George and Oswego on the west side of the river in 1755 and 1756, the development of the communities and villages of East and West Oswego from 1796 to 1838, and the development and history of the City of Oswego from 1838 to 2002.

#### V. Summary of Findings

The Fort Ontario State Historic Site is a historically significant resource because of the presence and condition of the structure known as Fort Ontario, which was constructed from c. 1839-1844 and followed military and engineering principles established during the seventeenth century; its association with the Patriots War in 1839 and the housing of Holocaust Refugees from 1944 to 1946; and because it has yielded and has the potential to yield further information regarding the history of this country. The Site retains a high degree of integrity through its natural systems and features, existing vegetation, circulation systems, buildings and structures, and views. Included in this list of features and characterisites are the bluff, boundary cottonwoods, picnic space cottonwoods, Parade drive, the buildings located within the fort, the Site Manager's House and views of Lake Ontario, the Oswego River and the City of Oswego from the fort and plateau.

#### Chapter 1 - Battle for Fort Ontario (Pre-History-1796)

#### Introduction

During this historic period the plateau overlooking the confluence of the Oswego River and Lake Ontario was transformed from a natural, pristine landscape to a military enclave, to defend a strategic river route and rich resources of a developing colony and nation.\(^1\) Originally claimed by the Onondaga Indians, ownership of the site was gradually relinquished to the British and then the Americans. The military fortifications constructed on the site quickly evolved from a frontier style fortification employing simple palisade walls and hastily constructed outer defenses to a highly engineered fortress ascribing to contemporary European warfare technology. The importance of the site constantly changed as the development of the North American continent progressed and the points of conflicts and interests between competing nations shifted.

#### I. HISTORIC CONTEXT

#### A. Native American Ownership and Influences

Arriving as early as 7000 B.C., the Paleo-Indian hunters were the first group of Indians to explore the region of New York State.<sup>2</sup> A nomadic people, these hunters followed the interglacial herds in their constant search for food. As these people incorporated a greater use of plants and animals into their daily activities and diet, and discovered ways to grind and polish weapons they advanced into a stage of development referred to by paleontologists as the Archaic Stage. Less nomadic, the Archaics occupied New York State from 3500 B.C. to 1000 B.C.<sup>3</sup> The Archaic Stage of development ended and a new stage began with the introduction of pottery, stone cooking vessels, and the establishment of villages and an agrarian subsistence. Known as the Woodland Stage, the Indians of this new period also made advances in decorative detailing and political and commercial institutions. The Algonquin, the first major group of Woodland Indians to inhabit the North Atlantic region, usually selected Sites for their villages along rivers and creeks.<sup>4</sup> They controlled the North Atlantic region for more than 300 years but were gradually displaced from a large portion of present-day New York State when small bands of the Iroquois Indians began migrating to the region during the thirteenth and fourteenth century.

Originating from the mid-Mississippi region some of these Iroquois bands sequentially migrated to western New York by way of the Ohio and Allegheny Rivers.<sup>5</sup> Known as the Seneca and Cayuga Indians, they settled between the Genesee River and Skaneateles Lake of western and central New York (see fig. 1.1, p. 12). Another Iroquois band, the Huron, entered the Canadian territory north of Lake Erie and settled in the Georgian Bay-Lake Simcoe District of Ontario, Canada. Spreading eastward, the Huron pushed deeper into Algonquin territory north of Lake Ontario and the St. Lawrence River. Increased resistance from the Algonquin forced some groups of Iroquois southward into central and eastern New York.<sup>7</sup> One of these groups emerged as the Onondaga, who settled in the hills west of Cazenovia Lake. Calling themselves the people of the hills, tradition suggests that the Onondaga entered their new territory by way of the Oswego River. The Mohawk, a later group of Iroquois displaced from the area north of the St. Lawrence, settled in the valley now bearing their name. The Oneida, later separating from the Mohawks, established villages between the Mohawk and Onondaga. The cultural affinity of these five nations, the Mohawk, Oneida, Onondaga, Cayuga and Seneca, provided a foundation for the creation of a confederacy. The founding of this confederacy occurred sometime during the fifteenth or sixteenth century with Iroquois tradition looking towards the earlier date. 10 Tradition also holds the founders as Deganawalda, a Huron Indian adopted by the Mohawk, and Hiawatha, his Onondaga spokesman who had also been adopted by the Mohawk." It was Hiawatha who persuaded Atotarho, a chief of the Onondaga, to bring his tribe into the confederacy. As recompense for joining the confederacy, the Onondagas were made Keepers of the Wampum and Council Fire and one of their sachems was allowed to be the Council leader.<sup>12</sup> The Europeans referred to this confederacy as the Five Nations. Family, clan and community values formed the basis of this political union, which, in concept, formed a longhouse the Indians called Ganonsyoni; meaning "the lodge extended lengthwise." Fifty sachems

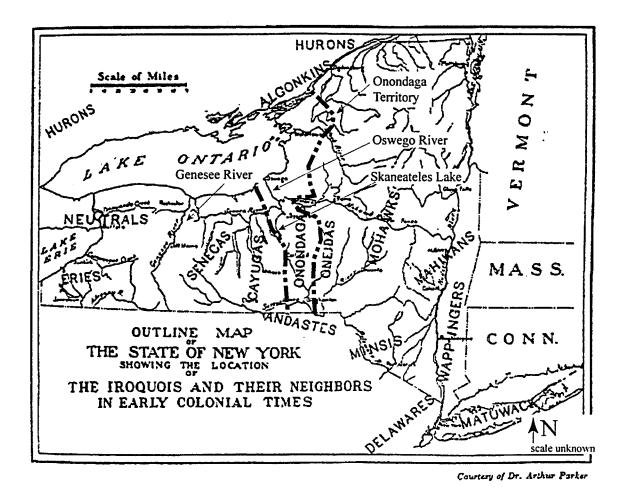


Fig. 1.1. Locations of Iroquois territories. Reproduced from Clayton Mau's book *The Development of Central and Western New York* (Rochester, NY: The Du Bois Press. 1944), 3. Annotated by R. Hetzler, SUNY ESF, 2003.

ruled the Confederacy with eight to fourteen sachem drawn from each tribe. <sup>14</sup> The fifty sachems known collectively as the Grand Council met at the main village of the Onondaga, located near present-day Syracuse, New York, to address economical, political and social issues. Within each tribe, this political system was reflected in kind. Individual members of the Confederacy were called People of the Longhouse and all the individuals and tribes were considered part of one family symbolically living within one dwelling.

Within this symbolic longhouse extending across eastern, central and western New York State, the centrally located main Onondaga village was considered the capital of the confederacy. Since the Onondaga maintained the Council Fire they were called the Fire Keepers. The strategic location of the Mohawk and Seneca tribes at either end of the symbolic longhouse distinguished them as the Keepers of the Eastern Door and Keepers of the Western Door respectively. The smaller tribes of the Cayuga and Oneida were called the Little Brothers. Regardless of the member tribe's size, equal voice was granted to each within the Grand Council. Ideally, the Confederacy was to act in unison, but local interests often prevailed. This unity and efficiency of the Confederacy became the concern of neighboring tribes and the main resistance to European expansion. By the early sixteenth century, the Iroquois of the Confederacy were located west of the Schoharie Creek near present-day Albany, New York to the Genesee Valley near present-day Rochester, New York.

The villages of the Iroquois were usually located on high, defensible terrain and at times surrounded by a stockade. Elaborate in design, the stockade could measure fifteen to twenty feet in height, with up to four staggered layers of log palisades. Galleries were built along the palisade, and sometimes a ditch surrounded the entire defense. Cornfields surrounded the stockade or village and extended to the dense woods beyond. By 1,600, the Iroquois did not require elaborate palisade defenses around many of their interior villages; their reputation and prowess secured their borders. Within, Iroquois villages could consist of more than 120 longhouses, each approximately sixty feet long by eighteen feet wide and eighteen feet high.<sup>17</sup> Often accommodating two or more families, these houses sometimes had arched roofs covered entirely by bark shingles and were constructed of saplings and small trees. Entrances to the longhouses were located at either end, cooking fires were situated down the center of the dwelling, and bunks were placed on the interior long sides of the houses.

Of the daily tasks, men were involved with hunting and fishing; performing these tasks either on their own or in unison with others for protection and efficiency. The hunting season lasted from fall to midwinter with an additional period in spring. Fishing occurred in every season but winter. Oratory, hunting and warfare were highly valued masculine skills within the Iroquois society. The oratory skills were used in the dissemination of tribal myths and legends and as a tool for repeating treaties and agreements between various factions. The men would also help with the initial clearing of fields, but it was the women who cultivated the fields and prepared the food. Any available time beyond that performed in the above tasks was spent making tools and implements from bone, clay and stone. Some of the items made included nets for fishing, pottery for cooking and storage, and arrows for hunting and defense. Seasonal ceremonies celebrated by the Iroquois included Thanks to the Maple, Planting Festival, Strawberry Festival, Green Corn Festival, Harvest Festival, and New Year's Jubilee. These celebrations could last from one to seven days.

The settled way of life of the Iroquois provided an opportunity for the creation of excess goods. From this excess an extensive trading network was developed with neighboring tribes. Trade items often included flints, dried fish, birch canoes, tobacco, furs and skins.<sup>20</sup> The longevity of this trade, as well as intermittent warfare, created well-worn paths across the New York terrain.<sup>21</sup> The Iroquois relocated their villages about every ten to twenty years as local resources were depleted. This process of relocating and rebuilding their villages transferred the necessary skills for constructing huts, longhouses and stockades from one generation to the next. In 1682, a Jesuit missionary, Father Lamberville, recorded such an activity at an Onondaga village in the area of present-day Central New York State.

On my arrival, I found the Iroquois of this village occupied in transporting their corn, their effects, and their cabins to a place two leagues distant from their former residence, where they had dwelt for 19 years. They make this change in order to have firewood in convenient proximity, and to secure fields more fertile than those they were abandoning. This is not done without difficulty: for, in as much as carts are not used here, and the country is very hilly, the labor of the men and women, who carry their goods on their backs, is consequently harder and of longer duration. To supply the lack of horses, the inhabitants of the forests render reciprocal aid to one another, so that a single family will hire sometime 80 or 100 persons; and they are, in turn, obliged to render the same service to those who may request it from them, or they are freed from that obligation by giving food to those whom they employed.<sup>22</sup>

The greatest challenge to the Confederacy's unity and survival of the various Iroquois nations occurred with the arrival of the Europeans in the early seventeenth century. The arrival of the Europeans initially served to increase, then check and ultimately eliminate Iroquois dominance of the present-day New York State region. In 1624, the construction of Fort Orange at present-day Albany by the Dutch provided the Iroquois, especially the Mohawk, an easy opportunity to trade North American furs for European goods. European interest in the lucrative fur trade and the Iroquois fascination with European goods initially created a mutually beneficial relationship. However, as the Iroquois gradually became dependent on the acquisition of European goods for their welfare, they lost the knowledge passed from one generation to the next necessary to produce their own tools and weapons. What were once considered European luxury items obtained through the simple exchange

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of furs, were now considered necessities only guaranteed by a continued supply of fur. In addition to the simple needles, kettles and farming tools obtained from the Europeans, the Iroquois traders were also able to barter for firearms and alcohol. The firearms initially increased their prowess, but their intemperance towards alcohol reeked havoc within the nation's social fabric. The dependence of the Iroquois on the European blacksmiths to repair their metallic tools and firearms further increased the influence and power exerted by the Europeans over the Iroquois. In order to maintain their new way of life, the Iroquois were required to challenge any tribe gaining access to or encroaching upon the ever-shrinking supply of furs within the vicinity of present-day New York State. This decreasing supply also created a tenuous relationship between the Iroquois and the French who competed for the furs supplied by the northern Great Lakes Indians.<sup>23</sup>

The Iroquois exhausted their supply of furs within present-day New York State sometime after 1640.<sup>24</sup> Looking for new sources, they turned towards neighboring tribes in a hostile fashion. Their attacks began with the defeat of the Neutrals living west of Niagara Falls in 1643 and then focused on the Huron north of Lake Ontario in 1647-1649.<sup>25</sup> The Huron, who commanded the St. Lawrence River region, had successfully formed trading ventures with the northern Great Lakes Indians which diverted a large share of the western fur trade away from the Iroquois. After the Iroquois failed to convince the Huron to divert some of this trade towards the Confederacy, they retaliated by raiding Huron brigades carrying furs down the Ottawa and St. Lawrence Rivers to Montreal.<sup>26</sup> The French, who had begun to settle along the upper St. Lawrence River as early as 1615 and were now allies of the Huron, unsuccessfully tried to end Iroquois aggression through diplomacy. In 1649, a thousand Mohawk and Seneca braves laid waste to the Huron villages of Huronia located north of Lake Erie. Around 1670, the final domination of the Huron and the Adirondack Indians provided the Iroquois sovereignty over new territory extending from Lakes Huron, Erie and Ontario to the Ottawa River near Montreal.<sup>27</sup> The Iroquois' success in positioning themselves between the Indians of the northern Great Lakes Indians and the French, Dutch and English to the east temporarily increased the wealth and power of the Confederacy significantly.<sup>28</sup>

However, the Ottawa Indians further to the north continued to bypass the Iroquois by directing furs towards Montreal by way of the St. Lawrence. The Iroquois expressed their rage by laying siege to French-held Montreal. In retaliation to this and other raids, the French invaded the Confederacy territory and subsequently secured a treaty with the Iroquois in 1666. This treaty provided the French an opportunity to establish forts westward along Lake Erie, the northern Great Lakes and the Mississippi River and also allowed them to send Jesuit missionaries among the nations of the Confederacy. The zest with which the French established forts and encroached on Iroquois trade and their life style alarmed the Confederacy, which responded in 1680 with a renewed bid to regain control of the northwestern fur trade. Iroquois assaults against the nations of the Illinois country resulted in the French once again invading the Iroquois lands of present-day New York State in 1684 and 1687. These raids had little success in subduing the Confederacy, but the French missionaries who had begun to live among the Onondaga and Oneida nations were winning converts, thus, challenging the unity and power of the Iroquois.<sup>29</sup>

Interested in maintaining the Iroquois as a barrier from French advances, the English, who had usurped possession of the New York province from the Dutch in 1664, had formed alliances with the Iroquois in 1679 and 1684.<sup>30</sup> In 1689, the Iroquois, with the aid of their new English allies, executed a devastating raid against the French settlement of Lachine, located a few miles north of Montreal.<sup>31</sup> Seeking to end the Iroquois threat, Governor Louis Buade, Comte de Frontenac, sent French troops against the Mohawk villages in 1692 and the Onondaga and Oneida villages in 1696.<sup>32</sup> These successful raids ended the dominance of the Confederacy in the frontier lands of present-day New York State. With the Confederacy substantially weakened, English efforts to challenge the French now required greater participation of their own forces. In 1701, no longer self-assured in their ability to prevail against rival nations, the Iroquois made peace with the 13 nations of the northern Great Lakes Indians. <sup>33</sup> This treaty also confirmed Iroquois neutrality in the event of any future colonial wars between France and England and marked the end of the great Iroquois resistance to French westward expansion.<sup>34</sup>

In 1704, the English sent the first Anglican missionary, Thoroughgood Moore, to live among the Mohawk in an effort to win converts and exert greater influence over the Iroquois. The success of Moore and succeeding

missionaries played a significant role in developing an enduring relationship between the British and Mohawk tribe.<sup>35</sup> While the power of the Iroquois had diminished, they still exerted considerable influence; both the English and French fervently sought their loyalty. Through the adroit diplomatic measures of the Confederacy's leaders, the Iroquois were able to maintain their neutrality during the majority of the first half of the eighteenth century.

In 1744, a young Irishman named William Johnson began making his mark on Indian affairs in the New York Province. William Johnson had come to America at the age of 23 to manage the estates of his uncle, Admiral Peter Warren, located south of the Mohawk River. Once there, Johnson learned the customs and language of the Mohawk and took a series of Mohawk wives. In 1746, Johnson was made Commissary for Indian Affairs and Colonel of the Forces to be raised out of the Six Nations. Around 1753, he met and courted Mary Brandt, granddaughter of the Mohawk chief, Chief Hendrick. It was through her and her family connections, coupled with the respect he had earned among the Mohawk, that Johnson was able to manage the Confederacy so successfully in subsequent years and keep the Mohawk either neutral or allied to British causes against the French and later the Patriot forces of the Revolutionary War.

In 1755, appointed Superintendent of Indian affairs by British Commander-in-Chief General Braddock, William Johnson succeeded in overcoming Mohawk reluctance in aiding an English expedition against French held Lake George.<sup>37</sup> British victories following the Lake George expedition helped sway the remainder of the Iroquois nations to support a British attack on French held Niagara in 1758.<sup>38</sup> The support of the Iroquois during the French and Indian War (1754-1763) was one of the factors leading to the end of French control of the St. Lawrence River and Great Lakes when the war terminated. In 1762, sensing strife between the American colonies and Great Britain, Sir William Johnson held a convention with the Confederacy to reaffirm their Covenant Chain insuring their loyalty to the British Crown.<sup>39</sup> While the Seneca violated the agreement shortly afterwards, Johnson was once again able to renew the covenant and gain Iroquois loyalty to the British Crown. Upon Sir William Johnson's death in 1774, his nephew Guy Johnson succeeded him as Superintendent of Indian Affairs.

When tensions increased between the patriots and loyalists after the events at Lexington and Concord in 1775, intense pressure came to bear upon the Iroquois for their pledge of neutrality or allegiance. On 17 June 1775, Guy Johnson, accompanied by Joseph Brant Chief of the Mohawk, assembled an Indian congress consisting of 1,458, men, women and children of the various Iroquois nations at Fort Ontario, at the confluence of the Oswego River and Lake Ontario.<sup>40</sup> The Oneida, who had stronger inclinations toward the patriot cause, refused to attend the meeting.<sup>41</sup> The congress ended on 8 July 1775 and Johnson, with a contingent of Mohawk warriors departed for Niagara on 11 July 1775.<sup>42</sup> Following the Fort Ontario gathering, Johnson reported that during the congress the Indians present had "agreed to defend the communication, and assist his Majesty's Troops in their operations."<sup>43</sup>

Later that same year the patriots held a conference addressing Indian loyalties at German Flats.<sup>44</sup> After a lengthy deliberation, Little Abraham, chief of the Mohawk castle, agreed to neutrality and continued friendship with all their white brethren.<sup>45</sup> The patriot forces at the conference also assured the Iroquois that no pressure would be brought against them to join their cause.

On 2 July 1776 the first Continental Congress declared war with Great Britain. With the strategic importance of the Mohawk Valley and the waterway running through it to the Great Lakes, the Iroquois found themselves geographically entwined in a war they wished to avoid. As the Iroquois struggled to maintain their neutrality, coercion by both the English and the patriots led to the eventual involvement of the Confederacy in the conflict for American colonial independence. In 1777, at the Battle of Oriskany near present-day Rome, New York, Tory, Mohawk and Seneca warriors ambushed patriot forces and Oneida warriors marching with General Nicholas Herkimer to relieve Fort Stanwix. This important event marked the first time since the Confederacy was formed that member nations had fought each other.

In 1779, in response to British and Iroquois raids upon patriot settlements in Cherry Valley of the New York Province and Wyoming Valley in Pennsylvania Province, General George Washington ordered Generals John

Sullivan and James Clinton to rid the New York Province of these terrorists. After defeating the Indian warriors and British troops at Newtown, near present-day Elmira, New York, the Sullivan-Clinton expedition continued westward destroying the villages and food stores of the Onondaga, Cayuga and Seneca Indian, and laying waste to their fields and orchards. Without shelter and a means to sustain themselves through the coming winter, the remaining members of these three nations migrated westward in search of food and shelter. From this point forward the Iroquois ceased to be a serious threat to the patriot forces during the Revolutionary War. From 1784 to 1790, a series of treaties between the nations of the disbanded Iroquois Confederacy and the State of New York slowly removed the vast majority of territory claimed by the former.

### 1. The Onondaga Indians

The Onondaga laid claim to the land comprising the site of Fort Ontario and a large portion of present-day central and northern New York as early as the fourteenth or fifteenth (see fig. 1.1, p. 12).<sup>48</sup> Other than Champlain's account of a supposedly Onondaga stockade village near Oneida Lake in 1615, there were not any European accounts of fortified Onondaga villages. However, the Onondaga did establish their villages in pairs and the two-village pattern existed by the mid-fifteenth century and extended to the end of the Revolutionary War.<sup>49</sup> An account from 1677 records the existence of two settlements, referred to individually as a town and a village, believed to be those of Indian Hill and Indian Castle.

The Onondagoes have butt one towne, butt itt is very large; consisting of about 140 houses, nott fenced; is situate upon a hill thatt is very large, the banke on each side extending itself att least two miles, all cleared land, whereon the corne is planted. They have likewise a small village about two miles beyond thatt, consisting of about 24 houses. They ly to the southward of ye west, about 36 miles from the Onyades. The Onondagos are said to be about 350 fighting men.<sup>50</sup>

By the mid-eighteenth century, two Onondaga villages had been identified along Onondaga Creek and a third village was located a short distance east of the creek.<sup>51</sup> The respective names of these villages were Upper Onondaga, Lower Onondaga and Toyadasso (see fig. 1.2, p. 17). Written accounts indicate that Upper and Lower Onondaga eventually grew into one extended village.

The town in its present state is about two or three miles long, yet the scattered cabins on both sides of the water are not above 40 in number; many of them hold two families, but all stand single, and rarely above four or five near one another, so that the whole town is a strange mixture of cabins, interspersed with great patches of high grass, bushes and shrubs some of pease, corn and squashes.<sup>52</sup>

Throughout the third-quarter of the eighteenth century the Onondaga population declined dramatically. Sir William Johnson's ordered survey in 1763 put the number of Onondaga men at 150 and verified the location of their villages: "One large village 6 miles from the lake of their name (which is the place of Congress for the Confederates) with a smaller at some distance." In July of 1788, the Onondaga ceded their land in central New York to the state, with the exception of their reservation near Onondaga Lake. In 1793, Onondaga friends of David Zeisberger, a Moravian missionary who had lived among the Onondaga in the second half of the eighteenth century, reported to him that only twelve or thirteen Onondaga families resided at their larger village identified in William Johnson's survey. On 21 January 1795, a treaty between the United States and the Iroquois of New York State reserved land throughout the state for those Indian nations.

## **B. European Contact and Conquest**

Once the various European powers (Dutch, English and French) had begun to settle the different regions of the North American eastern seaboard, they busied themselves with either establishing self-sufficient communities or commercial enterprises, or a combination of both. The Dutch, who had settled in the area of present-day New York City, were involved in the trafficking of fur and the production of various agricultural products.

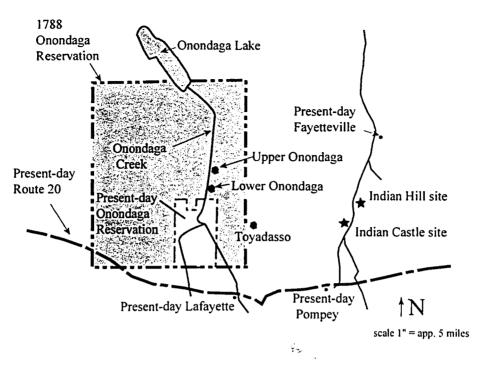


Fig. 1.2. Seventeenth and eighteenth century Onondaga villages, and their current reservation boundaries. Based on map in James Tuck's book *Onondaga Iroquois Prehistory* (Syracuse: Syracuse Univ. Press, 1971), 20. Graphic produced by R. Hetzler, SUNY ESF, 2001.

Along the New England coastline, the English were fishing the North Atlantic Ocean and establishing agricultural and commercial communities. To the north, the French were busy along the St. Lawrence River exploiting both the abundant wildlife and the North Atlantic fisheries. The major difference between the settlements of the English and that of the Dutch and French was the former's ability to attract a steady flow of immigrants and continually expanding their population and settlements. As a result, the English settlements expanded not only into the domains of the Dutch and French, but into the Native American territory as well. This gradual expansion of the English settlements along the eastern seaboard and interior of the coastline helped pave the way for the eventual removal of Dutch rule over the New York Province by the English Crown. It also led to competition and conflicts between the English, French and Native Americans for control of the North American fur trade and possession of its expansive frontiers.

# 1. The Dutch and French Settlement

In 1609, Henry Hudson, an English seafarer employed by the Dutch East India Company, set out to find the Northwest Passage through North America to the West Indies. In his search, he discovered two as-of-yet-unknown rivers between the English-held colonies of New England and Virginia; the present-day Delaware and Hudson Rivers. The Dutch quickly laid claim to the new territory surrounding the rivers and established fur trading posts at the entrances of the Connecticut, Delaware and Hudson Rivers. In 1624, the Dutch purchased Manhattan Island from the local Indians and there they organized the town of New Amsterdam. Flemish and Walloon Protestants, fleeing persecution in Europe, were sent over as the first colonists of New Amsterdam.<sup>57</sup>

The Dutch were immediately successful in establishing a viable community due in large part to their ability to adapt the proven practices of the Native Indians. Once concern for immediate survival was cast

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aside, the Dutch were able to place more of their attention on the development of trade and commerce in their bid towards dominance of the various North American markets. With their forts protecting the entry into the Hudson River, the Dutch were free to venture further north along that river to establish posts and colonies that included Kingston and Albany. At Albany, furthest north of the three major Dutch settlements of New Netherlands, the Dutch built Fort Orange and began trading with the Mohawk Indians of the Iroquois Confederacy.<sup>58</sup> While the Dutch were starting their colonies along the rivers of the New Netherlands colony at the beginning of the seventeenth century, the French were finally experiencing success in creating their own permanent settlements further north along the banks of the St. Lawrence River.

The French had begun to explore the northeastern region of the North American continent almost three-quarters of a century before the Dutch. In 1534, French explorer Jaques Cartier, while searching the North America waterways for the Northwest Passage, discovered the mouth of the St. Lawrence River and found a number of Iroquois fishing and hunting along its banks. At this time, Cartier entered into trade with the Iroquois he met earning himself the distinction of being the first European to record an exchange of European goods for Indian furs.<sup>59</sup> Returning the following year, Cartier entered the St. Lawrence River and traveling as far as present-day Montreal and Quebec; he found and reinitiated contact with the Iroquois people he had met the previous year. Unfortunately, French deception and greed marred these encounters and began a long relationship of distrust and warfare between the two groups.

On Cartier's second trip in 1535, attempts were made to establish permanent French settlements along the St. Lawrence River but were thwarted by the severe winters of the region.<sup>60</sup> Towards the end of the sixteenth century, private syndicates interested in the burgeoning fur trade along the St. Lawrence River sought trading rights in return for establishing permanent French settlements along that river. Unsuccessful, it was not until 1608 that Samuel de Champlain, the first governor of New France, established the first permanent settlement at the present Site of Quebec.<sup>61</sup> His fervent patriotism and religious passions provided him with the patience and perseverance required for surviving the first harrowing winter. Of his first group of twenty-seven men, only eight survived to see the following spring.<sup>62</sup> Aware of their dependence on the native tribes for survival, Champlain formed alliances with the local Huron and Algonquian Indian tribes.<sup>63</sup> In 1609, continuing the friction between the French and Iroquois begun with Cartier in 1534, Champlain joined his new allies in an attack on Iroquois villages in the present-day State of New York. Later, in 1615, after participating in a failed assault on a supposed Onondaga village near Oneida Lake with the Huron and Algonquian, Champlain serendipitously discovered the confluence of the St. Lawrence River and Lake Ontario.<sup>64</sup> This discovery generated the possibility for further French expansion westward of the St. Lawrence River. In addition, an allegiance of trade given by the Huron and Algonquian to the French for their participation in the attack on the Iroquois ultimately accounted for two-thirds of the French fur trade by 1620.

The Dutch and French attempts to expand their existing settlements and develop new settlements were fraught with difficulties. The New Netherlands colony was slow to expand in population as a result of land distribution policies, Indian conflicts, and the lack of leadership by the Dutch government. To the north, the settlement of New France languished because of the lack of interest and leadership showed to the new colony by the royal crown in France.

The land policy established in New Netherlands, known as the patroonship system, was similar to the European feudal system of land ownership. Landlords owning large tracts of land would rent portions of their tracts to tenant farmers accompanied by burdensome stipulations requiring the farmer to surrender to the landlord a portion of their seasonal harvests. Lack of government inducements for the improvement of these expansive tracts also left large areas of arable land inaccessible and unsafe for settlement.<sup>65</sup> Conflict between the local bands of Algonquian Indians, initiated with Hudson's arrival in 1609, also served to hinder settlement within the Dutch colony. Another factor limiting the growth of New Netherlands was the position this colony held in comparison with other Dutch New World holdings. Viewed as only a minor possession, the Dutch government's focus was centered on the extraction of resources from the North American continent rather than the development of permanent societies. While this resulted in the

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increase of economic activities at the population centers of New Amsterdam, Kingston and Albany, the policy did not promote the population growth and establishment of new settlements in the surrounding countryside. Offering little opportunity to potential immigrants beyond what they already experienced in Europe, few made the dangerous journey to the New World. By 1664, the total population of Europeans in New Netherlands was approximately 10,000.66

To the north, during the early part of the seventeenth century, Champlain had looked to the Catholic Church for support in the colonization of New France when state and private enterprise proved unresponsive. With the help of Cardinal Richelieu, Recollet missionaries and the Jesuit order of missionaries, attempts were made to increase the population of New France through the integration of the native tribes into French culture and the transplantation of French from France. The integration of the native tribes was approached through religious conversion, interracial marriage and convincing them to adopt a more agrarian, settled lifestyle. The process of transplanting 4,000 French immigrants began in 1628 with the arrival of 400 settlers but quickly ended when the English temporarily claimed sovereignty over the fledgling colony in 1629. However, New France was quickly returned to the French in 1632 following the Treaty of St.-Germain-en-Laye, but with the subsequent death of Champlain in 1635 and the lack of interest in the North American colony by the French monarchy, leadership within New France temporarily passed to the Catholic Church, in particular the Jesuit missionaries.

The Jesuits fervently set about administering care for the spiritual and social needs of the French and Indian alike by establishing missions along the St. Lawrence River and among the Ottawa and Algonquian tribes. Their efforts produced Quebec's first college in 1635 and a mission at the junction of the Ottawa and St. Lawrence Rivers, which evolved into present-day Montreal. By the 1640s, the population of New France had increased to about 1,000 under Jesuit guidance.<sup>69</sup> In the late 1640s, at the time when the Iroquois were raiding Huron trading brigades traveling along the Ottawa River, Jesuit missionaries willingly volunteered to live among the Iroquois not only to temper relationships between the French and Iroquois but to seek religious converts. One of these priests to visit the Iroquois country at the request of the Onondaga chiefs was Father Simon LeMoyne in 1654.<sup>70</sup> During his yearlong stay with the Onondaga at a village near present-day Syracuse, New York, he secured their approval to allow additional French missionaries to return the following year. Upon his departure, he was directed to Lake Ontario by way of the Oswego River, a water route leading into the heart of the Onondaga territory.<sup>71</sup>

As agreed upon, the following year French missionaries returned to the village of the Onondaga and Fathers Joseph Chaumont and Claude Dablon constructed a fort north of the village along the shores of Onondaga Lake. On 2 March 1656 Father Dablon returned to Montreal to petition for additional help at the growing mission. He returned on 11 July 1656 with five Jesuit missionaries and a number of Frenchmen. In the summer of 1657, after the massacre of a number of Huron who arrived at the Onondaga village with visiting Fathers Paul Ragueneau and Francois DuPeron, the amiable relationship between the French and Onondaga rapidly deteriorated. Father Simon LeMoyne provides a broader understanding of the events leading to this fracture:

They [the Onondaga chiefs] urged for many years with incredible persistence; with evidences of especial affection and even with threats of rupture and war, if their friendship were despised and their demand rejected; they insisted, I say, and solicited that a goodly number of French should accompany them into their country...as a token of peace and alliance with them.

The Mohawks desired to thwart this scheme; they fought the one against the other....Some believed that all that was a mere feint, the better to mask their game; but it would seem to me not a very pleasant game.... I strongly doubt that Iroquois policy should extend so far as that, and that Barbarians who repose but little confidence in each other, should so long conceal their intrigues. I believe rather that the Onnontague Iroquois demanded some Frenchmen in sincerity, but with views very different. The Chiefs finding themselves engaged in heavy wars against a number of nations whom they had provoked, asked for

Hurons as reinforcements to their warriors; they wished for the French to obtain firearms from them, and to repair those which might be broken. Further, as the Mohawk treated them sometimes very ill when passing through their villages to trade with the Dutch, they were anxious to rise out of this dependence in opening a trade with the French. This is not all, the fate of arms being fickle, they demanded that our Frenchman should erect a vast fort in their country to serve as a retreat for them.... Here are the views of the Iroquois politicians. The common people did not penetrate so far ahead....

But as soon as the Captains and Chiefs became masters of their enemies, having crushed all the Nations who had attacked them; so soon as they believed that nothing could resist their arms, the recollection of the wrongs they pretended to have formerly experienced from the Hurons; the glory of triumphing over Europeans as well as Americans, caused them to take the resolution to revenge themselves on the one and destroy the other; so that at the very moment they saw the dreaded Cat Nation [the Erie Indian tribe] subjugated by their arms and by the power of the Senecas, their allies, they would have massacred all the French at Onnontague, were it not that they pretended to make use of them as a decoy to attract some Hurons and to massacre them as they had already done. And if the influences of some of their tribe, then resident at Quebec, had not staid them, the path to Onnontague had become the tomb to Frenchmen as well as to Hurons, .... From that time forth our people, having discovered their conspiracy, and perceived that their death was concluded on, bethought them on their retreat.<sup>74</sup>

Father Ragueneau provides further narrative of those involved in the nighttime escape and their exploits reaching Lake Ontario.

In these circumstances so precipitous, our fathers and I and a gentleman named Monsieur du Puys, who commanded all our Frenchmen and a garrison of soldiers, nine of whom had already of themselves resolved to abandon us, concluded that it would be better to withdraw.... For that reason it became necessary to depart without breathing a syllable...for the least suspicion that the Iroquois would have had of our retreat, would hurry down on us the disaster we would avoid.

We had built, in secret, two batteaux.... We had moreover few Algonquin and four Iroquois canoes, which were to compose our little fleet of fifty-three Frenchmen.

Our little lake on which we sailed in the darkness of the night froze according as we advanced and caused us to fear being stopt by the ice after having evaded the fires of the Iroquois....after having advanced all night and all the following day through frightful precipices and waterfalls, we arrived finally in the evening at the great Lake Ontario, twenty leagues from the place of our departure.

That having departed on the 20<sup>th</sup> day of March from our house of Ste. Marie, near Onnontague, at eleven o'clock at night...we arrived at Quebec on the 23<sup>rd</sup> of the month of April.<sup>75</sup>

With the renewal of Iroquois attacks and the transfer of leadership within the New France colony to that of the fur trading syndicates, the state of affairs in New France was grim.<sup>76</sup>

In 1661, the fortunes of New France improved when King Louis XIV and one of his chief advisers, Jean-Baptist Colbert, provided new leadership to the developing colony. With a fresh outlook, Louis XIV saw the New France colony as a source of wealth and a symbol of power within his expansionist mind. Colbert, a strong believer in mercantilism, saw New France as a source of raw materials from which a balance of trade could be accomplished for the greater good of France. This balance of trade would provide self-sufficiency for France, resulting in prosperity during times of peace and stability in times of

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war. Colbert proposed to develop a compact society along the St. Lawrence that could easily be ruled by the central authority in France. Colbert, directly responsible to the King, would oversee the governing of the colony through the appointments of a governor, bishop and intendant, each having their own set of responsibilities. These three comprised the Sovereign Council. To secure the St. Lawrence River Valley against Iroquois invasion, French and New France colonial forces invaded the Confederacy in 1665. Their success resulted in a treaty in 1667 and peace, which lasted for about twenty years. Seeking once again to increase the population of the frontier colony, French Intendant Jean Talon encouraged French and New France colonial soldiers returning from the Iroquois country to settle along the Richelieu and St. Lawrence Rivers. Talon also brought over from Normandy and northwestern France, settlers, indentured servants and approximately 800 women to aid his cause. In 1672, at the end of his term, Talon had increased the population of New France to approximately 10,000.

## 2. English and French Competition

In 1664, France's greatest European rival in the quest for world colonization, England, took possession of the Dutch colony of New Netherlands. The change in control of the New Netherlands colony, now called the Province of New York, from Dutch to English rule initially resulted in only minimal change in its day-to-day functioning. The Kingston and Albany populations remained predominantly Dutch, as did the physical and economic character of the three major settlements. Even the commercial activities at Albany remained tightly in the hands of Dutch merchants. However, following a brief return to Dutch rule in the early 1670s, England's Duke of York sent governor-general Edmund Andros to New York to implement changes which would provide the British with greater control over their North American assets. Andros set out to accomplish this by establishing greater order in the colony through improved infrastructure, regulatory policies and enhancement of commercial activities. He was also successful in forming an alliance with the powerful Iroquois Confederacy and setting limits on New England expansion into the New York Province. Through these measures, Andros united the New England, New York and Virginia colonies into one coherent British holding.

As English control over her American colonies improved, New France officials felt an urgent need to secure their position in northeastern North America and improve their ability to compete with the English. While the French controlled the St. Lawrence River, the river's short season of use, hazardous fog and lack of natural harbors hindered commerce and population growth in the New France colony. To remedy this situation, Jean-Baptist Colbert began looking for ways to expand westward in search of a year-round ice-free harbor.<sup>83</sup> In 1672, French efforts to expand their influence were greatly enhanced with the arrival of Louis Buade, Comte de Frontenac, Governor of New France. As governor, Frontenac was charged with overseeing military affairs and relations with New France's Indian and English neighbors. In 1673, the new governor took a bold step by ordering the construction of Fort Frontenac within Iroquois territory near present-day Kingston, Ontario. In 1678, he was instrumental in establishing another fort on the western end of Lake Ontario called Fort Niagara. Continuing his efforts, by 1680 he had created a chain of forts and posts along the Great Lakes and down the Mississippi River.<sup>84</sup>

On 14 September 1678, the Onondaga Indians suggested to the mayor and aldermen of the city of Albany that an English fort should be located at Oswego to facilitate trade with the western Indians. While the French had considered Oswego as a locale for a post or fort, they had decided that a fort along the Niagara River would be more prudent in their attempt to isolate the English and monopolize the fur trade. The English rejected the Onondaga's proposal and instead, in 1680, began deploying convoys from Albany, beyond Oswego, to trade with the northern Great Lakes Indians. These convoys ended when in 1686 and 1687 they were attacked by the French. In 1688, the Iroquois again invited Governor Dongan of the New York Province to locate a fort at Oswego or the mouth of the Salmon River; he never accepted their offer.

In 1684 and 1687, the French invaded the Iroquois territory in retaliation for attacks by the Confederacy against the northern Great Lakes Indians. The 1684 invasion was led by then-governor Marquis de la Barre into the Onondaga territory, and his successor, Marquis Denonville (and Chevalier De Vaudreil)

executed the 1687 invasion into the Seneca lands. The Iroquois responded by raiding Lachine, a few miles north of Montreal, in 1689. The massacres at Lachine created concern of a similar raid upon the garrison at Fort Frontenac resulting in its abandonment and subsequent destruction by the Iroquois. The success of the Confederacy raids provided the Iroquois with control of Lake Ontario and severely curtailed New France's ability to trade directly with the northern Great Lakes Indians.

In 1696, the Confederacy was dealt a debilitating defeat under the leadership of a seventy-six year old Comte de Frontenac. By way of the Oswego River, the main Onondaga village south of present-day Syracuse, New York was destroyed followed by the destruction of the Oneida villages. Without the threat of Iroquois retaliation the French were now secure in their northern and mid-western haunts. By the end of the seventeenth century, the French had established a virtual monopoly on the fur trade of the Great Lakes region. With a chain of forts now located along the Great Lakes and down the Mississippi River the French also isolated the English along the eastern coast. The English now worried whether their own trade in furs could be profitably maintained and how long they could hold on to their North American claims since the French now essentially surrounded their coastal colonies. While some of the Iroquois and the northern Great Lakes Indians would travel to Albany for the cheaper priced English goods, the flow of traders to Albany was discouraging and the English began to seriously consider constructing a trading post closer to the homelands of the northern Great Lakes Indians.

Shortly before his death in 1702, King William III of England authorized the surveying of the Iroquois territory for an ideal location for a British trading post. The British Colonel, Wolfgang William Romer, his Majesty's Chief of Engineers in America, was put to the task of surveying the Iroquois lands in the year 1700.89 Romer's survey determined that the terminus of the Oswego River, where it emptied into Lake Ontario, would be the ideal location for the new trading post. A map drawn by Romer references the east side of the river as the exact location proposed for the new fort (see fig. 1.3, p. 23). With the death of King William III in 1702, Romer's recommendation for a trading post at the confluence of Lake Ontario and the Oswego River was put aside. The extent to which the English had proceeded with their plans for the trading post is revealed in the following correspondence of Governor Burnet of the Province of New York.

My Lord Bellmont formerly intended to build a fort by King William's order near this place, and it went so far that even plate and furniture for a chapple there, were sent over from England, but the Design was laid by upon his death.<sup>90</sup>

In 1702, Queen Anne of England along with her European allies, declared war on France after King Louis XIV, seeking to subsume Spain with France, installed his grandson Phillip to the throne of Spain following the death of King Charles II of Spain.<sup>91</sup> Known as the War of Spanish Succession in Europe, within a year the war had spread to the North American colonies. In the colonies the war was referred to as Queen Anne's War (1702-1713).

As the English sought ways of expanding their settlement and influence beyond the Hudson River Valley and Albany region they began questioning the patroonship system of land distribution initiated by the Dutch and the slow population growth partially a result of the sporadic English immigration from Great Britain. They also began exploring ways to end the French and Indian attacks on frontier settlements that hindered English colonization beyond the existing settlements. 92 To address these situations they devised a new system of land distribution and looked for a source of immigrants who would settle further west along the Mohawk and Schoharie River Valleys. Communities along these river valleys would not only help to expand English settlements but also provide a first line of defense against any French and Indian invasion thus protecting well established settlements. In 1709, an influx of immigrants to the Province of New York and the issuing of land patents along the Mohawk River significantly assisted the English in their expansion efforts.

From 1709 to 1710, several thousand Palatine Germans fleeing religious persecution, war, famine and other hardships immigrated to Pennsylvania, North Carolina and the New York Province with the assis-

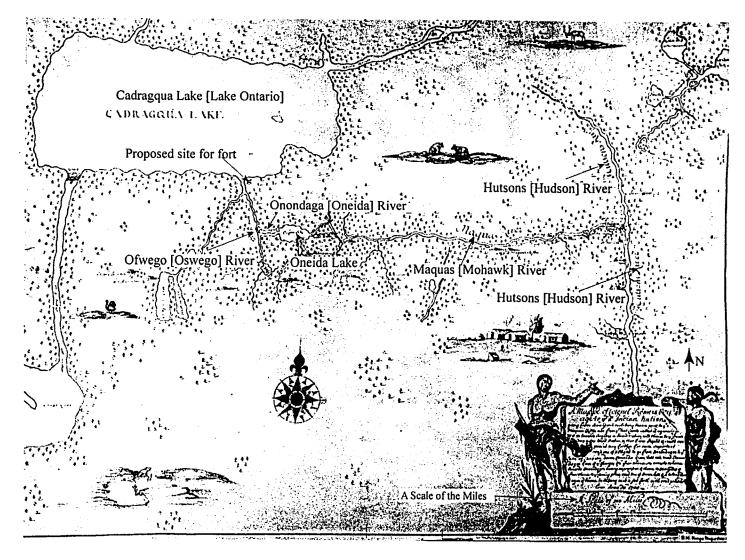


Fig. 1.3. Map, "A Mappe [sic] of Colonel Romers," showing proposed site for British fort, Colonel Wolfgang William Romer, 1700. Reproduced from Frederick Zercher's master's thesis "The Economic Development of the Port of Oswego" (master's thesis, NY: Syracuse University Press. 1935), 14b. Original located in the British Museum, King's Maps CXXI-10. Annotated by R. Hetzler, SUNY ESF, 2001.

tance of Oueen Anne of England.93 The largest single European immigrant group to arrive in the Province of New York during the period of English colonization, some settled at Newburgh, New York while successive groups established themselves to either side of the Hudson River north of present-day Kingston, New York (fig. 1.4).44 These later settlements became known as Rhinebeck, Germantown and Katsbaan. Other groups of Palatines immigrated to portions of the Schoharie Valley.95 As a result of land disputes, some of the Palatine settlers of the Schoharie Valley were relocated with the help of the governor of the Province to the Canajoharie district of the Mohawk River Valley and to the area of German Flats (Herkimer), New York. The governor hoped that by locating this group along the Mohawk River a first line of defense would be provided against French or French sponsored incursions into the English province. In addition, it was also hoped that the Palatine settlements along the Mohawk River would secure that waterway for those other than the Native Indians, thus providing the Albany traders with the ability to circumnavigate the Iroquois as middlemen while initiating trade with the northern Great Lakes Indians. The opportunity to place a group of people so quickly into a desired area contrasted sharply to the slow progression of colonization preceding the Germans' arrival to the Province of New York. Their willingness to settle in the dangerous frontier lands was instrumental to the English in expanding their settlements beyond Albany. However, the security and success of the German Palatines would not be

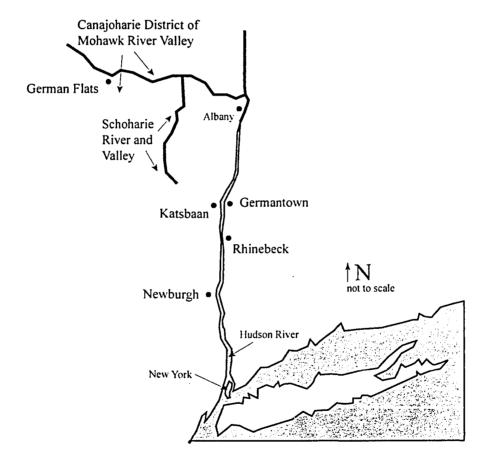


Fig. 1.4. Eighteenth century Palatine German settlements along the Hudson and Mohawk Rivers. Based on map in John Thompson's book *Geography of New York State* (Syracuse: Syracuse Univ. Press. 1966), 133. Graphic produced by R. Hetzler, SUNY ESF, 2001.

assured until the threat of raids from the French and their Indian allies had been extinguished.

The Treaty of Utrecht officially ended Queen Anne's War in 1713. However, while the treaty considered the Iroquois territory to be neutral, it established that its inhabitants were to be considered subjects of the King of England. While the English and Iroquois viewed this sovereignty differently, the one view held in common was that the English would protect the Iroquois from the French. This understanding would ultimately assist the British and hinder the French in establishing a base at Oswego. The treaty also stated that in the American colonies both the English and French "shall enjoy the full liberty of going and coming on account of trade," and that neither power would "molest or encroach on the other till the limits have been fixed by Commissioners to be named for that purpose." Following the treaty, English, Dutch and Indian traders, acting independently of colonial leadership, began occupying the banks at the mouth of the Oswego River on a regular basis. 97

### C. Development of Fort Oswego (1720-1754)

In 1720, Governor William Burnet of the provinces of New York and New Jersey began to explore ways of imparting upon the English a share of the French monopoly of trade with the northern Great Lakes Indians. Investigating the trading practices in and around Albany, he discovered that certain English merchants were selling British goods at wholesale to Mohawk Indians representing French interests. Succeeding with the passage of legislation prohibiting trade with the French or anyone representing their interest, Burnet next turned his attention towards selecting a site for a new British trading post closer to the Indians of the northern Great Lakes. In 1722, Burnet chose a site immediately to the west of the mouth of the Oswego River as the best place from which to direct furs toward Albany. It was also hoped that constructing a post at mouth of the Oswego River would sway Iroquois loyalty toward the English aiding them in their desire to protect the Mohawk-Oneida-Oswego waterway against invasion. While up to this date the English had not established an official post near the location of the mouth of the Oswego River, Dutch and English traders had been holding trading fairs there for a number of years on a regular basis. In 100 cases of the second sec

On 15 September 1724 Governor Burnet met with the Iroquois Confederacy to win their approval for constructing a trading post, essentially a fort, at the mouth of the Oswego River. He presented his case to the Iroquois by suggesting that such a structure would not only deter French retaliation against the English, Dutch and Indian traders already actively engaged at the proposed site, but it would provide them with reassurance against a French attack through the Oswego-Seneca River water route leading to the Onondaga heartland.

In 1726, the French, well aware of the danger posed by an English base on the Great Lakes, also appealed to the Confederacy to allow them to build a post at the mouth of the Oswego River; they were denied. The governor of New France, Marquis de Vaudreuil, outraged that the English were planning to construct a fort in what he considered French territory, sent Messier de Longueuil to the Indian traders and chiefs at the mouth of the Oswego River and the main village of the Onondaga south of present-day Syracuse. <sup>101</sup> Longueuil was directed to either rouse the Iroquois against the English, or to gain the confederacy's promise of neutrality in the event of a war. Vaudreuil was aware that any retaliation by the French would not succeed if the Iroquois supported the English. After addressing the English and Iroquois chiefs situated at a portage approximately twelve miles from the mouth of Oswego River, Longueuil continued on to the main village of the Onondaga. Once there, unable to advance his position on Oswego, he convinced the Iroquois chiefs to allow the French to construct a more substantial trading post at the confluence the Niagara River and Lake Ontario (see fig. 1.5, p. 26). Begun in 1726, the French improvements to their post at Niagara were completed the following year. <sup>102</sup> As Vaudreil continued to argue against a British trading post at the mouth of the Oswego River, Governor Burnet used the fortifying of the post at Niagara and the articles of the Treaty of Utrecht to defend his position in constructing a post at the mouth of the Oswego River. <sup>103</sup>

After some difficulty obtaining the funds necessary to move forward with the project, in May of 1727 Burnet dispatched workmen and provisions to the Oswego River site to begin construction on the trading post. To guard the site from French attacks during its construction, sixty soldiers, with a captain and lieutenant, were deployed to the site shortly after the workmen and provisions arrived.<sup>104</sup> The two hundred or so traders already

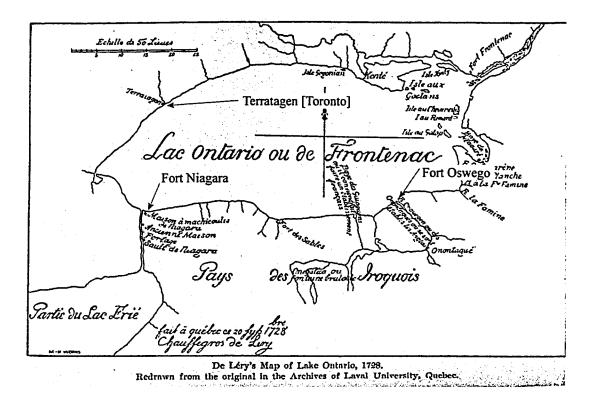


Fig. 1.5. Map, "Lac Ontario ou de Frontenac," showing location of Fort Niagara, Chaussegros De Lery, 1728. Reproduced from Frank H. Severance's book *An Old Frontier of France*, 2 Vols. (NY: Dodd, Mead and Company, 1917), 236. Annotated by R. Hetzler, SUNY ESF, 2001.

at the site were armed as militia for further support. Additional precautions were taken by cutting down trees for some distance around the intended location of the post (see fig. 1.6, p. 27 and fig. 1.7, p. 28).<sup>105</sup> Located on a rise of land about forty feet above lake level, overlooking the confluence of Lake Ontario and the Oswego River, the fort was built as a two-story structure fifty-six feet long by twenty-six feet wide.<sup>106</sup> Constructed of local stone, its design was basically that of a blockhouse.<sup>107</sup> It contained two tiers of loopholes on each of its sides, a projecting oak machicolation or gallery and one entrance facing south. A well located within the post provided the garrison with fresh water in the event of a siege.<sup>108</sup> By the end of the summer of 1727 the works had nearly been completed. While the design of the fort was outdated by European standards, its remoteness and four-foot thick walls led most to believe that the cannon needed to breach its walls could not be transported to the site.<sup>109</sup> This was the first post built and occupied by the English on the Great Lakes.<sup>110</sup>

Contemporary documents refer to the structure erected by the British as a trading post, trading house, post, house, redoubt and blockhouse. The French immediately termed it "a fort." This excerpt from a letter written by Governor Burnet of the New York Province reveals that the structure's original use was intended to be more than just a trading post.

When the house is finished it will be sufficiently strong against an attack with small arms, which is all that can be brought to thither, and I intend to keep an Officer and twenty men always in garrison there, which will be of greatest use to keep our Indians true to us, it being near the centre of all the Six Nations, and lying most conveniently to receive all the far Indians who come to trade with us.<sup>111</sup>

Complaints and threats from the new governor and lieutenant general of New France, Marquis de Beauharnois, were forwarded to the governor of New York citing Fort Oswego as "a manifest infraction of the

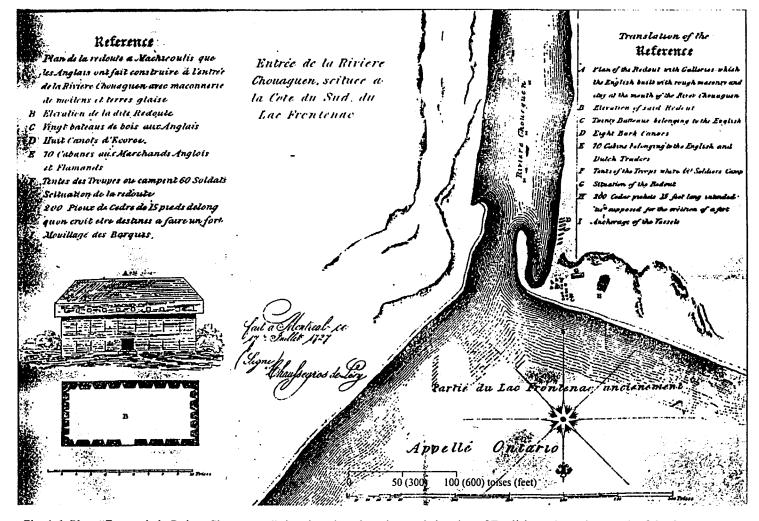


Fig. 1.6. Plan, "Entree de la Rviere Chouaguen," showing elevation view and site plan of English works at the mouth of the Oswego River, Chaussegros De Lery, 1727. Reproduced from copy at Fort Ontario State Historic Site. Original located in the Public Archives of Canada, Ottawa, Canada. Annotated by R. Hetzler, SUNY ESF, 2001. Reference list from plan provided in figure 1.7.

A. Plan of the Redout [sic] with Galleries which the English built with rough masonry and clay at the mouth of the River Chouaguen [Oswego River], B. Elevation of said Redout, C. Twenty Batteaux [sic] belonging to the English, D. Eight Bark Canoes, E. 10 Cabins belonging to the English and Dutch Traders, F. Tents of the Troops where 60 Soldiers Camp, G. Situation of the Redout, H. 200 Cedar pickets 15 feet long intended 'tis supposed for the erection of a fort, I. Anchorage of the Vessels.

Fig. 1.7. Reference list for plan, "Entree de la Rviere Chouaguen," Chaussegros De Lery, 1727, shown in figure 1.6.

Treaty of Utrecht."<sup>112</sup> With a base so close to the French colonial heartlands, what the French now worried about, far greater than the loss of trade, was the loss of their entire North American holdings. If the British succeeded in disrupting the French supply and communication routes between the St. Lawrence River and northern Great Lakes, French survival in the New World would be jeopardized.<sup>113</sup> Governor Burnet of the New York province commented on the complaints he received from Governor Marquis de Beauharnois of New France.

This Gentleman (M. De la Chassaigue) with his attendants was sent by the Governor of Canada to deliver a letter from him to me, and to persuade me to abandon this Fort for the present and to leave it to be afterwards settled between the two Crowns, who had the Right to that place. I agreed to leave it to be decided between the two Crowns as he proposed but in the mean time thought myself obliged to hold and maintain it.<sup>114</sup>

With the British presence secured at the mouth of the Oswego River, trading activities at the site increased. During the trading season, lasting from April 1 to August 1, Indian and European traders resided at Oswego for a few weeks to a few months. The white traders were mostly Dutch in language and manner, while their dress was mainly English. They initially placed their log huts to the northeast of Fort Oswego (see fig 1.11, p. 35), but later placed them to the south of the fort in two parallel rows, no closer than 100 yards to the fort or 300 yards distance from it (see fig. 1.8, p. 29). These rows of trading huts were often referred to as the trading town or town. At the end of each season, for an undetermined reason, the garrison at Fort Oswego would tear the huts down. Wooden posts, placed down the center of the "road" separating the huts, defined the place where trading was conducted. This system of wooden posts brought the trading activities into the open and discouraged fraudulent dealings against the Indian traders.

Of the two classes of traders at Oswego, wholesalers and retailers, the retailers were the most numerous.<sup>117</sup> To conduct trade at Oswego licenses and surety bonds were issued at Albany.<sup>118</sup> The various traders dealt mainly with the northern Great Lakes Indians, but also with the Ottawa who arrived from north of Lake Ontario and the St. Lawrence River and other Indians from as far away as the Hudson Bay and Cherokee country west of South Carolina came to do business.<sup>119</sup> The Indian traders often arrived with their families and set their tents near the traders' huts. The furs they brought ranged from the highly prized beaver, otter and mink, to the deer, bear and elk used mainly for their hides.<sup>120</sup> Furs, bundled into packs of 50 to 100 pounds, were transported to and from Oswego by a variety of canoes. Most canoes were either 16 or 33 feet long.<sup>121</sup> The 16-foot canoe carried approximately 300 pounds<sup>122</sup> and the less common 33-foot canoe had a capacity of approximately 3,000 pounds.<sup>123</sup> The more distant Indians often used these larger canoes. Fur prices varied from year to year based on wars, conflicts, quality of the trapping season, Indian famines, regulations and competition.<sup>124</sup> The amount of goods received in exchange for the furs varied as well. This variation was due in part to changes in transportation costs, marketing risks and overseas production costs.

While both the European and Indian traders were pleased with the items they acquired in trade, neither could understand, nor respect, the others' interest in their bounty. Some of the items offered by the English included

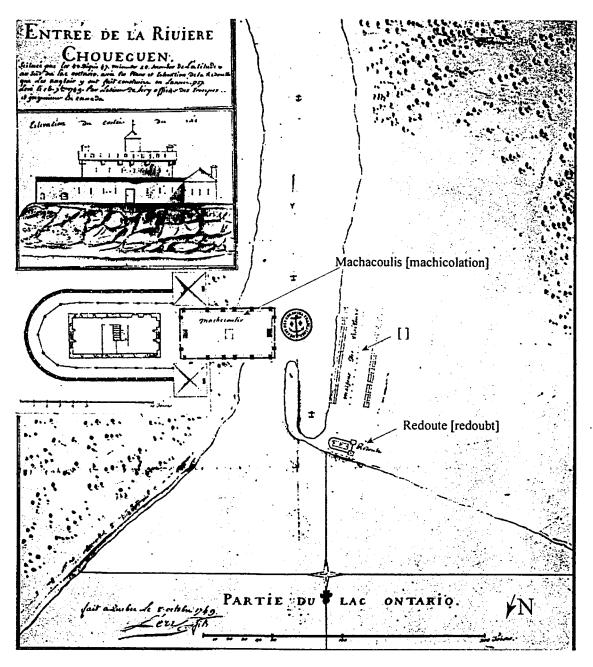


Fig. 1.8. Plan, "Entrée de la Riuiere Choueguen," showing plan and elevation of Fort Oswego stone wall, Chaussegros De Lery, 1749 (Brackets, [ ], indicate that text was not legible). Reproduced from Frederick Zercher's master's thesis "The Economic Development," 37b. Original in the Paris Archives. Annotated by R. Hetzler, SUNY ESF, 2001.

blankets, vermilion, guns, knives, scissors, razors, glass beads, drills, and silver bracelets. However, for many of the Indians the acquisition of rum was the most highly sought after prize. While rum was often used during transactions for the benefit of white trader, its sale was also promoted for the high profits it brought. Its abuse is evident from the following accounts of Caldwallader Colden and David Zeisberger:

The traders...encourage it (drunkenness) all they can, not only for the profit of the liquor they sell, but that they may have the opportunity to impose upon them. Spirits...has destroyed greater numbers, than all their wars and diseases put together.<sup>125</sup>

Oswego traders in rum caused the Onondagas to be seldom sober....we at once foresaw that for several days and nights there would be little comfort or rest for us. 126

The English garrison stationed at Oswego remained throughout the year. It consisted of ten to twenty soldiers and an officer. The officer of the garrison often traded for his own gains and sometimes used the garrison's provisions to obtain furs.<sup>127</sup> As the unscrupulous trading practices against the Indians continued, outcries from both the Indians and Europeans resulted in the appointment of a commissary to oversee the trading activities.<sup>128</sup> The first commissary, David A. Schuyler, was appointed in the late 1730s.<sup>129</sup> John Bartram comments on the benefits of having a commissary at Fort Oswego during his visit in 1743.

This is surely an excellent regulation for preventing the traders from imposing on the Indians, a practice they have been formerly too much guilty of, and which has frequently involved the English colonies in difficulties and constantly tended to depreciate us in the esteem of the natives, who can scarcely be blamed for judging of a nation by the behavior of those with whom they have the most intercourse, a judgment I am sorry to confess that has (till lately) tended much to the making them in favor of the French than English. I speak of private persons, not of respective governments. The chief officer in command at the castle keeps a good look out to see when the Indians come down the lake with their poultry and furs, and sends a canoe to meet them, which conducts them to put ashore privately, treating them with spirituous liquors, and then taking that opportunity of cheating them. This officer seems very careful that all quarreling and even the least misunderstanding, when any happens, be quickly made up in an amicable manner, since a speedy accommodation can only prevent our countrymen from incurring the imputation of injustice, and the delay of it would produce the disagreeable consequences of an Indian's endeavouring to right himself by force. 130

The growth of Oswego's trade affected the English and French fur trade differently. For the English it shifted the majority of their retail and wholesale trade from Albany to Oswego. For the French, the success of Oswego seriously impacted the robust trading activities previously enjoyed by their posts at Niagara, Toronto and Fort Frontenac (see fig. 1.5, p. 26). From 1732 to 1736, the trade in furs at Fort Niagara and Fort Frontenac dropped to a total of 25,000 to 35,000 pounds in weight, compared to an earlier period that saw a trade of approximately 52,000 pounds. Those initially leasing the right to trade at these French posts were forced to prematurely abandon their leases, leaving the French government to carrying on the needed trade. Financially capable of absorbing losses, the French government gradually reduced its prices to be more competitive with those offered at Oswego. Montreal merchants were so distressed over the loss of the fur trade's profitability they sent spies to Oswego and even tried to organize a force to raze the site. In 1739, the chief engineer of New France, Chaussegros de Lery, was sent by Montreal merchants to reconnoiter the area around the mouth of the Oswego River to appraise the activities and developments at the site to encourage the New France government to attack Oswego.

As the amount and importance of trade at the trading town grew, so did the concern for the unimpeded use of the Mohawk-Oneida-Oswego waterway leading from Albany to mouth of the Oswego River. The most vulnerable points along the waterway, both for the people traveling and cargoes shipped, were at the portages. At these locations people, cargoes and transport vessels had to travel over land from one riverhead to the next. Concern over French and Indian attacks at these points resulted in the construction of two forts at the portage between the eastern end of Oneida Lake and present-day Rome, New York.<sup>135</sup> The fort at the eastern terminus

of the portage, Fort Williams, was constructed in 1755, and the fort at the western end, Fort Bull, was constructed in 1756. 136

On 23 May 1741 the construction of a stone wall around Fort Oswego was authorized as tensions escalated between the English and French.<sup>137</sup> Built later that same year, the wall was designed in the shape of a "U" as a first line of defense and was approximately twenty feet from the fort, fourteen feet high, and two-and one-half feet thick (see fig. 1.8, p. 30).<sup>138</sup> John Bartram provided a first-hand account of the wall accompanied by observations describing the trading town when he and visited Fort Oswego in 1743.

On the point formed by the entrance of the river, stands the fort or trading castle. It is a strong stone house, encompassed with a stone wall near 20 feet high and 120 paces round, built of large squared stones, very curious for their softness; I cut my name in it with my knife. The town consists of about 70 loghouses, of which one half are in a row near the river, the other opposite them. On the other side of a fair were two streets divided by a row of posts in the midst, where each Indian has his house to lay his goods, and where any of the traders may traffick with him....We [John Bartram and Lewis Evans]came to the town about 12 o'clock; the commissary invited us to the castle, where we dined together with the Doctor and Clerk.... I observed a kitchen garden and a graveyard to the S.W. of the castle.<sup>139</sup>

Conditions at Fort Oswego were often dismal. Failure of the assembly to allocate funds for the fort and the poor leadership by the garrison's officers resulted in severe hardship for the garrison. Even in the best of times the arms, equipment and discipline were poor and clothing was sparse. It was such a continual problem that in the winter of 1752, the garrison was in such dire need of food that they placed their officer in irons as they sought out an Indian village for sustenance. Of the eight men who ventured through the wind and snow only four returned, empty-handed.

That fortress, or rather trading house, for it is no better, is in a very defenseless condition, the garrison consists but of a lieutenant, serjeant [sic], corporal and 20 men it is and has been without ammunition, the assembly refusing to be at the expense, as well as to make provision for victualling a larger garrison....ho' it is a thing of utmost importance, as the loss of it will certainly be followed by the loss of the furr trade, and very probably may by a defection of the Six Nations, the consequence whereof your Lord know perfectly well.<sup>140</sup>

In 1744, King George's War began and like the previous colonial wars, it originated in Europe. Known in Europe as the War of Austrian Succession, it began over an heirless throne in Austria and escalated into war between the English and French. In the colonies of North America, King George's War began when governor Marquis de Duquesnel of the French fortress town of Louisbourg, located on Cape Breton Island, attacked a number of English outposts near British held Acadia (see fig. 1.9, p. 32).<sup>141</sup>

Once the news of renewed hostilities between the English and French reached the trading town at Oswego, the traders abandoned theirs huts leaving only the small garrison to defend the English foothold. Fortunately for the small garrison French plans to storm the lightly defended fort were cancelled. In 1748 King George's War came to an end and trade at the Oswego trading town resumed its pre-war, frantic pace. However, the comfort of peace following King George's War was short-lived. Within six years a new war would begin, the first war in the colonies not to have its origin in Europe.

In 1754, George Washington was sent by Virginia Governor Robert Dinwiddle to the Forks of the Ohio River to dispute the French occupation of the Fort Duquesne at that confluence (see fig. 1.10, p. 33). Enroute to Fort Duquesne, Washington ambushed a contingent of French and their Indian allies approximately 40 miles from the fort. This event officially began the French and Indian War (1754-1763). Near the Site of his victory, Washington hastily constructed a fort known as Fort Necessity from which he planned to launch his attack on Fort Duquesne. The French, seeking revenge for the ambush on their compatriots, advanced on Fort Necessity and there defeated Washington in July of 1754. Following Washington's defeat, the colonial leaders saw a need for a united front against the growing French threat. At the urging of Benjamin Franklin in 1754, eight of

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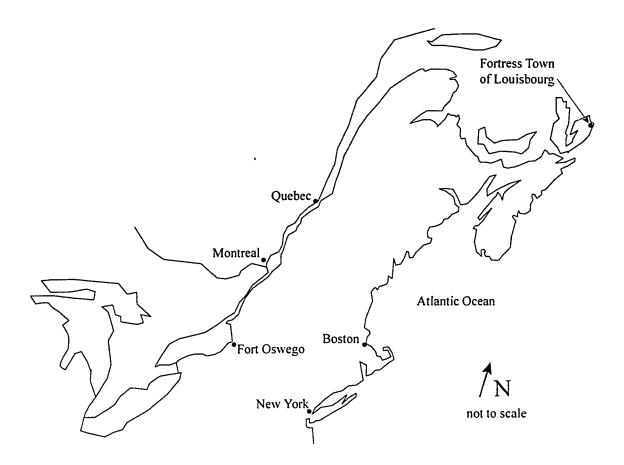


Fig. 1.9. Location of the fortress town of Louisbourg. Based on map in Roger Riendeau's book *A Brief History of Canada* (NY: American Heritage Pub. Co., 1962). Graphic produced by R. Hetzler, SUNY ESF, 2001.

the thirteen colonies in English North America sent representatives to Albany, New York to entertain the idea of forming a coalition.<sup>144</sup> Franklin's research of the Iroquois Confederacy led him to propose that the colonies form a political alliance similar to that of the Confederacy's. To enlist the support of neighboring Native American Indians, Iroquois from southern New York and the Delaware River region of Pennsylvania were invited to Albany Congress of 1754.<sup>145</sup> After members of these tribes received neither the needed assurance of English protection nor an equal voice in colonial affairs, they only offered a promise of neutrality in the event of war with the French. The failure to gain the support of the Iroquois and disagreements among the participating colonial leaders ended Franklin's hopes of establishing a colonial coalition.

In 1756, two years after the battle at the Fort Necessity, the tensions between the English and French in North America made its way to the European continent where war was formally declared between the two nations in 1756 and known on that continent as the Seven Years' War (1756-1763). The final conflicts between these two European powers along the St. Lawrence River and Great Lakes of North America would not only remove the French presence in the northeastern part of the New World, but it would ultimately create circumstances leading to the Revolutionary War.

#### D. Development of Fort Ontario (1755-1796)

The following discussion on Fort Ontario will be divided into three time periods: 1755 to 1759, 1759 to 1782 and 1782 to 1796. These periods were chosen based on important events in the evolution of the various Fort

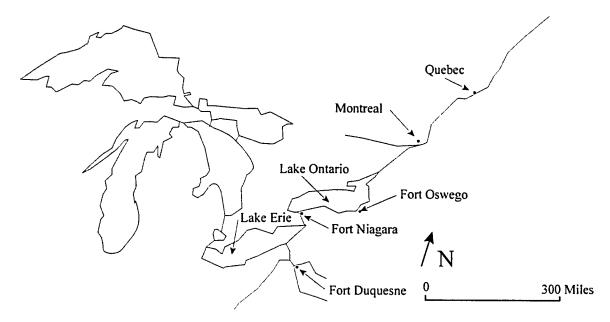


Fig. 1.10. Location of Fort Duquesne. Based on map in Frank Severance's book *An Old Frontier of France* (NY: Dodd, Mead and Company, 1917), 1. Graphic produced by R. Hetzler, SUNY ESF, 2001.

Ontarios and the site they occupied. These events were the construction or reoccupation of the various Fort Ontarios, and the change in ownership of the fort and site from the English to the Americans. From 1755 to 1756 the first Fort Ontario was built. This first fort was destroyed in August of 1756 and followed by the construction of the second Fort Ontario from 1759 to 1763. British forces periodically occupied the second fort during the 1760s and 1770s but in 1779 the fort was partially destroyed by Patriot forces to prevent its use by British forces for the remainder of the Revolutionary War. In 1782, the British repaired and reconstructed portions of the second Fort Ontario and occupied the fort and site from that date until 1796. In 1796, the fort and site was surrendered to the United States Government.

### 1. 1755-1759

In 1755, the English sent General Edward Braddock to the North American colonies as the new commander in chief of the British North American forces. General Braddock orchestrated plans to challenge French expansion on the continent involving three military maneuvers which would be headed by him, William Johnson (Superintendent of Indian Affairs in the New York Province) and Governor William Shirley of the Massachusetts Bay colony. <sup>146</sup> General Braddock's expedition would focus on destroying Fort Duquesne in the Ohio Valley, William Johnson's mission would focus on seizing the French fort at Crown Point and enhancing British defenses in the Champlain Valley, and Governor Shirley, now second in command of British forces in North America, would focus on the defeat of the French garrison at Fort Niagara while improving the defenses at Oswego which was used as a base. <sup>147</sup> If successful, the results of Braddock's plan would disrupt French communications along the St. Lawrence River to the Ohio Valley, contain or remove the French threat to the New York Province and gain dominance of the interior lands of North America.

Upon his arrival at the mouth of the Oswego River in 1755, Governor Shirley set out a four-part strategy to strengthen the defenses at the site in order to withstand any French counter assaults.<sup>148</sup> His strategy consisted of constructing outer earthworks around Fort Oswego, erecting two new forts nearby, and building the first Royal Navy fleet to sail the Great Lakes.<sup>149</sup>

The fort at Oswego, as a post of great importance, is to be strengthened by a detachment of all the effective men belonging to the two independent companies at Albany, and two companies from Sir William Pepperel's Regiment who are to throw up entrenchments and make such additional works as may be thought wanting for its security.<sup>150</sup>

The outer earthworks at Fort Oswego were constructed around the U-shaped stonewall in the spring and summer of 1755 (see fig. 1.11, p. 35 and fig. 1.12, p. 35). The U-shaped wall's flat, exposed façade made it highly vulnerable to direct enemy cannon fire and the earthworks were intended to absorb and deflect enemy fire. The earthworks were composed of earth and log and contained parapets and embrasures from which small arms and cannon would be fired. The earthworks were constructed mainly on the west and south sides of Fort Oswego, leaving the east and north sides of the stone wall exposed. It was believed that any assault against Fort Oswego would come from the west or south and a fort planned for construction on the east side of the Oswego River would repel any attack originating from the latter direction. The progress and condition of these earthworks on 25 May 1756 was provided by Patrick Mackellar, Engineer en Second to the expedition from 16 May to 14 August 1756.

The Hornwork built last Year and the Raveline before it, are badly laid out, the Flanks of the half Bastions do not defend the opposite Faces, the Wings are enfiladed from end to end, the Terreplain seen almost throughout, the North wing towards the Lake quite open, with only a small Cliff of Earth and Rock where any Body may run up and down; South wing towards the Town was closed somewhat in the form of a Tenaille last Winter, in Fascine and wattled Work fitted with Earth, which I think some Improvement, it has eight or ten Embrazures [sic] towards the Town; the Gorge of the Raveline is so close upon the Curtain, and the whole of it rais'd so high that it obstructs the Fire, at least of two thirds of both the Flanks and ye Curtain, and makes no Defence [sic] itself, there being only a rampart rais'd to a great Hight [sic] without any Parapet, the retaining Wall within which is of dry rubble, and the scarp without which is of Sod, have both given way; The Faces of it terminate upon the Curtain some Toises with the Flanks.<sup>151</sup>

Fort George, one of the two new forts proposed by Shirley, was built on a ridge approximately 650 yards west-southwest of Fort Oswego. The plan for Fort George, which was never fully realized, called for a three-bastion stockade fort in the shape of a square, 170 feet at each side and dressed with a dry moat, ramparts, stockade, barracks and powder magazine (see fig. 1.13, p. 36 and fig. 1.14, p. 37). The ramparts, 20 feet thick and 12 feet high, were made of earth and masonry and designed to form the southern and western walls of the fort. Timber stockades were used to form the northern and eastern walls. A ditch, 14 feet deep and 10 feet wide, was also planned with a drawbridge traversing the moat to provide access to the fort. The design of Fort George also called for the construction of barracks abutting the interior walls of the ramparts and timber palisade, and a powder magazine was planned for the northeast interior corner. The actual progress made on Fort George's construction was provided by Patrick Mackellar and recorded on 25 May 1756.

The Fort upon the Hill on the Town Side called Fort Oswego [George] seems to have been designed a Square with Bastions, but there is so little of it done and that so roughly, that one cannot say what it might be if finished, the Ditch is sunk on two sides about five feet deep and the Earth is thrown in and supported with Wattle Work about three feet high, this gives a rough Form to one Bastion and two half Bastions; the other two sides are not touched upon but for the present inclosed [sic] with a bad Pallisade [sic] which is continued round the whole leaving out the Fig. of the Bastions; there are Huts within for lodging the Men and Officers, tho in my opinion the Work is by no means tenable, and quartering Men there is I think running a great risk of losing them. 154

The second fort built in 1755 by Shirley's forces was located on the east side of the river, high on a bluff, approximately 650 yards from Fort Oswego. General Shirley first referred to this structure as the East

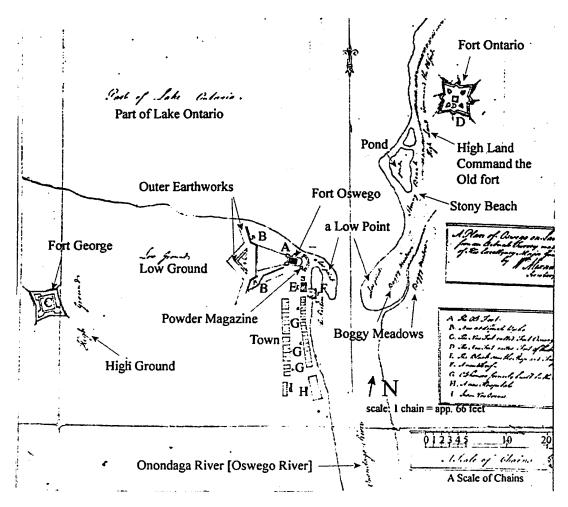


Fig. 1.11. Plan, portion of "A Plan of Oswego on Lake Ontario," showing the outer earthworks around Fort Oswego and the location of Forts George and Ontario, William Alexander, 1756. Reproduced from copy on file at Fort Ontario State Historic Site. Original at the National Archives, Washington, D.C., MPG 330, S/P 803. Annotated by R. Hetzler, SUNY ESF, 2001.

A. The Old Fort [Fort Oswego], B. New additional Works, C. The New Fort Called Fort Oswego [sic], D. The New Fort Called Fort of the [Six Nations], E. The Black smiths Shop and [ ], F. A New Wharf G. Old houses formerly built by the [traders], H. A new Hospital, I. [ ] New Ovens.

Fig. 1.12. Reference list for plan, "A Plan of Oswego on Lake Ontario," William Alexander, 1756, shown in figure 1.11.

Pre-History-1796

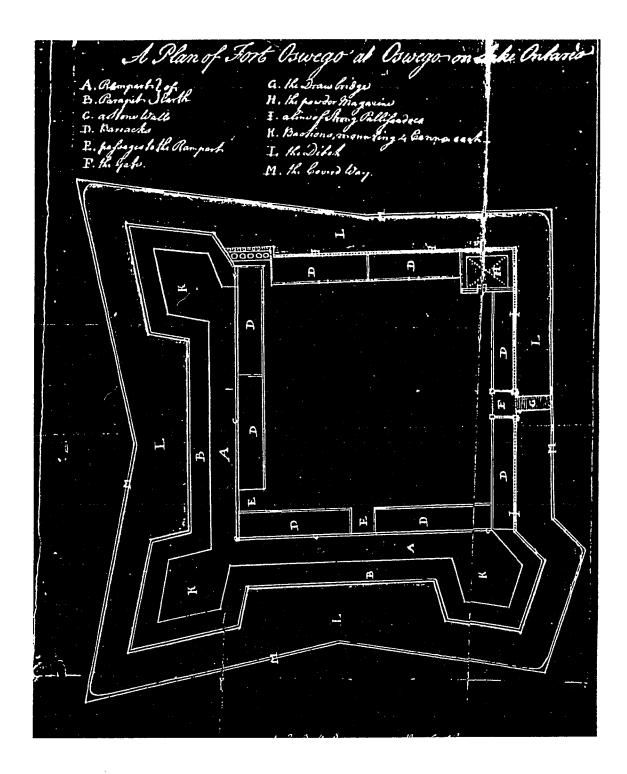


Fig. 1.13. Plan, "A Plan of Fort Oswego at Oswego on Lake Ontario," showing Fort George, unknown author, 1755. Reproduced from copy on file at Fort Ontario State Historic Site. Original at the National Archives, Washington, D.C., MPG 330-complete, Copy No. S/P 803. Annotated by R. Hetzler, SUNY ESF, 2001.

A. Ramparts of Earth, B. Ramparts of Earth, C. a Stone Wall, D. Barracks, E. Pafsages [sic] To the Ramparts, F. the Gate, G. the Draw Bridge, H. the powder Magazine, I. A line of Strong Pallifadoes, K. Bastions mounting 4 Cannon each, L. the Ditch, M. the Covered Way.

Fig. 1.14. Reference list for plan, "A Plan of Fort Oswego at Oswego on Lake Ontario," unknown author, 1755, shown in figure 1.13.

Fort, and then as The Fort of the Six Nations. 155 Prior to his departure in 1756 it was given the name of Fort Ontario. Like Fort George, Fort Ontario was not entirely completed according to its plan. The following excerpt provides some detail of the proposed, but not necessarily realized, composition of the fort.

When it was determined that the army at Oswego should go into winter quarters, they began a new fort upon a hill on the east side of the river.... it is 800 feet in circumference, and will command the harbour; it is built of logs from 20 to 30 inches thick; the wall is 14 feet high and is encompassed by a ditch 14 feet broad and ten deep; it is to contain barracks for 300 men, and to mount 16 guns.<sup>156</sup>

In the spring of 1755, the continued development of the Oswego defenses abruptly ended commercial fur trading activities at the river's mouth. In order to challenge the French naval superiority of Lake Ontario and to transport British troops to Fort Niagara and later Fort Frontenac, a royal dockyard was constructed between the Oswego River and Oswego trading town (see fig. 1.16, p. 40).<sup>157</sup> Due to the remoteness of Oswego, delays in acquiring materials, fraudulent practices of the contractors and the want of money, construction on the English vessels progressed slowly. In addition, the shortage of food, clothing and supplies, resulted in the death of hundreds of laborers to a scurvy-type disease.<sup>158</sup> In June of 1755, the English were finally able to complete the construction of the sixty-ton sloop *Oswego* at the river's mouth and launch it that same month.<sup>159</sup> During August of 1755, the sloop *Ontario* and a small schooner were also built and launched from the dockyards of Oswego.<sup>160</sup> In addition, two more schooners and one hundred whaleboats, pinnaces and galleys were built and launched from the Oswego dockyards by the year's end.<sup>161</sup> The following year, a 160-ton brig, a 172-ton snow and an 80-ton sloop were built and launched at Oswego.<sup>162</sup>

By 26 September 1755, Shirley was prepared to launch his attack on Fort Niagara. 163 However, a storm had settled over the region and lingered for some time. After a thirteen-day delay, a failed attempt to leave the Oswego Harbor postponed the expedition. Intending to resume his campaign against Niagara and other French sites the following year, Shirley left a contingency of soldiers and laborers at the mouth of the Oswego River and returned to Albany that fall. In Albany, Shirley laid proposals for the following spring before the New York Council of War and upon their acceptance the plans were forwarded to England for royal approval. Before Shirley received a reply, under his orders, the strengthening of defenses at the mouth of the Oswego River were continued, and plans readied for the shipment of 250 whaleboats, 500 bateaux and six months provisions for a force of 7,000 to Oswego. 64 Additional defensive works were ordered for Oswego Falls (approximately twelve miles south of the mouth of the Oswego River) and the Wood Creek portage at the western end of Oneida Lake. However, Shirley's failure to appropriate the necessary funds and provisions from the Albany assembly delayed progress and resulted in harsh and inhumane conditions at the Oswego defenses during the following winter months. 165 Disease, desertions and starvation took their toll on the garrisons and progress on the forts and vessels was minimal. Records from this period indicate that some companies consisting of 50 men lost 30 or more of their numbers to the poor conditions.166

By the spring of 1756, the French had developed offensive plans of their own to check the British activities. Under order of Governor General of New France, Pierre Francois Rigaud Vaudreuil, 1,100 Canadian and Indian troops crossed Lake Ontario and established a bases east of Oswego along the shores of Lake Ontario at Henderson Harbor and Cabin Cove. Cabin Cove was also known as Wigwam Cove and was located at present-day Sunset Bay (fig. 1.15). Led by Louis Coulon, Sieur de Villiers, the man who two years earlier defeated George Washington at the Ohio River Forks, Vaudreuil's forces planned to isolate the defenses at Oswego from their compatriots in the Mohawk and Hudson River Valleys. On 27 March 1756, a successful surprise attack on Fort Bull at the Oneida Carry near present-day Rome, New York, effectively cut off the English garrisons at the mouth of the Oswego River from their Mohawk and Hudson River Valleys compatriots. Harassment of the British garrisons at Oswego began immediately after the attack on Fort Bull when a number of soldiers and ships' carpenters were killed in surprise raids. The subsequent need for armed escorts to accompany the carpenters, engineers and ship builders searching the woods for useful timber hindered progress on the construction of the British ships and defenses. The attacks continued throughout the spring and into the summer.

In April of 1756, word finally reached the American colonies that England had rejected the plans championed by General Shirley. Also arriving, were orders for General Shirley to relinquish his command upon the arrival of his replacement to be sent from England later that spring. On 16 May of 1756 Patrick Mackellar, engineer en second to the expedition, arrived at Oswego to direct the fortification efforts. One of Mackellar's initial assessments provided information on a powder magazine located near Fort Oswego (see fig. 1.11, p. 35).

The Powder Magazine is so bad that I think the Powder must be considerably damaged, it is so crowded at present that it cannot be narrowly examined, but it being sunk four feet in the

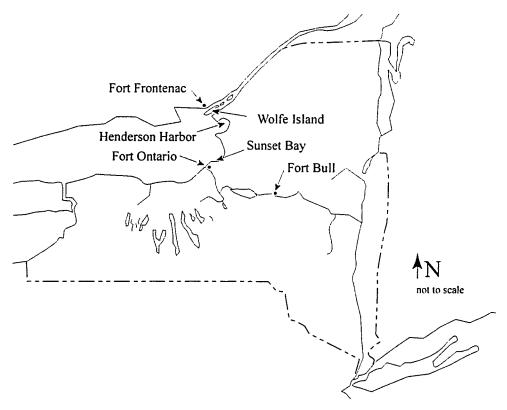


Fig. 1.15. Locations of Fort Frontenac, Wolfe Island, Henderson Harbor, Sunset Bay and Fort Bull. Based on map in Clayton Mau's book *The Development of Central and Western New York* (Rochester, NY: The Du Bois Press. 1944), 3. Graphic produced by R. Hetzler, SUNY ESF, 2001.

Ground, and the top one side and one Gable End covered with Sod, there must certainly be a great deal of Moisture got into it.<sup>169</sup>

In June of 1756, more organized French assaults against Oswego began with an unsuccessful two-hour attack against Fort Ontario on the sixteenth of that month.

A body of about a thousand French and Indians had attacked the fort [Ontario], but were beat off by Colonel Schuyler, and those that were in garrison there, after an engagement of two hours; that Col. Schuyler lost 26. Men and the regulars, 6.170

Patrick Mackellar continued to direct the progress of the defensive works at Oswego throughout the early summer even though deadly French and Indian raids took their toll on lives and morale. Mackellar wrote in his journal during this time:

This morning I laid out the Work round the advanced Guard, to cover the Town, in place of the pickets ordered by the General in the Chief Engineer's letter.<sup>171</sup>

This Morning I began a Fascine Battery upon the North Wing of the Horn Work towards the Lake for securing that wing and defending the Entrance of the Harbour.<sup>172</sup>

On 25 June 1756, General Abercrombie, who had arrived from England, took from General William Shirley command of the British forces in America.<sup>173</sup> The morale of the troops stationed at Oswego increased on 1 July 1756 when, under the command of Lieutenant-Colonel John Bradstreet, British supplies from Schenectady arrived at Oswego in 600 bateaux manned by two thousand boatmen.<sup>174</sup> The boatmen, armed with guns and hatchets, had successfully forged their way along the Mohawk-Oneida-Oswego waterway infiltrated by French and Indian troops. On Bradstreet's return trip two days later, he and his troops were ambushed a few miles upriver from the Oswego forts near the present-day Site of Battle Island State Park (see fig. 1.16, p. 40). Bradstreet's facility and quick action successfully won an advantage for the British forces, and after a three-hour battle, he and his boatmen continued their return trip to Schenectady with about seventy men killed or wounded.

In Canada, Governor Vaudreuil of New France and General Louis Joseph Marquis de Montcalm, commander in chief of the French forces in North America had developed plans to attack Oswego in an effort to draw strength from the British forces gathered near Fort Ticonderoga and to reduce the British threat to the French fur trade.

From the hour of its foundation, Chouaguen [French term for the mouth of the Oswego River and its immediate surroundings. Identical to the term "Oswego" as previously defined in footnote 162] is the rendezvous of the different Indian tribes. It is from Chouaguen proceed all the belts and messages that the English scatter among the Far Nations. It was always at Chouaguen that the English held councils with the Indians and by means of presents, principally of intoxicating liquors, persuaded them to assassinate the French. In fine, Chouaguen is, consequently, the direct cause of all the troubles that have supervened in the Colony, and of the infinitude of expenses these have entailed on the King. 175

Gathering his forces at Fort Frontenac, in July 1756 Montcalm led this assemblage to Wolfe Island, located at the confluence of St. Lawrence River and Lake Ontario. There he rested his forces for the day, and then continued on to Henderson Bay to rendezvous with the French forces of Louis Coulon, Sieur de Villiers. By 8 August 1756, Montcalm and his troops had reached Henderson Bay. The total number of French and Indian troops now at Henderson Bay was approximately three thousand. <sup>176</sup> On 9 August, Sieur de Rigaud de Vaudreuil, brother of the New France governor, and replacement of Sieur de Villiers, marched towards Oswego to secure a landing for Montcalm's troops. The reconnaissance of Rigaud's engineer, Sieur Decombles, <sup>177</sup> confirmed earlier reports that Fort Ontario was only a "loopholed wall held by six- to eight-hundred ill fed, discontented and mutinous soldiers" and that "success was certain." <sup>179</sup>

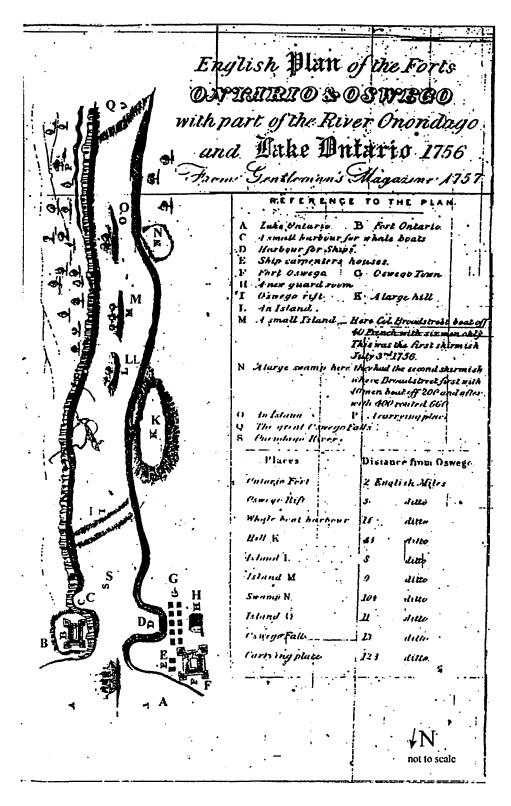


Fig. 1.16. Plan, "English Plan of the Forts Ontario & Oswego," showing location of island where Colonel Bradstreet encountered French and Indian resistance, Gentleman's Magazine, 1757. Reproduced from John C. Churchill's book *Landmarks of Oswego County, New York* (Syracuse: D. Mason & Co., Publishers, 1895). Annotated by R. Hetzler, SUNY ESF, 2001.

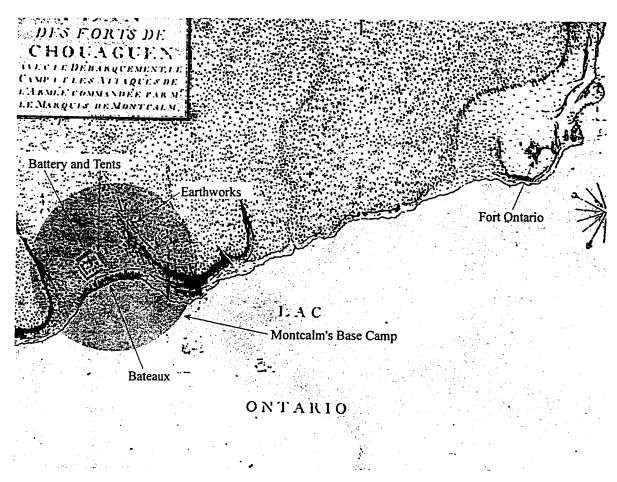


Fig. 1.17. Plan, "Plan Des Forts De Choueagen," showing location of Montcalm's base camp. Reproduced from copy on file at Fort Ontario State Historic Site. Original located in Public Archives of Canada. Annotated and altered by R. Hetzler, SUNY ESF, 2001.

At midnight on 10 August 1756 Montcalm landed with his main forces approximately 1.3 miles east of Fort Ontario and set up a battery overlooking Lake Ontario (fig. 1.17). <sup>180</sup> Discovered by the British the following morning, English lake vessels were dispatched from the Oswego harbor to the French landing Site. Out gunned, the British fleet retreated.

In order to transport troops and artillery from the French base to the English forts, Sieur Desandronius, successor of Sieur Descombles, was responsible for running a road from the base through the woods and swamps to a clearing east of Fort Ontario. Begun at 11 o'clock, the road was finished the next morning. By the evening of 12 August 1756, 24 cannon protected by fascines, gabions and abattis stood along the first parallel, 800 feet from Fort Ontario's first eastern rampart (see fig. 1.40, p. 67). However, the French cannon remained silent. Instead, French and Indian troops harassed the fort's garrison with musket volleys from the adjacent woods; the British answered in kind. At the time of the French attack, Fort Ontario contained eight small cannon, a mortar and small arms.

As the siege of Fort Ontario continued the British hastily reinforced the fortifications surrounding the three forts of Ontario, Oswego and George. Claude Frederick Hutenac, a French deserter, provides a testimony of the English efforts to reinforce their defense during the French siege.

Lieutenant Colonel Mercer marched Peperell's regiment with 100 of Shirley's to reinforce Colonel Schuyler who with his men were posted at a small unfinished redoubt upon a rising ground about 600 yards to the westward of old Fort Oswego [Fort Oswego], this post had been deserted for some months past, and made use of only in keeping cattle, this detachment was employed that afternoon [13 August 1756] in cutting down bushes near that fort and making fascines.<sup>183</sup>

Knowing that the loss of Fort Ontario was imminent, Colonel James F. Mercer, who had assumed command of Oswego after General Shirley's departure the prior year, ordered the evacuation of that fort on the night of 13 August 1756.<sup>184</sup> During the evacuation, the larger cannon of Fort Ontario were rendered useless, and along with an unknown amount of ammunition, were thrown into a well located inside the fort.<sup>185</sup> While Fort Ontario would have been a formidable defense against small arms, its flat, exposed walls offered minimal resistance to European cannon.

After Fort Ontario's abandonment by the British, Montcalm moved his cannons to the escarpment west of Fort Ontario overlooking the river and Forts Oswego and George (see fig. 1.40, p. 67). When the British discovered the French battery the morning of 14 August 1756, they began bombarding the strategic position. In response, the French unleashed their 20 guns loaded with grape and round shot.<sup>186</sup> Colonel Mercer's garrison continued a brisk fire, but the death of Colonel Mercer, abandonment of Fort George and the overcrowding of Fort Oswego led Lieutenant Colonel John Littlehales, who had assumed command of the garrison following Colonel Mercer's death, to surrender Fort Oswego and his troops around ten o'clock that morning. Unable to allocate the necessary troops for a permanent garrison at Oswego, Montcalm was forced to lay ruin to its defenses and leave the area unoccupied. He and his troops returned to Canada on 21 August 1756. With him he took approximately 1700 prisoners, the captured squadron of seven Royal Navy vessels, and a large amount of British stores.<sup>187</sup> In a diplomatic gesture, Montcalm returned Oswego to the Onondagas and for a time Oswego lay idle.<sup>188</sup>

For the French, the victory at Oswego was the greatest in North America since they first began battling the English on the new continent a century earlier. French supremacy upon the Great Lakes was secure and provided them with a monopoly of the fur trade and security to their line of forts along the St. Lawrence, Great Lakes and Mississippi River. Around the globe the French, the British and their respective allies had been fighting each other in what would be known as the Seven Years' War in Europe and the French and Indian War in the colonies.

For the British, the defeat at Oswego, in addition to the previous year's defeat of General Braddock, meant the possible loss of their tenuous alliance with the Iroquois Confederacy and possible consolidation of French forces in the Lake Champlain region, threatening British settlements in the Mohawk Valley. These situations, the British feared, could result in the loss of their possessions in all of North America, and as a result, panic spread through the British colonies. In England, news of the loss resulted in the appointment of a new English Prime Minister, William Pitt, who subsequently was instrumental in turning the tide of British political and military failures in North America. 189

In 1758, two years after the British loss at Oswego, Lieutenant Colonel John Bradstreet convinced the New York assembly to financially support him in efforts to destroy Fort Frontenac. Supplies for the coming winter for all the French posts west of the St. Lawrence River were believed to be stored at Fort Frontenac. Their destruction would serve to isolate and weaken the western frontier posts and hopefully result in their abandonment. In August of 1758, after laying idle for two years, the British returned to Oswego under the command of Lieutenant Colonel Bradstreet who, after forming a temporary base camp there, departed Oswego on 22 August 1758 with a force of 3,000 bateaux men, Jersey and New York provincials and Oneida Indians in route to Fort Frontenac. On 27 August 1758 Fort Frontenac and its garrison of 110 soldiers and laborers fell to the British. The victory inspired the English and, as was intended, aided in the eventual withdrawal of the French from Fort Duquesne and the Ohio Country. After Bradstreet's return and temporary stay at Oswego, the unimproved site was abandoned until the following

year.

In June of 1759, 3,000 British troops arrived in Oswego under the command of General Jeffrey Amherst, the new commander of British forces in North America, for planned assaults against the French held Quebec and Fort Niagara. Brigadier General John Prideaux, with Major General Sir William Johnson as his deputy, were selected to lead the troops against Fort Niagara. To prevent any counter assaults against Oswego in their absence, temporary field fortifications were built on the ruins of the first Fort Ontario. <sup>192</sup> On 5 and 6 July of 1759 these cautionary measures proved valuable when French and Indian forces led by Chevalier Saint-Luc de la Corne and Abbe Francois Picquet attacked the Oswego base. <sup>193</sup> Frederick Haldimand, colonel of the Oswego base, with his Royal Americans and New York militia, successfully repelled the attackers forcing them to withdraw. <sup>194</sup> Haldimand's success, and the defeat of French reinforcements seeking to relieve Fort Niagara from the west, helped to insure a British victory at Fort Niagara. The French supply and communication line from Montreal to the Mississippi River was now broken. The western frontier posts of the French were now isolated from Montreal and Quebec.

Killed during the attack on Fort Niagara, Brigadier General John Prideaux was replaced by Brigadier General Thomas Gage upon Johnson's return from Fort Niagara. Seeking to protect the Mohawk-Oneida-Oswego waterway from falling into the hands of the French, General Gage requested plans for a second Fort Ontario which would occupy the site of the first. A plan developed in May of 1759 by William Brasier, a British army officer under the command of Brigadier General John Prideaux, proposing defensive works on both sides of the river's mouth was passed over in favor of a plan drawn by a Captain Thomas Sowers (see fig. 1.18, p. 44, fig. 1.19, p. 45, fig. 1.20, p. 46, and fig. 1.21, p. 47). Even after Sower's plan was approved, William Brasier again submitted a plan to the North American chief military engineer suggesting additional works be added on the west side of the river and to the second Fort Ontario approved by Gage (see fig. 1.22, p. 48, and fig. 1.23, p. 49). 197

#### 2. 1759-1782

Subscribing to a design drawn by Captain Thomas Sowers, military engineer, on 17 August 1759 the ground was surveyed and marked by Gage and Sowers and construction soon began on the second Fort Ontario. The second Fort Ontario was designed with the intention of creating a permanent fortification able to withstand contemporary European-style warfare technology. It was designed in the form of a five bastioned pentagon much more complex than its frontier-style predecessor. This style of fortification was also used at Fort Pitt, the key to the Ohio country, since both forts controlled strategic locations on the Great Lakes. The design of the second Fort Ontario provided emplacements for 46 artillery pieces and housing for a garrison of 500 men. A cribbing system used to construct the ramparts was made from squared, horizontal logs, filled with earth and rocks. Surrounding the ramparts were the outer works, which included a ditch, or dry moat, with a log palisade running the length of its center. The extensive outer works also included a glacis and a covered way, complete with traverses and a parapet rising from its banquette. The extensive outer works also included a glacis and a covered way, complete with traverses and a parapet rising from its banquette.

In September of 1759, British forces under General Wolfe defeated the Marquis de Montcalm at the great French fortress-city of Quebec, leaving Montreal as the last great French settlement along the St. Lawrence. In the fall of 1759, in preparation for continued attacks on New France, the British rebuilt the dockyard at Oswego and immediately began construction on a number of vessels including the snow, *Missisaga*, and five small gunboats.<sup>202</sup> Construction on the *Missisaga*, along with the *Mohawk*, another snow, was completed the following spring.<sup>203</sup>

In the spring of 1760, forces gathered at Fort Ontario under British Commander in Chief Major General Jeffery Amherst, to attack Montreal the last major strong hold of New France (see fig. 1.24, p. 49). A three-pronged assault was planned for Montreal with attacking forces rendezvousing from Lake Champlain, Fort Ontario and Quebec. On 10 August 1760 11,300 British regulars, colonials and Iroquois departed Oswego for Montreal<sup>204</sup>. By 8 September 1760 the French had surrendered Montreal to the British. The Peace of Paris treaty signed by the English and French in 1763 officially ended the Seven

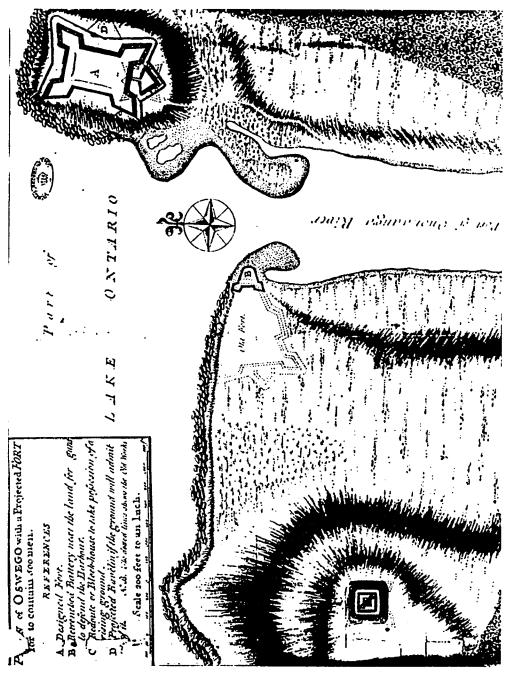


Fig. 1.18. Plan, "[Plan] of Oswego with a Projected Fort for to contain 500 men," showing proposed forts at mouth of Oswego River, William Brasier, 1759; Reproduced from copy on file at Fort Ontario State Historic Site. Original in the King's Map Collection of the British Museum, London.

A. Designed Fort, B. Retrenched Battery next the land for guns to defend the Harbour, C. Redoubts or Block-house to take possession [sic] of a rising ground, D. Projected Ravelin if the ground will admit. N.B. The dotted lines shows the Old Works.

Fig. 1.19. Reference list for plan, "[Plan] of Oswego with a Projected Fort for to contain 500 men," William Brasier, 1759, shown in figure 1.18.

Europe and the French and Indian War in North America. Under the new treaty New France officially became part of the British Empire.<sup>205</sup> In this important, final war between the English and French, ridding the Great Lakes and St. Lawrence of the French threat, Oswego saw three of the five campaigns vital to British success launched from her shores.

With the British in possession of the major settlements along the St. Lawrence River, the fur trade that once was destined for Oswego was now redirected towards the more easily accessible settlement of Montreal. As the supply of furs continued to move westward the main fur trading points naturally centered at places such as Fort Niagara, Detroit and Michillimackinac at the upper end of Lake Michigan. Records of Sir William Johnson and others show that some fur trading continued at Oswego throughout the 1760s.<sup>206</sup> As tensions developed between England and their American colonists over taxes designed to help pay for the French and Indian War, the dockyards at Oswego were eventually relocated to Navy Island in the Niagara River, and Carelton Island in the St. Lawrence River (see fig. 1.25, p. 50)

After 1763, unencumbered by any French retribution, English and other European settlers began moving further westward into Native American territory, which created new conflicts between the two groups. In 1763, a policy set forth in London known as the Proclamation Line of 1763 sought to restrict western expansion and alleviate the growing animosity (see fig. 1.28, p. 53). The failure of this policy resulted in the Ottawa chieftain, Pontiac, uniting the mid-western tribes against the European settlers. His revolt began in 1763 with the destruction of numerous small forts around the mid-west. The uprising became known as Pontiac's Revolt and escalated into the unprecedented sieges of Fort Detroit and Fort Pitt. The failure of the revolt forced Pontiac to journey to Fort Ontario for a conference with the Superintendent of Indian Affairs, Sir William Johnson. On 23 June 1766 Pontiac arrived at Fort Ontario and a month-long meeting of Indian chiefs from the west and English officials began in earnest.<sup>207</sup> An agreement between Pontiac and Johnson was reached in July of 1766 and peace returned to the mid-west.

In 1768, the Treaty of Fort Stanwix addressed new concerns regarding European encroachment into the Iroquois territory by redefining the boundary line established by the Proclamation Line of 1763. This treaty, the transfer of troops to the rebellious eastern coast, and a shifting of the supply route serving the Great Lakes posts from the Mohawk-Oneida-Oswego waterway to the St. Lawrence River undermined the importance of Fort Ontario until the Revolutionary War. With the beginning of the Revolutionary War in 1775, Fort Ontario again became a center of activity as Loyalists used the fort as a refuge on their way to Canada and as a staging area for attacks against Patriot forces and settlements. In 1775, Colonel Guy Johnson, nephew and successor to Sir William Johnson, responded to the news of the British and Patriot conflicts at Lexington and Concord by requesting a conference with the Iroquois chiefs, which ultimately met at the abandoned Fort Ontario on 6 July of that year. Seeking the support or neutrality of the Iroquois the conference ended on 8 July 1775 with the Mohawk Chieftain Joseph Brandt pledging the support of the Mohawk, and the Onondaga, Seneca and Cayuga offering provisional support. The Oneida and Tuscorora, who had come under the benevolent guidance of the New England patriot missionary Samuel Kirkland, declined to attend the conference.

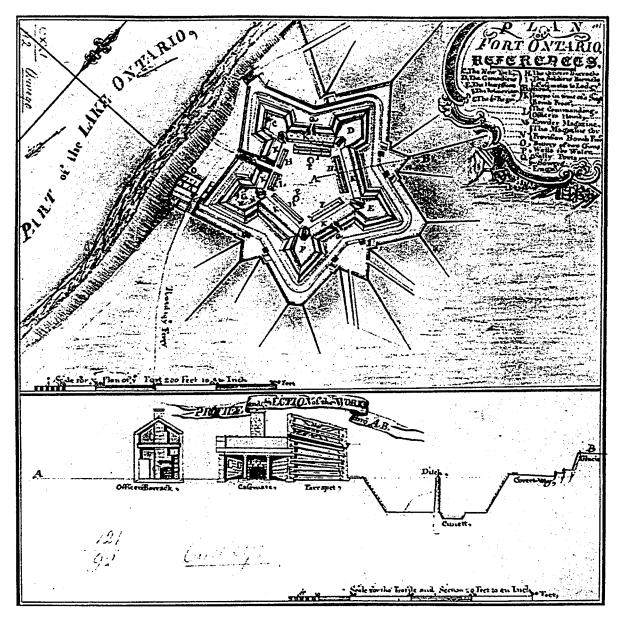


Fig. 1.20. Plan, "Plan of Fort Ontario," showing plan and section/elevation of the second Fort Ontario, Thomas Sowers, 1759. Reproduced from Willard B. Robinson's book *American Forts: Architectural Form and Function* (Chicago: University Press Illonois, 1972), 41. Original in British Museum, London. Annotated by R. Hetzler, SUNY ESF, 2001.

(A and B section line), C. The New York Bastion, D. The Grenadiers Bastion, E. The Hampshire Bastion, F. The Royal American Bastion, G. The 46th Regiment Bastion, H. The Officers Barracks, I. The Soldiers Barracks, K. Casemates to Lodg y Bastions...Troops in time of a Siege Bomb Proof, L. The Commanding Officers House M. Powder Magazine, N. Provifion [sic] Bomb Proof, O. Battery of two Guns, P. Wells for Water, O. Sally Ports.

Fig. 1.21. Reference list for plan, "Plan of Fort Ontario," Thomas Sowers, 1759, shown in figure 1.20.

Without the resources necessary for the Americans to confront the British on Lake Ontario, and lacking any immediate importance to the British, Fort Ontario laid idle except for a few instances during the Revolutionary War. One of these instances occurred in 1777 when the British launched the Burgoyne Campaign in an effort to separate the New England states from the less rebellious central and southern states. The plan, exploiting the waterways of New York, had British forces advancing east along the Mohawk River Valley from Oswego, up the Hudson River from New York City, and through the Lake Champlain Valley all rendezvousing at Albany. On 26 July 1777 Brigadier General Barry St. Leger led his troops from Fort Ontario down the Mohawk-Oneida-Oswego waterway and arrived at the patriot held Fort Stanwix near present-day Rome, New York. On 3 August 1777 Leger laid siege to the heavily defended fort, and acting on a warning that a patriot militia was enroute to relieve the besieged defense, sent a contingent of British troops and Indian allies to intercept the advancing patriot column. Near the village of Oriska, later named Oriskany, St. Leger's detachment ambushed the Tyron County Militia, under the command of General Nicholas Herkimer, and their Oneida Indian allies as the patriot force descended a steep ravine (see fig. 1.26, p. 51). This ambush would later be known as the Battle of Oriskany. The losses incurred by the British during the ambush and the loss of support of their British allies severely compromised St. Leger's ability to break the resolve of the Fort Stanwix garrison. On 23 August 1777 St. Leger led his troops back to Fort Ontario where he temporarily camped and then returned to Canada on 26 August 1777 leaving the fort unoccupied. With Leger's failure to reach Albany and the absence of supporting forces arriving from New York City, British forces under Major General John Burgoyne advancing southward through the Lake Champlain Valley were forced to surrender at Saratoga after a grueling battle. As a result of the patriot victory at Saratoga, Benjamin Franklin was able to secure from the French needed supplies, ships and troops. However, most importantly, Franklin was able to secure the financial credit needed for the patriots to win their independence.

In July of 1779, the buildings of Fort Ontario were burned by patriot troops from Fort Stanwix under the command of Lieutenant Thomas McClellan. This was done to dissuade the British from using the fort for any future attacks against New York settlements.<sup>210</sup> Even so, in 1780, Fort Ontario became a base for Loyalist-Iroquois raiding parties before their attacks upon the settlements of Schoharie, Caughnawaga, and Stone Arabia. In 1781, Fort Ontario was again used as a base by British Major John Ross, accompanied by Captain Walter Butler, for raids against the settlements of Warrenbush and Johnstown (see fig. 1.26, p. 51).

#### 3. 1782-1796

In 1782, with little prospect of a British victory in the battle for the American colonies, Major General Frederick Haldimand, Governor-general of Canada, ordered Major John Ross to repair Fort Ontario and maintain a small garrison there.<sup>211</sup> This was done with the intention of maintaining Oswego as a British possession once the Revolutionary War had ended.<sup>212</sup>

General George Washington, concerned that new raids against patriot settlements would be organized from the British held Fort Ontario, ordered the fort to be destroyed by a surprise attack. In February of

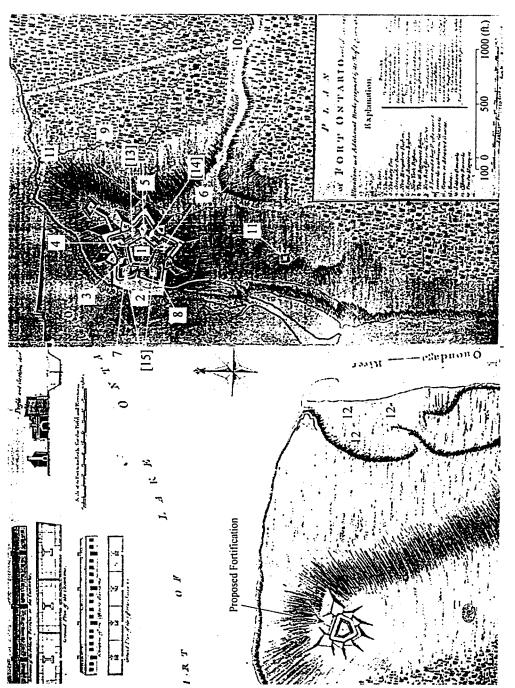


Fig 1.22. Plan, "Plan of Fort Ontario," showing proposal for additional defenses at Oswego, William Brasier, 1760. Reproduced from copy on file at Fort Ontario State Historic Site. Original in the King's Map Collection of the British Museum, London. Annotated by R. Hetzler, SUNY ESF, 2001.

1. The Fort, 2. The Gate, 3. The Sally Port, 4. Grenadier Baftion [sic], 5. New Hampshire Baftion, 6. Royal American Baftion, 7. New York Baftion, 8. The 46 Regiment Baftion, 9. New Road for in the Timber, 10. A Lane and 3 Log Houfes [sic] made to cover the workmen in the woods, 11. Redouts [sic] or Advanced Guards, 12. Ruins, 13. Soldiers Barracks, 14. Officers Barracks, 15. Powder Magazine.

Fig. 1.23. Reference list for plan, "Plan of Fort Ontario," William Brasier, 1760, shown in figure 1.22.

1783, Colonel Marinus Willett, with 470 men, made a six-day march from Fort Stanwix through harsh winter conditions to Fort Ontario.<sup>213</sup> As they neared the cleared fields surrounding Fort Ontario, a party of British woodcutters discovered Willett's troops and warned the garrison within the fort.<sup>214</sup> Willett and his troops returned to Fort Stanwix once the element of surprise was lost, leaving Fort Ontario uncontested. On 14 February 1783, King George III of England declared a truce with the colonies and proclaimed a cessation of hostilities. In April of 1783, word of the truce was forwarded to Fort Ontario.<sup>215</sup> The British retained possession of Fort Ontario and six other posts on United States soil after the end of the Revolutionary War claiming that they would remain in their possession until the American government compensated British loyalists for losses they incurred during the war. However, the British believed that the new nation would be short-lived and maintained these strategically located posts for a number of reasons including those of military consideration.

Limited amounts of fur trading did occur at the mouth of the Oswego River during and following the Revolutionary War, but only at the invitation of Fort Ontario's commanding officer. In 1782, a couple of fur traders were allowed to construct a small trading house on the west bank of the Oswego River opposite the fort. Loyalist settlers and their goods destined for Canada and British goods en route to American settlements were allowed to use the Oswego River on their way past the fort. However, the British occupation of Fort Ontario severely limited travel by Americans through the mouth of the Oswego River. American settlers and goods passing through the river's mouth ran the risk of being denied passage and having their cargoes confiscated. Only with the expressed permission of the Governor of Canada could American cargoes pass Fort Ontario, and these cargoes often consisted of grain, flour and cattle bound for Canada. American traders who had been refused passage often attempted to evade the British by passing Fort Ontario under the cover of darkness. For the most part, the British had closed the mouth of the Oswego River to American navigation.

During the last decade of the eighteenth century salt was being extracted from brine in the area of present-day Syracuse and shipped along the rivers and limited roads of central New York. The salt was manufac-

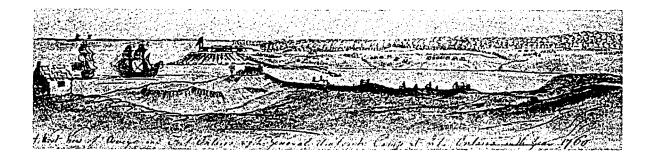


Fig. 1.24. "A West View of Oswego and Fort Ontario with General Amherst's Camp at Lake Ontario in the Year, 1760." Reproduced from Francis Russell's book *The French and Indian Wars* (NY: American Heritage Publishing Co., 1962), 108-9.

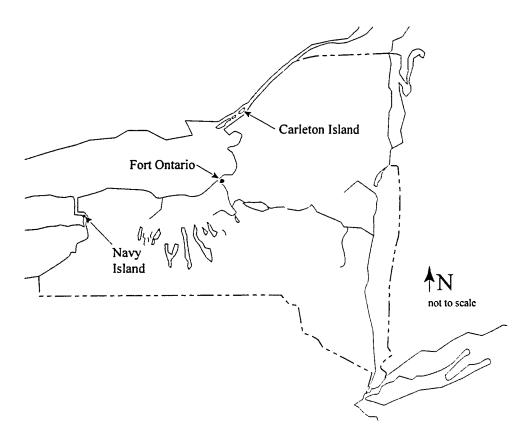


Fig. 1.25. Locations of Royal Navy Yards at Navy Island and Carleton Island. Based on map in Clayton Mau's book *The Development of Central and Western New York* (Rochester, NY: The Du Bois Press. 1944), 3. Graphic produced by R. Hetzler, SUNY ESF, 2001.

tured for domestic use and the demand for this product was not only local, but extended to Canada and the western frontier. Production at the springs near Syracuse, known collectively as Salt Point, increased from 600 bushels in 1790, to 25,000 bushels in 1791. The salt producers at Salt Point were angered by their inability to ship salt through the mouth of the Oswego River past Fort Ontario and retaliated by plundering British vessels heading towards Albany by way of the Oswego and Oneida Rivers. During this period George Scriba purchased a land patent east of Fort Ontario, between Lake Ontario and Oneida Lake with the intent of providing a road, river and canal route between the two lakes in an attempt to bypass Oswego. Scriba's limited success did not greatly improve the wholesale shipping of salt from Salt Point to Canada and the west.

British concern with the wars of the French Revolution and the success of the new American government led to negotiations with the governments of the United States and Canada in 1794, followed by the Jay Treaty of 1796. The Jay Treaty stipulated that the seven disputed posts held by the British were to be returned to the United States. On 15 July 1796, Fort Ontario was relinquished to the United States. The transaction was briefly described by F. Elmer, the officer who received the surrender of Fort Ontario, to George Scriba, owner of a large tract of land adjacent to the Fort Ontario Site.

Dear Sir, - I have the pleasure of informing you that the American flag, under a federal salute, was for the first time displayed from the citadel of this fort at the hour of ten this morning. A Captain Clark and Colonel Fothergill were his majesty's officers, left with a

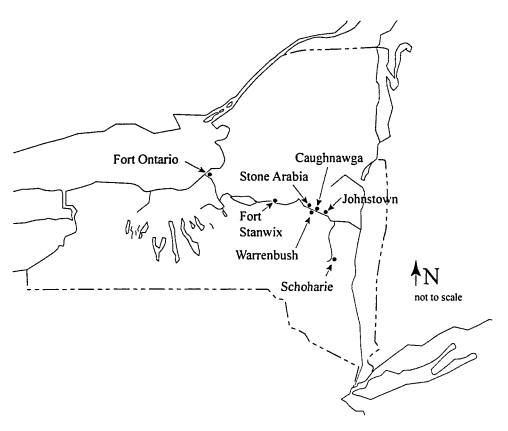


Fig. 1.26. Locations of Fort Stanwix, Schoharie, Warrenbush, Stone Arabia, Caughnagawa and Johnstown. Based on map in Clayton Mau's book *The Development of Central and Western New York* (Rochester, NY: The Du Bois Press. 1944), 3. Graphic produced by R. Hetzler, SUNY ESF, 2001.

detachment of thirty men for the protection of the work. From these gentlemen the greatest politeness and civility was displayed to us in adjusting the transfer.<sup>220</sup>

## II. Site Narrative

The landscape of the region surrounding the Site of Fort Ontario remained mostly untouched during this historic period except for the immediate surroundings of Forts Ontario, Oswego and George, and the small settlements along Oneida Lake, the Oneida River and the Oswego River. The Iroquois had claimed title to the land surrounding the mouth of the Oswego River since the fifteenth century. During the 1780s a series of treaties between the Iroquois and the Americans transferred a large portion of the land claimed by the former to the United States and New York State governments. This land included the site of Fort Ontario. However, while the British never actually claimed ownership of any of the land around the mouth of the Oswego River, following the end of the Revolutionary War they occupied the site of Fort Ontario and prohibited American settlement within one square mile of the fort. The Americans disputed the British claim of ownership and proceeded to legally apportion the site of Fort Ontario and adjacent land to various owners including state and national government bodies. The settlement of these lands accelerated once the British surrendered the site of Fort Ontario in 1796.

### A. Landscape Context

With the arrival of the Europeans in the early sixteenth century the area of present-day central New York State was under the control of the Iroquois Confederacy, in particular, the Onondaga Indians. To the west of the Onondaga were the Cayuga, and to the east were the Oneida, who shared their territory with the Tuscarora after 1715 (see fig. 1.1, p. 12). The Iroquois used the region around the mouth of the Oswego River as a hunting and fishing ground. They did not establish any permanent villages adjacent the mouth of the Oswego River but did use the land as a meeting and trading place prior to the arrival of the Europeans. Small seasonal hunting and fishing villages were established at other locations such as Oswego Falls, now known as Fulton, and in the Oneida Lake area (fig. 1.27). In the vicinity of the portage at Oswego Falls a primitive outpost constructed by the Iroquois is known to have existed and was used to protect the seasonal village as well as the main villages of the Onondaga further south. The outpost was constructed in the shape of a circle with embankments six feet high and surrounded by a ditch eight to ten feet deep. It covered an area of approximately two acres. The Iroquois called the seasonal village at Oswego Falls *Quiehook* and the falls were referred to as *Kagnewagrage*, meaning "ledge over which water falls."

As the Europeans (the Dutch, English and French) advanced further into the frontier lands of the Great Lakes Region of North America the importance of the area around the mouth of the Oswego River as a gathering place to trade was quickly realized. While some European traders had conducted business at the river's mouth prior to the Treaty of Utrecht in 1713, it was not until after the treaty that the Dutch and English traders began to occupy the site on a regular basis. As the competition increased between the French, English and Iroquois to trade with the northern Great Lakes Indians a section of land on the west bank of the mouth of the Oswego River was selected as the site for a new English trading post. The English received permission from the Iroquois to construct the post, and in 1727 built a "stone trading house of strength" at the site and called it Fort Oswego.<sup>221</sup> Following the construction of Fort Oswego a small fur trader's village which had been established just northeast of Fort Oswego along Lake Ontario before the fort was built, was re-located 100 yards south of Fort Oswego parallel to the Oswego River.<sup>222</sup>

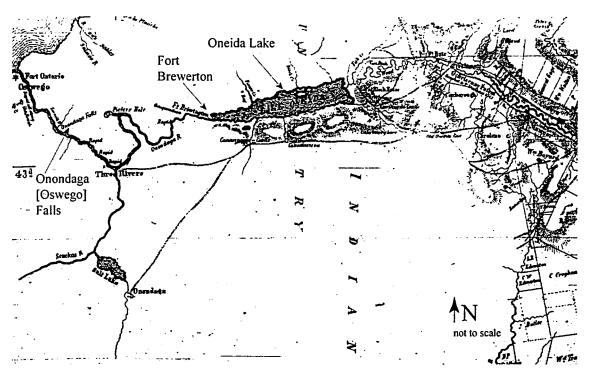


Fig. 1.27. Map, untitled, showing Oswego Falls and Brewerton. Reproduced from John C. Churchill's book *Landmarks of Oswego County* (Syr. NY: D. Mason & Co, Publishers, 1895), 101. Annotated by R. Hetzler, SUNY ESF, 2001.

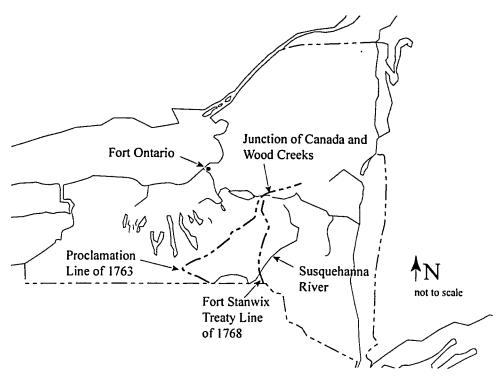


Fig. 1.28. Proclamation Line of 1763 and Fort Stanwix Treaty Line of 1768. Based on map in David M. Ellis's book *A Short History of New York* (Ithaca, NY: Cornell Univ. Press, 1957), 152. Graphic produced by R. Hetzler, SUNY ESF, 2001.

As the trading activities increased at the village, the Mohawk-Oneida-Oswego waterway grew in importance, small huts and homes were developed at the portages of the Oneida Carrying Place, Brewerton and Oswego Falls. These were not necessarily substantial buildings or fortifications and no indication of any other developments occurred in the region until the beginning of the French and Indian War (1754-1763). In 1755, the defenses around the Oswego River's mouth were increased and efforts were undertaken to secure the Mohawk-Oneida-Oswego waterway portages by constructing blockhouses or forts at those locations. In 1755 Forts Bull, Newport and Williams were built along the Oneida Carrying Place, in 1759 the Oswego Falls Palisade or Fort Bradstreet was built at the Oswego Falls portage and in 1759 Fort Brewerton was built at Brewerton.

After the French surrendered New France to the British in 1763, European settlement on Iroquois and midwestern Indian Territory led to conflicts between the European and Native American groups. In that year of 1763, complaints by the Iroquois and mid-western Indians against the settlers were registered with the British Crown and colonial authorities that in turn established an imaginary line along the Appalachian Mountains beyond which no European could settle. Known as the Proclamation Line of 1763, confusion over its exact location resulted in continued European transgressions that ultimately erupted into warfare when the Ottawa chieftain Pontiac united the mid-western tribes and laid siege to the English outposts in the Ohio Valley region. While partially successful, Pontiac's confederacy eventually unraveled as member groups grew tired of warfare and retired from battle. In the end, only Pontiac's Ottawa remained and were subsequently forced to abandon their efforts. In 1766, after being escorted to Fort Ontario, British colonials and Pontiac, along with forty other chiefs from the mid-west, held formal peace negotiations from 23 July to July 31.<sup>224</sup> To further enhance relationships between the colonies and the Iroquois and midwestern Indians, the Fort Stanwix Treaty Line of 1768 was created establishing a new boundary line which would hopefully be easily understood by settlers and Indians alike (fig. 1.28). The portion of this line

passing through New York State was defined as "Beginning at the junction of Canada and Wood Creeks, a little east of present-day Rome, and running thence southward to the Susquehanna. Westward of this line no lands were to be purchased by the whites."<sup>225</sup>

With onset of the Revolutionary War in 1775, the Iroquois territory in the New York Province was once again destined to be looked upon as land open for European settlement. As a measure to encourage patriot enlistments in the Continental Army, the United States Congress issued a formal statement addressing remuneration for men providing military service through the duration of the war. The declaration, passed on 16 September 1776, stated:

That Congress make provision for granting lands in the following proportions to officers and soldiers, who shall so engage in the service, and continue therein until the close of war, or until discharged by Congress, and to the representatives of such officers and soldiers as shall be slain by the enemy.

Such lands to be provided by the United States; and whatever expenses as shall be necessary to procure such lands, the said expenses shall be borne by the States in the same proportion as the other expenses of the war, viz.: to a Colonel, 500 acres; to a Lieutenant-Colonel, 450 acres; to a Major, 400 acres; to a Captain, 300 acres; to a Lieutenant, 200 acres; to an Ensign, 150 acres; to each non-commissioned officer and soldier, 100 acres.<sup>226</sup>

The compulsory acts passed by the New York State Legislature making the acquisition and distribution of these lands law, occurred on 20 March 1781 and 23 March 1782. These lands were respectively known as "bounty lands" and "gratuity lands." Initially, the land selected for distribution among the soldiers was in what is today the State of Ohio, but it was then decided that a portion of the northeastern Adirondack area would suffice.<sup>227</sup> The poor condition of the soil made this an unsuitable lot, and on 25 July 1782 a site west of the Oswego River was reserved as the Military Tract and delineated in an act passed by the State Legislature (see fig. 1.29, p. 55).<sup>228</sup>

That all lands situate in the county of Tryon,<sup>229</sup> bounded on the north by Lake Ontario, the Onondaga River and the Oneida Lake; on the west by a line drawn form the mouth of the Great Sodus or Asorodus creek, thro' the most westerly inclination of the Seneca Lake, on the south by an east and west line drawn from the most southerly inclination of the Seneca Lake, and on the east by a line drawn from the most westerly boundary of the Oneida or Tuscarora country on the Oneida Lake thro' the most westerly inclination of the west bounds of the Oneida or Tuscarora country.

Later agreements between the State of New York and the United States offered each soldier 500 acres in New York; plus, an additional 100 acres if they legally forfeited the 100 acres promised them earlier in the Ohio country.<sup>230</sup> In 1783, the land grant west of the Oswego River was confirmed.

In 1783, the Treaty of Versailles, ending the Revolutionary War, between Great Britain and the newly formed United States of America established the 45th parallel and the middle of the St. Lawrence River, Lake Ontario, Niagara River and remaining Great Lakes as the boundary line between the British provinces to the north and the new American nation to its south.<sup>231</sup> Since the treaty provided no protective provisions for the Iroquois, allies of the British throughout the war, it would be only a matter of time before the Onondaga, Oneida and Cayuga lands around the Fort Ontario site came under the authority of the new government of the United States and New York State.<sup>232</sup> While the soldiers, or those to whom they transferred their titles, were eager to take possession of their land within the Military Tract established on 25 July 1782, distribution of the parcels was delayed.<sup>233</sup> The Military Tract was located on 1,500,000 acres still claimed by the Onondaga and Cayuga Indians, and the United States government forbid those Americans with land claims from entering the tract until the dispute was settled.<sup>234</sup> In addition, the British refusal to evacuate Fort Ontario following the treaty, coupled with their forbidding any form of American settlement within a mile of that fort, essentially kept the area around the mouth of the Oswego River temporarily under British jurisdic-

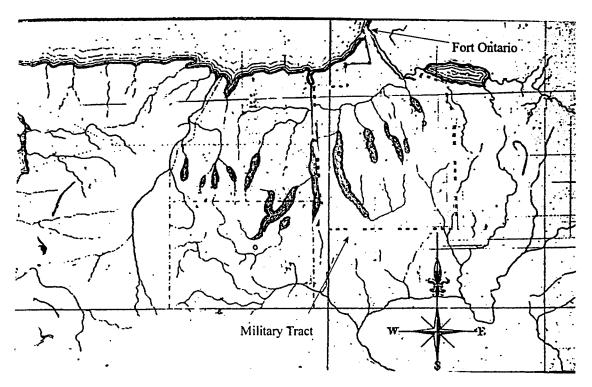


Fig. 1.29. The Military Tract. Reproduced from John C. Churchill's book *Landmarks of Oswego County*, 21. Altered and annotated by R. Hetzler, SUNY ESF, 2001.

tion.

Beginning in 1784, a series of treaties between the Six Nations and the United States began to address the various complaints by the former.<sup>235</sup> Initially these treaties acknowledged the right of the Oneida and Tuscarora to continue occupying the land they presently claimed, but they also ordered the Mohawk, Onondaga, Cayuga and Seneca to surrender their lands west of the Genesee River. The treaties also secured the land occupied by Fort Ontario plus six miles square around that fort for use by the United States; however, the federal government never claimed this land. On 11 May 1784, in an act separate from the federal government, the state reserved for itself two square miles of land at the mouth of the Oswego, a square mile on each side (see fig. 1.30, p. 56).<sup>236</sup> In July 1788 the Onondaga Indians ceded their land in central New York to the State of New York with the exception of their reservation covering a large portion of present-day Syracuse, New York and much larger than their present-day reservation. At the same time the Cayuga ceded their land to New York State with the exception of their reservation and in September of that year the Oneida followed suit.<sup>237</sup> In 1789, a legislative act was passed authorizing the surveying of that portion of land west of the Oswego River set aside for the bounties of the Revolutionary War veterans.<sup>238</sup> Within this tract, the surveyor-general was ordered to lay out enough townships for the bounty claims, with each township containing approximately 60,000 acres (see fig. 1.31, p. 57).<sup>239</sup> These townships, nearly tens miles square, were then subdivided into a 100 lots, 600 acres each.<sup>240</sup> The sizes of these lots were equal to that apportioned to each non-commissioned soldier. Six lots within each township were reserved for public institutions. In all, 25 townships were surveyed for the Military Tract.<sup>241</sup> The distribution of these lots by ballot began early in 1791. Speculation, fraud and confusion were so prevalent that settlement of the area was slow, and land further west of the military reservation, which was less cumbersome to acquire, was readily bought instead.

The distribution of land east of the Oswego River occurred significantly different than that immediately on the west side of the river. While the end of the Revolutionary War had brought self-governing to the new

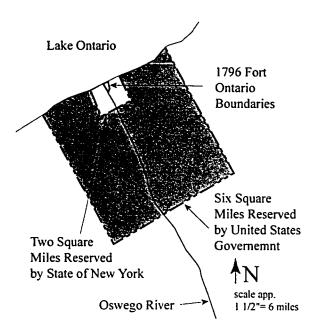


Fig. 1.30. Six square miles and two square miles of land reserved around Fort Ontario by the United States Government and New York State Governments respectively. Graphic produced by R. Hetzler, SUNY ESF, 2001.

American states, the aristocracy of landholders, lawyers and merchants continued to be influential in the economic matters of the new country. This influence was apparent in the distribution process for vast tracts of frontier lands sold by the government to facilitate settlement throughout the new country.<sup>242</sup> Alexander Macomb, a member of the New York City merchant class, purchased 2,000,000 acres of northern New York State land on 10 July 1792.<sup>243</sup> A portion of this purchase consisted of the land in the upper part of present-day Oswego County (see fig. 1.32, p. 58).<sup>244</sup> By the following year Macomb sold 1,000,000 acres of his tract, including the portion in present-day Oswego to Samuel Ward. Ward in turn sold that portion of his land in present-day Oswego County to Thomas Boylston of Boston.<sup>245</sup> Boylston had the land surveyed and divided into townships and the land became known as the Boylston tract. By 16 March 1798 William Constable had obtained stewardship of the Boylston tract. Constable then passed power of attorney to his brother James who later sold these lands to private owners.<sup>246</sup>

Shortly after Macomb's purchase, John and Nicholas Roosevelt <sup>247</sup> of New York City purchased a patent for 499,135 acres between the southern most boundary of Macomb's original tract and the Oneida River and Oneida Lake. Lake Ontario and the Oswego River defined the western boundary of the Roosevelt purchase and a line with a north northeastern alignment extending from Wood Creek to the southern most point of Macomb's Purchase defined the eastern boundary. <sup>248</sup> On 7 April 1792 James Cockburn surveyed this tract, but soon after the contract of the Roosevelts was surrendered and subsequently purchased by George Frederick William Augustus Scriba on 6 January 1795. <sup>249</sup> Before the deed was transferred to Scriba, Benjamin Wright resurveyed the land and divided it into twenty-four townships; the north and south boundaries of which were laid out parallel to a line drawn between Fort Stanwix and Fort Ontario (fig. 1.33, p. 59). Sixteen of these townships now lie in what is present-day Oswego County. <sup>250</sup> This 499,135 acre tract of land became was known as Scriba's patent.

On 5 March 1794 the county of Herkimer, which covered a large portion of present-day New York State, was divided forming the counties of Onondaga and Oneida (see fig. 1.27, p.52). At the time of its formation

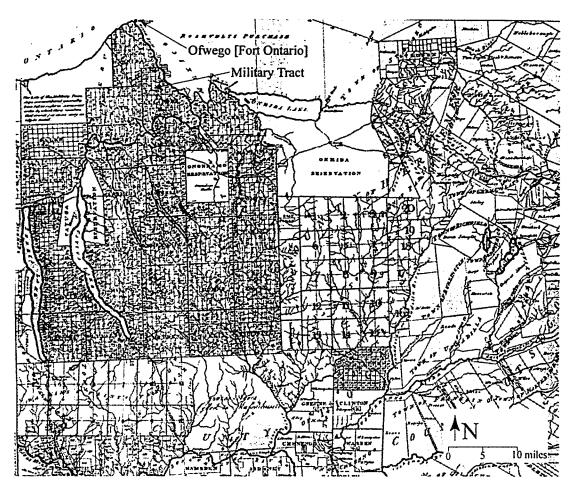


Fig. 1.31. Map, "1st Sheet of De Witt's State Map of New York," showing division of Military Tract, Simeon DeWitt, n.d. Reproduced from copy on file at the Syracuse Bird Library, maps collections, 3<sup>rd</sup> floor, Syracuse, NewYork. Annotated by R. Hetzler, SUNY ESF, 2001.

Onondaga County consisted of the present counties of Cayuga, Cortland, Onondaga and the part of Oswego County west of the Oswego River. At the same time, the new town of Lysander was formed west of the Oswego River when the Town of Mexico, established on 10 April 1792, was subdivided. Lysander contained that portion of present-day Oswego County west of the same river. All the land north of Oneida Lake and River remained that of the town of Mexico.<sup>251</sup> Settlement of the area around the mouth of the Oswego River during the mid-1790s was sparse. The continued presence of the British at Fort Ontario and fear of reprisals from local Indians resulting from the continued transgressions of settlers onto lands still claimed by their mid-western counterparts, deterred migration to the Oswego area.

### **B.** Site Development

The Site Development and Landscape Characteristics discussions for this historic period will be divided into three time periods: 1755-1759; 1759-1782; and 1782-1796 (see fig. 1.34, p. 60). This is done to conveniently provide a comprehensive history of all the landscape features which existed during this historic period. The three time periods correspond to the dates when construction began on the first Fort Ontario in 1755, when construction began on the second Fort Ontario in 1759, and when construction began on the third Fort Ontario in 1782. The fortifications known as "Fort Ontario," and the land and defensive structures which surrounded the fort and used for its defense will be referred to as the "Fort Ontario Military

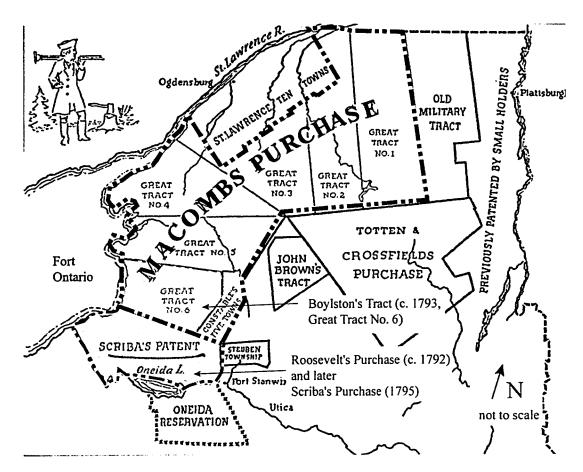


Fig. 1.32. Macomb's Purchase, Roosevelt's Purchase and Boylston's Tract. Reproduced from David M. Ellis' book *A Short History of New York*, 157. Annotated by R. Hetzler, SUNY ESF, 2001.

Reservation" or simply "Reservation" for the next four chapters of this document. While the title "Fort Ontario Military Reservation" was not officially used until the third historic period (1838-1903), it will be used for the first four chapters for consistency and clarity.

For the first three historic periods (1755-1796, 1796-1839 and 1839-1903) the Reservation is divided into three major spatial areas: the Core Fortification area, the Outer Earthworks area and the perimeter area. The Core Fortification area, also synonymously referred to as the fort, fortification and Fort Ontario, consisted of the area within the outer plane of the palisade of the first Fort Ontario, and within the outer plane of the Scarp of the second, third and forth Fort Ontarios. The Outer Earthworks area consisted of the area beyond the outer plane of the palisade of the first Fort Ontario, and beyond the outer plane of the Scarp of the second, third and fourth Fort Ontarios. The Outer Earthworks area consisted of the Ditch, in some cases the Covered Way, and the Glacis. The perimeter area consisted of the area immediately surrounding the Outer Earthworks area and extended from the Outer Earthworks to the implied or stated boundaries of the Reservation.

### 1. 1755-1759 Development

## a.) Core Fortification Area

Construction of the Core Fortification area of the first Fort Ontario was begun in 1755 on a plateau overlooking the confluence of the mouth of the Oswego River and Lake Ontario approximately 650

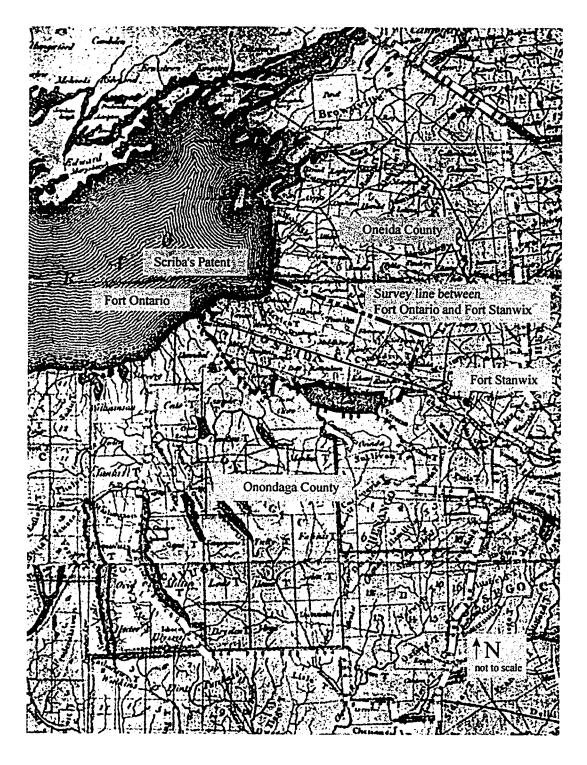


Fig. 1.33. Map, portion of "A Map of the State of New York: Surveyor General, Contracted from his large Map of the State, 1804," showing survey lines of Scriba's Patent, Simeon DeWitt, 1804. Reproduced from copy on file at the Syracuse Bird Library, maps collections, 3<sup>rd</sup> floor, Syracuse, NewYork. Annotated by R. Hetzler, SUNY ESF, 2001.

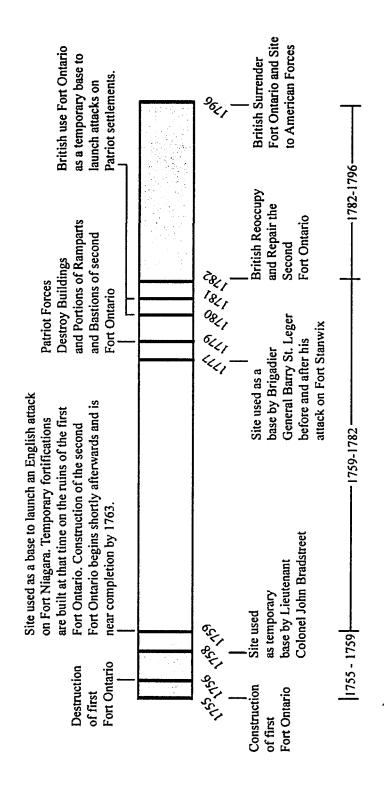


Fig. 1.34. Timeline for the first historic period, 1755-1796. Graphic produced by R. Hetzler, SUNY ESF, 2001.

yards across the river from the ruins of Fort Oswego.<sup>252</sup> A timber palisade, configured as an eight-pointed star, enclosed the area and a main gate located on the fort's west elevation provided the only point of access and departure. The Core Fortification area was approximately 170 feet N/S and 170 feet E/W.

The original plan for the first Core Fortification area called for the construction of thirteen buildings, a two-story blockhouse, four one-story five sided buildings and eight one-story barracks (see fig. 1.35, p. 62, and fig. 1.36, p. 63); however, documentation reveals that not all were built. According to Patrick Mackellar, Engineer en Second to the expedition from 16 May 1756 to 13 August 1756, nine buildings were constructed within the Core Fortification from the summer of 1755 to August of 1756. Five of these buildings were barracks, but the other four support buildings neither resembled the proposed barracks nor the proposed five-sided buildings or blockhouse in the original plan. No information was found during research regarding the function of these four small military buildings. Galleries coursed portions of the interior plane of the timber palisade, and loopholes and embrasures were carved out of the timber palisade at various locations. A well was located at the center of the Core Fortification Area. In August of 1756 the Core Fortification Area of the first Fort Ontario was destroyed when French forces, under the command of the Marquis de Montcalm, attacked the defenses at Oswego and defeated the British garrisons. Following the defeat of the British, the French abandoned Oswego and the ruins of the Core Fortification Area and left the Reservation unoccupied by European forces. 253

After Oswego lay idle for two years the British returned to the mouth of the Oswego River in 1758 to stage an attack on the French-occupied Fort Frontenac. On 22 August 1758, after establishing a temporary base on the site, Lieutenant Colonel John Bradstreet, with a force of 3,000 bateau men, Jersey and New York provincials, and Oneida Indians, departed from the Oswego River for Fort Frontenac.<sup>254</sup> Following the French surrender of Fort Frontenac on 27 August 1758, Bradstreet and his troops returned to Oswego and after a brief stay continued on to Albany leaving the Reservation abandoned.<sup>255</sup> While timber and brush were probably harvested to construct small vessels, build shelters and gather firewood, the building of any permanent structure or a Core Fortification Area is not known to have occurred on the Reservation during Bradstreet's brief stay.

In June of 1759, 3,000 British troops under the command of General Jeffrey Amherst returned to Oswego and after establishing a base camp at the Reservation staged attacks on the French-occupied Fort Niagara and the French fortress city of Quebec. To prevent any counter assaults against the Oswego base during these attacks, Colonel Frederick Haldimand had temporary field fortifications built on the ruins of the first Fort Ontario (see fig. 1.37, p. 64). Haldimand's field fortifications consisted of earth, gabions, fascines and piled debris. No information was found during the research regarding when the field fortifications were removed, but it seems likely that they were removed in the late summer of 1759 when construction began on the second Fort Ontario.

## b.) Outer Earthworks Area

Construction of the Outer Earthworks area of the first Fort Ontario was begun sometime between 1755 and 1756 and began at the vertical outer plane of the timber palisade of the Core Fortification area and extended for a distance of probably no more than 25 feet to 50 feet towards the perimeter area. The area was constructed by removing soil from the earth to create the Ditch, and then using that soil to construct the berm and Glacis. The berm was designed to support the palisade and the Ditch was designed to prevent easy access to the fort. A plan drawn by Charles Demter in 1756 of the fortification and surrounding area does not show that a Galcis was constructed (see fig. 1.38, p.65). However, documentation from a French reconnaissance conducted in August of 1756 states that a Glacis was constructed: "The excavated earth [from the dry moat] had been thrown up en glacis on the counterscarp with a very steep slope over the berm." A road leading from a ferry crossing at the Oswego River broke through the glacis, Ditch and berm to access the main gate on the west elevation of the fort.

Site History Chapter 1 Pre-History-1796

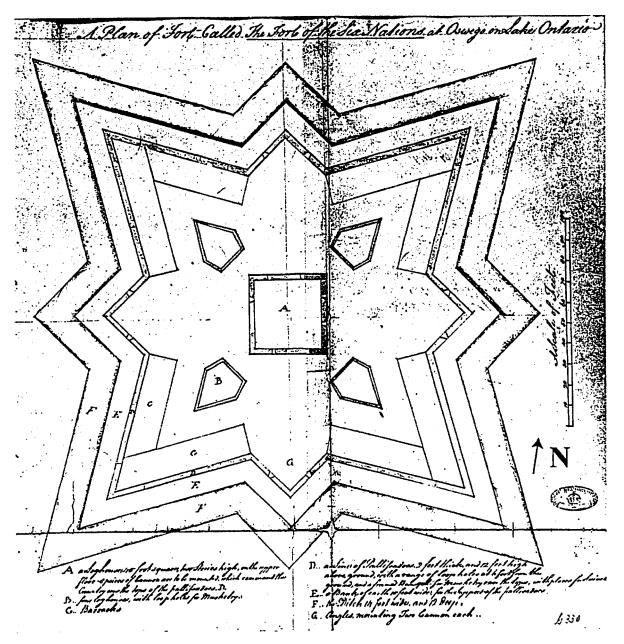


Fig. 1.35. Plan, "Fort of the Six Nations," showing proposal for first Fort Ontario, unknown author, 1755. Reproduced from copy on file at Fort Ontario State Historic Site. Original on file at the National Archives, Washington, D.C. Annotated by R. Hetzler, SUNY ESF, 2001.

A. a Loghouse 40 foot squares, two stories high, on the upper floor 8 pieces of Cannon are to be mounted which command this country over the tops of the pallifadoes [palisades] D. B. four log houses with loop holes for Musketry. C. Barracks, D. a Lines of Pallifadoes, 2 foot thick and 12 foot high above ground with a range of loop holes at 6 foot from the ground, and a formed Banquet for Musketry over the tops, with places for the Swivels, E. a Bank of earth 10 feet wide for the Support of the pallifoadoes, F. the Ditch 14 foot wides, and 12 deep. G. Angles, mounting Two Cannon each.

Fig. 1.36. Reference list for plan, "Fort of the Six Nations," unknown author, 1755, shown in figure 1.35.

No information was found during the research regarding the state of these works following the destruction of the first Fort Ontario in 1756 or their use when John Bradstreet establish a temporary base camp at the Reservation in 1758. The temporary fortifications constructed by Colonel Frederick Haldimand in 1759 most likely made use of any outer earthworks remaining after August of 1756 and it is possible that any remains were improved to enhance the defensive capability of the position. No information was found during the research regarding when the Outer Earthworks Area was altered or removed, but it seems likely that they were altered or removed in the late summer of 1759 when construction began on the second Fort Ontario.

## c.) Perimeter Area

Construction of the perimeter area of the first Fort Ontario was begun in 1755 and once completed encircled the Core Fortification and Outer Earthworks areas (see fig. 1.43, p. 76). Lake Ontario and the Oswego River enclosed the rectangular perimeter area to the north and west, and a forest enclosed the area to the south and east. The perimeter area was approximately 6,000 feet N/S and 4,000 feet E/W.

The clearing of timber during the construction of the perimeter area revealed many Reservation features which included sloughs, marshes, ravines, streams, ridges and knolls. A road was constructed, leading to the main gate of the Core Fortification area from the ferry crossing at the Oswego River, sometime between 1755 and 1756 and traversed a bluff at the western edge of the area. Three extensions led from this road to the east cove located on the Oswego River edge. Just south of the east cove, two buildings appear to have existed and are depicted in the illustration "The South View of Oswego on Lake Ontario" (see fig. 1.39, p. 66).<sup>259</sup>

The perimeter area was significantly impacted during August of 1756 when French forces constructed a parallel approximately 800 feet east of the Core Fortification and extended it in a zigzag pattern to the south of the first Fort Ontario to the plateau's edge overlooking the river and lake (see fig. 1.40, p. 67). Along the length of the parallel fascines, gabion, abattis and debris such as tree stumps were used to protect the French forces constructing the parallel and engaging the garrison within the fort. Once the parallel had reached the bluff, batteries were constructed to bombard Fort Oswego on the west side of the river. No information was found during the research regarding the destruction of these works following the defeat of the British.

During the two years the Reservation was abandoned the perimeter area likely entered a period of successional growth. Bradstreet's temporary camp in 1758 likely resulted in the harvesting of some of this growth, and Haldimand's construction of a temporary fortification on the Reservation in 1759 likely led to further gleaning of the fields for brush and timber. It is quite possible that during Haldimand's preparations that any of the siege works created by Montcalm's forces in 1756 were destroyed to prevent their use by attacking forces.

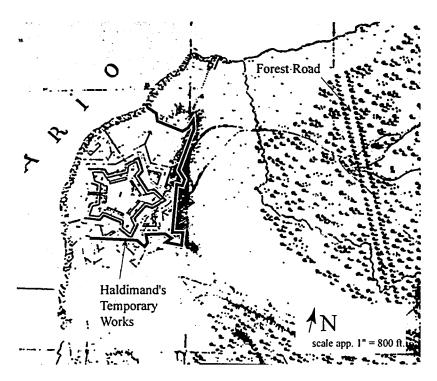


Fig. 1.37. Plan, portion of "A Plan of Fort Ontario Built at Oswego in 1759," showing Haldimand's temporary fortifications and forest road, Thomas Sowers, 1759. Reproduced from copy on file at Fort Ontario State Historic Site. Original on file at British Archive, London, England. Annotated by R. Hetzler, SUNY ESF, 2003.

## 2. 1759-1782 Development

## a.) Core Fortification Area

With the English Crown placing a greater emphasis on protecting its holdings on the North American continent, Brigadier General Thomas Gage requested plans in August of 1759 for the development of a second Fort Ontario near the mouth of the Oswego River. A plan prepared by the military engineer Captain Thomas Sowers were approved and the Reservation surveyed on 17 August 1759 (see fig. 1.16, p. 40).

The second Fort Ontario was designed to withstand contemporary European-style warfare technology and was a much more formidable structure than the first Fort Ontario. Located near the site of the first Fort Ontario, the Core Fortification Area of the second Fort Ontario formed a pentagon and possessed bastions at each of its five angles. A cribbing system of timber and earth was used to construct the parapets and casemates of the ramparts, as well as the parapets and core of the bastions. <sup>260</sup> The main gateway passed through the parapet forming the curtain between the New York and 46th Regiment's bastions and a sally port passed through the parapet forming the curtain between the New York and Grenadier Bastions. <sup>261</sup> The design for the second Fort Ontario also provided emplacements for forty-six artillery pieces (not shown on plans), bomb proofs beneath the New York and 46th Regiment's Bastions and

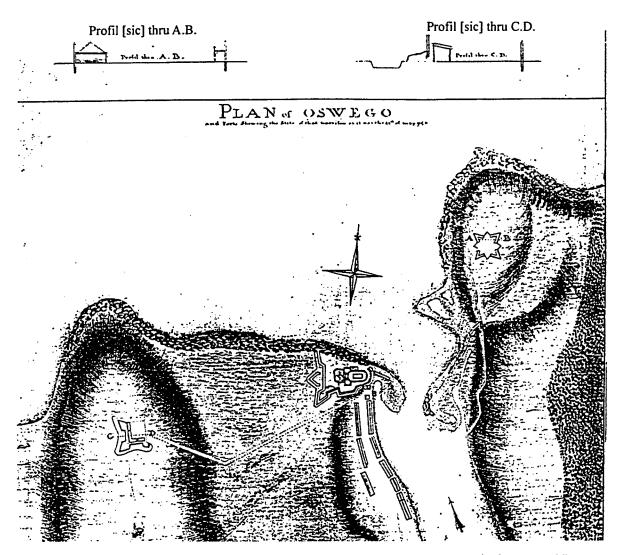


Fig. 1.38. Plan, "Plan of Oswego showing the State of that Garrison as it was on the 24th of May, 1756," showing first Fort Ontario and perimeter area, Charles Demter, 1756. Reproduced from copy of file at Fort Ontario State Historic Site. Original in the British Archives, London, England. Annotated by R. Hetzler, SUNY ESF, 2001.

six Casemates to defend the Ditch and prevent scaling or destruction of the Parapets. Six Barracks were also constructed to house and support the proposed 500-man garrison.

The construction of the second Fort Ontario lasted approximately four years.<sup>262</sup> In 1763, a peace agreement was signed between England and France transferring sovereignty of the New France colony to the British Crown. With this transfer the French threat against the British northern North American colonies was extinguished and the importance of Fort Ontario as a defender of the British northern frontier essentially ceased. With the increased hostilities between colonial British subjects and the English Crown along the east coast, and European settlers and Native Americans out west, a large number of Fort Ontario's garrison was redeployed to these increasingly volatile areas. The small garrison that remained at Fort Ontario attended to the maintenance needs of the fort and at times entertained visiting European dignitaries and Native American leaders. From 1763 to the beginning of the Revolutionary War in 1775 there were even times when the fort was entirely abandoned.

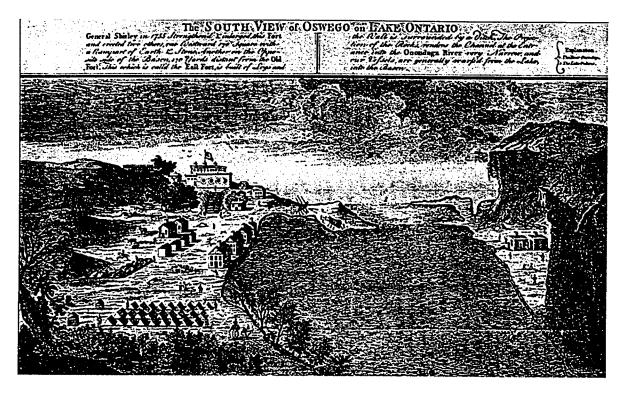


Fig. 1.39. "The South View of Oswego on Lake Ontario" showing buildings along the eastern edge of the Oswego River. Reproduced from Frank H. Severance *An Old Frontier of France* (NY: Dodd, Mead and Company, 1917), 348.

At the outbreak of the Revolutionary War, Fort Ontario once again became an important location and a center of activity. British loyalists fleeing reprisal at the hands of patriots used the fort as a temporary refuge in their journey to Canada. In 1775, Colonel Guy Johnson used the abandoned Fort Ontario to gather the Iroquois chiefs in an effort to gain their allegiance to the British Crown. After this brief meeting the Reservation remained abandoned, with the possible exception of its temporary use as a refuge by fleeing loyalists, until 1777. In 1777, Brigadier General Barry St. Leger used the second Fort Ontario as a temporary base for his troops en route for an attack on Albany. After failing to reach Albany, Leger again used the fort as a base before he returned Canada on 26 August 1777. In July of 1778, continental troops under Lieutenant Thomas McClellan burned the buildings and damaged the ramparts and bastions associated with the second Fort Ontario to prevent their future use by British forces. Following this destruction, the Reservation remained abandoned until 1780. In 1780 and then again in 1781, the British and their Iroquois allies temporarily used the Reservation as a base to launch raids against patriot settlements in the New York and Pennsylvania Provinces. 167

# b.) Outer Earthworks Area

The construction of the Outer Earthworks area of the second Fort Ontario began in 1759. The area was located between the Core Fortification area and the perimeter area (see fig. 1.57, p. 99). The area extended in a radial pattern north and west to the bluff and south and east to the perimeter open space. The Outer Earthworks area consisted of a Ditch, Covered Way and Glacis. The Ditch encircled the fortification, but also extended beyond the southern edge of the 46th Regiment Bastion and northern edge of the New York bastion to the bluff. The Covered Way was located adjacent to the Ditch and in between it and the Glacis. The extensions of the Ditch beyond the southern edge of the 46th Regiment Bastion and northern edge of

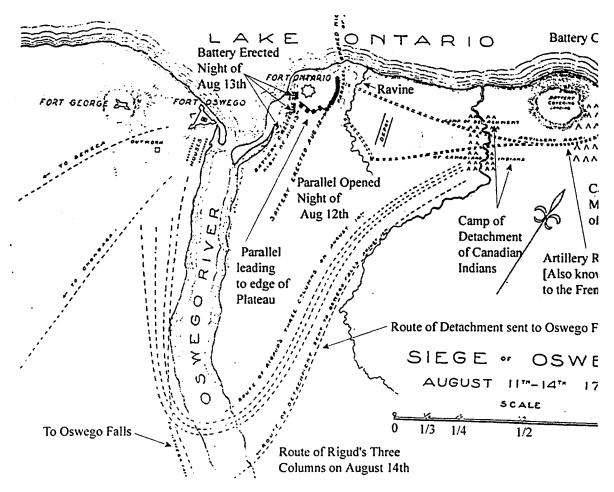


Fig. 1.40. "Siege of Oswego," showing the parallel and batteries constructed by Montcalm's troops in 1756, Major W.H. Bertsch's, 1914. Reproduced from *New York State Historical Society: Proceedings of the Fifteenth Annual Meeting with Constitution, By-Laws and List of Members* (New York Historical Society, 1914), 120. Annotated by R. Hetzler, SUNY ESF, 2001.

the New York bastion isolated a large portion of the covered way outside the main gate the area of which was subsequently used for the construction of military support buildings. Two bridges provided access to this area, one at the northern boundary of the space and the other at the southern boundary of the space. The Glacis began at the covered way and either extended to the lakeshore bluff to the north or the perimeter fields to the south and east. No Glacis existed to the west. The construction of the second Fort Ontario Outer Earthworks was near completion in 1763.

From 1763 until 1777 only a small garrison or detail occupied the fort. At other times the fort was abandoned all together. In 1779, the Core Fortification area was burned by patriot troops and the buildings associated with the fort were destroyed. No information was found during the research regarding whether Outer Earthworks were damaged or if the palisade in the Ditch remained. The brief occupation of the Reservation by British troops in 1781 and 1782 did not appear to impact any part of Outer Earthworks.

## c.) Perimeter Area

During the construction of the second Fort Ontario the perimeter area was cleared of successional growth and expanded. Redoubts were built to the northeast and south of the Core Fortification area and a number of new roads were added for drawing timber, and old ones possibly redirected. Small cabins were built along these timber roads to provide protection for the woodsmen (see fig. 1.60, p. 104). No information was found during the research regarding the alteration of or the construction of buildings on the lakeshore and river edge. Plans developed for and during the construction of the second Fort Ontario were the last illustrated recordings found during this research providing information on the area contained within the boundaries of the perimeter area. Written records indicate that some of the garrisons stationed at the Reservation from 1759 to 1777 did maintain gardens in the perimeter fields, and it is also possible that portions of the perimeter fields were used as burial grounds.<sup>268</sup> It can also be assumed that during this period as the garrison's numbers changed or the Reservation was periodically abandoned, that the area of perimeter fields furthest from the fort fluctuated between conditions of military readiness to ones of neglect. It is also probable that the maintenance of gardens and cemeteries in the perimeter fields also fluctuated as well.

The bluff, river edge and lakeshore were minimally affected by this time period. The two legs off the main road extending to the eastern cove appear again on the Thomas Sowers', "Plan of Fort Ontario" (see fig. 1.60, 104), but no other information was found during this research revealing any additional changes along the bluff, river edge or lakeshore or the existence of the two buildings shown in "The South View of Oswego on Lake Ontario" (see fig. 1.39, p. 66).

# 3. 1782-1796 Development

## a.) Core Fortification Area

In 1782, British Major Ross returned to Fort Ontario with a small garrison to claim the Reservation for the British Crown.<sup>269</sup> Upon his arrival, work was undertaken to rebuild the fort. Limited information was found during the research regarding this work but it is know that the Bastions were rebuilt within the Gorge of each Bastion was a block house. Four housed soldiers and the fifth housed officers. Along the curtains additional officers' quarters were constructed as were kitchens and a storehouse. Two wells were located on the Parade and one was located on one of the Bastions; bombproofs were located beneath the Bastions. A Ravelin was located to the south of the fort and pickets lined the entire Ditch and parts of a Coverd Way.<sup>270</sup>

## b.) Outer Earthworks Area

No information was found during research regarding changes to the outer earth works from 1782 to 1796.

## c.) Perimeter Area

No information was found during this research regarding changes in the perimeter fields, bluff, river edge or lakeshore.

## C. Site Boundaries

### 1. 1755-1759 Boundaries

In 1755, the Reservation had no official boundaries and the land was still considered part of the Onondaga territory. The un-official boundaries were implied and comprised of Lake Ontario and the

Site History Chapter 1 Pre-History-1796

Oswego River to the north and west respectively and the dense forest edges, created by the clearing of timber, to the south and east (see fig. 1.43, p. 76). The distance from the core bastioned fortification to the forest edge boundaries of the eastern and southern boundaries was determined by the military requirements necessary to provide proper defense of the fortification and the demand for timber during the construction of defenses and vessels at Oswego. No information was found during the research suggesting that the eastern and southern boundaries were altered when the Reservation was used as a base camp in 1758. The boundaries to the north and west remained unchanged.

#### 2. 1759-1782 Boundaries

The plan produced by Thomas Sowers, "A Plan of Fort Ontario Built at Oswego in 1759" (see fig. 1.37, p. 64), shows that the unofficial boundaries of the previous time period had been extended to the east and south around the core fortification of the second Fort Ontario. In 1759, the boundary to the east extended beyond a ravine that was part of the previous time period's boundary and continued to the dense forests beyond. Instead of the forest boundaries continuing to appear as consistent uniform edges, they extended into the main forest presumably at points of strategic interest or where retrieval of the timber was easiest. The points where the woods had been cleared the furthest were along the lakeshore and riverbank, possibly to improve visual access down each of the shorelines. By 1763, the clearing and boundaries extended even further beyond those shown in the earlier drawing (see fig. 1.60, p.104)

The cutting down the vast quantities of wood used in this building had, however, cleared much of the fertile ground by which the fort was surrounded. <sup>271</sup>

Once the British shipyard was moved from the mouth of the Oswego River during the mid-1760s, the need to cut timber from the surrounding lands was significantly reduced. In addition, as British troops were transferred from Fort Ontario to other posts on the eastern coast and western frontiers, the smaller garrison at Fort Ontario decreased the need for firewood and timber used for the maintenance of the fort. No information was found during this research revealing the changes in the boundaries after 1763.

## 3. 1782-1796 Boundaries

According to Crisfield Johnson, by 1783, there was "three-quarters of a mile of open space" around the fort. <sup>272</sup> Beginning in 1784, a series of treaties between the Six Nations and the governing bodies of the United States and the State of New York established that the land occupied by Fort Ontario, plus six miles square around that fort were reserved for use by the United States (see fig. 1.30, p. 56). This land was never actually claimed by the United States government and eventually came under the jurisdiction of the State of New York. On 11 May 1784 the state reserved for itself two square miles of land at the mouth of the Oswego, a square mile on each side, which encompassed Fort Ontario (see fig. 1.30, p. 56). <sup>273</sup> While on paper these new legal boundaries were recognized by the Americans, the British had established their own set of boundaries by refusing any American settlement within one mile of Fort Ontario. The British would continue to enforce this latter boundary until 1796. The unofficial boundaries for the Reservation to the north and west remained unchanged for the duration of this historic period. The boundaries to the east and south extended to the forest.

#### III. Landscape Characteristics

## A. Natural Systems and Features

The natural systems and features of the area of Oswego generally remained unchanged during this historic period. However, the sites of the three forts, Oswego, George and Ontario, changed dramatically due to the economic and military endeavors of European and American forces.

## 1.) Geomorphology

The importance of Oswego to the British and French Empires is best understood through knowledge of the geomorphological and geological features of eastern and central New York. To the early Native Americans and European traders, the system of waterways throughout the region provided an ideal means of traveling through the rugged terrain and dense woods covering most of the region. The Mohawk-Oneida-Oswego waterway provided the only water corridor in the present-day region of the State of New York through the Adirondack and Appalachian Mountain Range and connected the Atlantic Ocean with the Great Lakes (fig. 1.41).<sup>274</sup> The mouth of the Oswego River at the eastern terminus of this route provided an ideal location for competing nations to establish a military presence in order to control this valuable transportation route.

The Adirondack Mountain Range, south of which flows the Mohawk River, contains some of the oldest rock in New York State.<sup>275</sup> The mountain range contained sedimentary and metamorphic rocks known as created when a great marine basin covered a large portion of the northeast during the Pre-Cambrian era.<sup>276</sup> After the Grenville rock was formed, tremendous lateral pressure created by the collision of continental landmasses twisted, crumpled and lifted the Grenville rocks bordering the coast of the continent.<sup>277</sup> The collision of the landmasses was accompanied by volcanic activity, which infused the Grenville rock with igneous rock and lifted the mountain range to extraordinary heights. The erosive effects of water and wind reduced the height of the mountain range and the tremendous amounts of material which eroded provided sedimentary deposits for the formation of the epicontinental and coastal lands of present-day New York State.

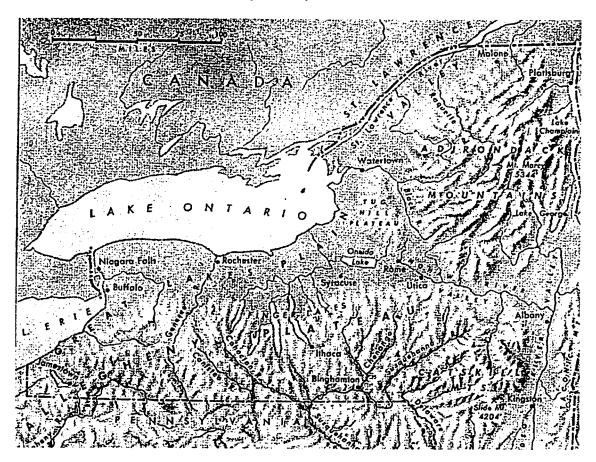


Fig. 1.41. "Rivers, Mountains, and Lakes of New York State," Harold K. Faye. Reproduced from David M. Ellis' book *A Short History of New York State* (Ithaca, NY: Cornell Univ. Press, 1957). Annotated by R. Hetzler, SUNY ESF, 2001.

The Paleozoic followed the pre-Cambrian era with a continuous series of rising and falling epicontinental seas which covered most of present-day New York State. Over millions of years, layers of sedimentary rock was deposited on the sea floors and reached depths of 5,000 feet or more. At times, the epicontinental seas would connect to the great oceans beyond the continental mass, while at other times the seas boundaries were constricted and confined to the continent. One of these periods of constriction and confinement occurred with the formation of the Taconic Mountains. The uplifting of land during the formation of these mountains forced a division of ocean and sea and isolated a large body of water on the continent's interior.<sup>278</sup> Known as the Salina Sea, the sea's shallow waters slowly evaporated leaving behind thick layers of salt deposits over large areas of the continent. One these areas included the southern end of Onondaga Lake. Here the thick layers of salt deposits, some exceeding 400 feet, alternated with layers of gypsum, limestone and shale for a total depth of about 1,200 feet.<sup>279</sup> As the ocean waters returned and covered the region a new series of sedimentation occurred ending the formation of salt deposits.

As the breadth and boundaries of the epicontinental seas fluctuated, the depth and extent of each new layer of sediment changed as well. After about 345 million years, the majority of New York State was just above sea level and the Paleozoic era neared its end. Marking the era's end was a catastrophic event known as the Appalachian Revolution. From Maine to Georgia, this revolution created a range of mountains known as the Appalachian Mountain Range which significantly raised the majority of present-day New York State well above sea level. While Central and Western New York saw only minor alterations to their relatively flat topography following the initial stages of the Appalachian Revolution, the southern portion of the state eventually changed when the folding, faulting and uplifting of its bedrock created the portion of the Appalachian Mountain Range known as the Allegheny Plateau.

After the formation of the Allegheny Plateau, the Mesozoic era began. It was during the Mesozoic era that plant and dinosaur life flourished in parts of the North American continent. The palate of plant life covering portions of present-day New York State included the ancestral species of pine, cypress and fern. Dinosaurs did not seriously invade the lands of present-day New York State. However, for the most part the region of present-day New York State experienced extensive erosion during the Mesozoic era. Except for the Adirondack Mountains and southern portions of the present-day State, the topography of New York resembled a flat, featureless plain towards the close of the era. It was only at the end of the era that the Rocky Mountain Revolution lifted the continent some two to three thousand feet above sea level and in the process altered the flow of rivers across the State. While before this these rivers had meandered sluggishly across the land, the steeper topography following the revolution created faster, more erosive rivers. The erosive power of these rivers created many of the topographic features present today in New York State. However, the greatest impact generated by these rivers would not occur until the Cenozoic era which followed.

During the Cenozoic era, at least four great ice sheets thousands of feet thick covered large portions of present-day New York State. The advancing and receding ice sheets graded, leveled and gouged the state's earthen surface over a million years and delineated its major drainage systems, formed its lakes and transformed its soils. The final glacier, the Wisconsin, had the greatest impact on the topography of the State. During the Wisconsin glacier's retreat numerous rivers and lakes were formed as water was released from its great ice packs. In the process tremendous amounts of clay, sand, gravel and rock were deposits in various forms across the State. Some of the deposits formed moraines or large mounds. A particular type of moraine known as a head moraine helped create what is collectively known as the Finger Lakes by blocking the southerly flow of pre-glacial rivers. As water was forced to pool in the valleys of the Allegheny Plateau the Finger Lakes formed and the eventual overflow from these lakes discharged north where the elevation was lowest. The overflow continued north and eventually reached a great basin known as Lake Iroquois, precursor to Lake Ontario. An arm of the great basin extended towards the present-day Mohawk River Valley and released a torrent of water which formed a small cataract near present-day Little Falls, New York. As

the torrent of water continued for thousands of years, it eroded the earth and rock beneath it until the cataract had retreated to a point near present-day Rome, New York. <sup>286</sup> This latter point eventually became the location of a portage between the Mohawk River and Wood Creek, which connected to Oneida Lake. As the Wisconsin glacier continued to recede beyond the upper St. Lawrence Valley, Lake Iroquois began to drain into the St. Lawrence and Champlain-Hudson River Valleys. Since the outlet near Rome was higher in elevation than that of the St. Lawrence and Champlain-Hudson River Valleys the waters of Lake Iroquois now drained through the St. Lawrence and Champlain-Hudson River Valleys. Oneida Lake continues to be a reminder of the earlier drainage route of Lake Iroquois through the Mohawk Valley.

When the ice sheet finally disappeared from the lower St. Lawrence River Valley, a merging of Lake Iroquois with ocean waters created a larger body of water known as Gilbert Gulf. After the gulf was formed a post-glacial uplift raised the shorelines of this gulf approximately fifty feet near the east end of present-day Lake Ontario and created the Thousand Islands. It also expelled the marine waters from the Champlain-Hudson and St. Lawrence River Valleys and formed the last major topographical feature in New York State, Lake Ontario.

The final withdrawal of the Wisconsin glacier from northern New York is looked upon as the end of the Ice Age and the beginning of the Recent period.<sup>287</sup> The Recent period is a time of plant and animal re-population and the eventual arrival of humans.

The ancient shoreline of Lake Iroquois was approximately 150 feet higher than the present-day Lake Ontario. Along this shoreline deposits of sand and gravel banks formed a ridge south of and parallel to the present-day shoreline of Lake Ontario.<sup>288</sup> Between the ridge and the present-day shoreline of Lake Ontario was what constituted the Lower Great Lakes Plain. The Lower Great Lakes Plain traversed the northern shoreline of Lake Erie in the southern portion of Ontario, Canada and the southern boundary of Lake Ontario in New York State. The total area covered by the plain was approximately 11,788,163 acres. Along the southern boundary of Lake Ontario the plain extended inland thirty to forty miles.<sup>289</sup>

The general region around the mouth of the Oswego River existed within the Lower Great Lakes Plain. The Oswego River, formed at the confluence of the Seneca and Oneida Rivers, flowed approximately twenty-three miles north to Lake Ontario. Most of the terrain adjacent to the Oswego River was not much higher than the river edge and was slightly undulating but sometimes flat. The flat areas, often along the lakeshore as well, were often swampy. Approximately ten miles west of the river, the terrain was marked by glacial drumlins and approximately twenty miles east of the river the low lying terrain merged with the Tug Hill Plateau, a tilted mesa and extension of the Allegheny Plateau. The Tug Hill Plateau consisted of flat-lying bedrock scored by steep slopes and valleys.<sup>290</sup> The highest elevations in the area of the plateau were 1,750 feet above mean sea level.<sup>291</sup> The Mohawk River Valley separated the Tug Hill Plateau from the Allegheny Plateau, and the Black River separated the Tug Hill Plateau from the Adirondack Mountains. To the north of the mouth of the Oswego River's was Lake Ontario. The lake provided access to the adjoining Great Lakes, St. Lawrence River and other North American tributaries.

The immediate terrain around the mouth of the Oswego River consisted of hills, ridges and knolls; the terrain of the east side of the Oswego River generally more severe than that of the west side. On the east side of the river overlooking the confluence of the Oswego River and Lake Ontario was plateau highlighted by a bluff fifty feet high which faced both the river to the west and the lake to the north. The bluff's western and northern edges gradually tapered to the river edge and lakeshore over a considerable distance. Inland from the bluff were a number of rises and hollows with the elevation generally increasing to the southeast.

On the west side of the river the shores along the river and lake extended inland at a moderate incline for a distance of forty to fifty feet. At this point existed a rocky rise approximately ten to fifteen feet

above the lake and river levels. The rocky rise continued approximately 2,000 feet south of the Oswego River's mouth were it tapered inland approximately 500 feet. Another rise or ridge existed approximately 2,000 feet inland of the river and ran parallel to the rocky rise.

Two sand spits, one on the east and one on the west, extended into the Oswego River. After a distance of approximately thirty feet the two spits turned abruptly southward for approximately 150 feet. These spits formed the entrance to the Oswego River and separated the river from the river's mouth. Numerous other sand spits and small bays existed along the Lake Ontario shoreline from the Oswego River eastward into present-day Jefferson County.<sup>292</sup>

## 2.) Geology

The bedrock of the Lower Great Lakes Plain in the present-day Oswego County region is composed of rock produced during the Silurian period of the Paleozoic era; the same period which produced the Salina salt beds some 430 million years ago.<sup>293</sup> In general, alluvial deposits, drift and glacial till covered the Silurian bedrock and subsequent rock formations. These deposits were in turn sheathed by deep acidic soils with variations on the sandy or clay ends of the spectrum.<sup>294</sup> In some places the soils and deposits had eroded exposing the various rock types beneath. In all, four main layers of rock cover present-day Oswego County, each exposed to varying degree in portions of present-day Oswego County.<sup>295</sup> They were the Loraine Shales, Graystone Shales, Red Sand Stones and the Clinton Group. The Graystone Shales and Red Sand Stones lay beneath the present-day City of Oswego.

## 3.) Hydrology

The site of Fort Ontario existed in the drainage basin known as the Oswego River Basin. This drainage system emptied into Lake Ontario via the Oswego River and covered an area of approximately 5,122 square miles (see fig. 1.42, p. 74).<sup>296</sup> The Oneida River, which drained the eastern third of the basin, and the Seneca River, which drained the western two-thirds of the basin, formed the headwaters of the Oswego River. Located approximately twenty-three miles south of Lake Ontario, the headwaters of the Oswego River were known as Three Rivers Point. From this junction, the Oswego River flowed north to Lake Ontario, which it entered below and to the west of present-day Fort Ontario. In its natural state, the time period between the retreat of the Wisconsin Glacier and the introduction of dams, canals and other water controlling structures, the Oswego River descended numerous tiers resulting in the creation of rapids and small falls. The total change in elevation from Three Rivers Point to Lake Ontario was 128 feet with the largest change in elevation occurring at the portage of Oswego Falls. At this portage the falls were approximately twelve feet high.<sup>297</sup> At the entrance to the mouth of the Oswego River the water depth ranged from eight to twelve feet deep.

Within and near the site of Fort Ontario were two smaller, seasonal watercourses flowing north towards Lake Ontario. Thomas Sowers' "A Plan of Fort Ontario Built at Oswego in 1759" (see fig. 1.60, p. 104) depicts a small ravine approximately 800 feet east of the Core Fortification Area and his 1763 plan, "Plan of Fort Ontario and its Environs" depicts a large creek, known as Wine Creek, approximately one-mile east of the Core Fortification Area.<sup>298</sup>

The Oswego River Basin also contained a number of poorly defined minor drainage systems resulting in the creation of many marshes and swamps along the lakeshore and muck fields within the basin. Maps and a correspondence from the Marquis de Montcalm in 1756 document the existence of a number of marshland areas and "boggy marshes" within and near the site of Fort Ontario (see fig. 1.10, p. 33).<sup>299</sup>

Sieur Desandronius the surviving engineer, ran a road through the woods, partly through swamps explored the evening before, for the purpose of conducting artillery.<sup>300</sup>

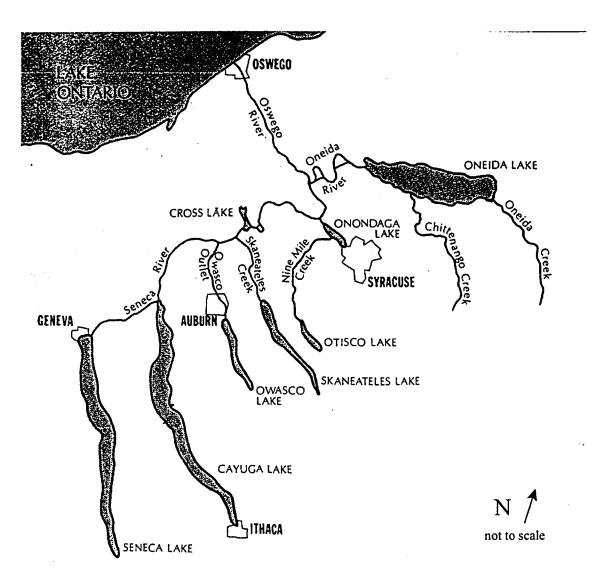


Fig. 1.42. Water systems of the Oswego River Drainage Basin. Reproduced from *Central New York Regional Planning and Development Board*, Central New York Water Quality Newsletter (n.p., 1974). Annotated by R. Hetzler SUNY ESF, 2001.

While the land immediately surrounding the two Fort Ontarios of this historic period gently sloped eastward and southward, it was also slightly sinuous and quite possibly contained areas of slough near the Core Fortification Area before any substantial glacis were developed.

Lake Ontario, to the north of the Reservation, was part of the Great Lakes system that included Lakes Erie, Huron, Michigan and Superior. Lake Ontario had a surface area of 7,240 square miles and a mean surface elevation above sea level of 246 feet; the maximum depth was 738 feet.<sup>301</sup> The watershed area of Lake Ontario covered an area of approximately 21,600 square miles and miles.

## 4.) Climate

The climate around present-day Oswego in the seventeenth and eighteenth century had been stable for

some time when the Europeans arrived. The heat of summer and cold of winter were tempered by Lake Ontario creating a microclimate distinctly different from those areas lying further inland. However, once the waters of the lake froze for some distance from shore in the winter Oswego received the brunt of the prevailing northwestern winds.

Inland, the cooling lake effect breezes markedly diminished and the summer temperatures and humidity increased noticeably. During the winter months, the inland areas were again more severe as the prevailing northwestern air masses were less influenced by the warming effect of the lake waters. The lower inland temperatures resulted in greater snowfall especially in the higher elevations regions such as the Tug Hill Plateau. The Tug Hill Plateau received the greatest amounts of snowfall in present-day Oswego County.<sup>302</sup> Anna Mac Vicars comments on the severity of the Oswego area winters in the 1760s:

Spring returned with its showers, and converted our Siberia, frozen and forlorn, and shut out from human intercourse, into an uncultured Eden, rich in all the majestic charms of sublime scenery, and primeval beauty and fertility.<sup>303</sup>

## 5.) Ecology

Following the retreat of the Wisconsin glacier, the present-day New York State region entered a period of reforestation. After approximately 10,700 years, the reforestation process was complete and the vegetation cover and climate of present-day New York State stabilized.<sup>304</sup> The vegetation cover of pre-European Oswego County was divided into three regions. These regions were the Oneida Plain, Eastern Ontario Plain and Tug Hill region. The Oneida Plain was located along the southern boundary of the present-day County of Oswego, the Eastern Ontario Plain paralleled the southern shore of Lake Ontario, and the Tug Hill region began at the Oneida Plain and extended north and east to present-day Jefferson County.<sup>305</sup> The Oneida Plain was a mixture of beech, yellow birch and sugar maples on the uplands, and red spruce, balsam fir, hemlock and tamarack on the wetter lowlands.<sup>306</sup> The Eastern Ontario Plain, containing the Site of Fort Ontario, was a mixture of softwood species, cedar, white pine and red maples. The Tug Hill region was a mixture of oak-hickory, northern hardwood, and mixed-coniferous forests.<sup>307</sup> The forests of these regions were dense and dark with light only reaching the ground near the sites of rivers, swamps, and the lake edge.<sup>308</sup>

We had 12 miles down the river by land, most of the way middling land, some white pine and spruce groves to pass through, but most of the way in sight of the river, which is very rapid most of the way to the lake. 309

## III. Landscape Characteristics

## A. 1755-1759 Landscape Characteristics

## 1. Spatial Organization

The Reservation is divided into three major spatial areas to provide a comprehensive survey of all Reservation features in this historic period. The three major spatial areas are the Core Fortification area, the Outer Earthworks area and the perimeter area (see fig. 1.43, 76). The Core Fortification area, also synonymously referred to as the fort, fortification and Fort Ontario, consisted of the area within the outer plane of the palisade of the first Fort Ontario. The Outer Earthworks area consisted of the area beyond the outer plane of the palisade of the first Fort Ontario and consisted of the Berm, Ditch, and Glacis. The perimeter area consisted of the area immediately surrounding the Outer Earthworks area and extended from the Outer Earthworks to the forest or implied boundaries of the Reservation.

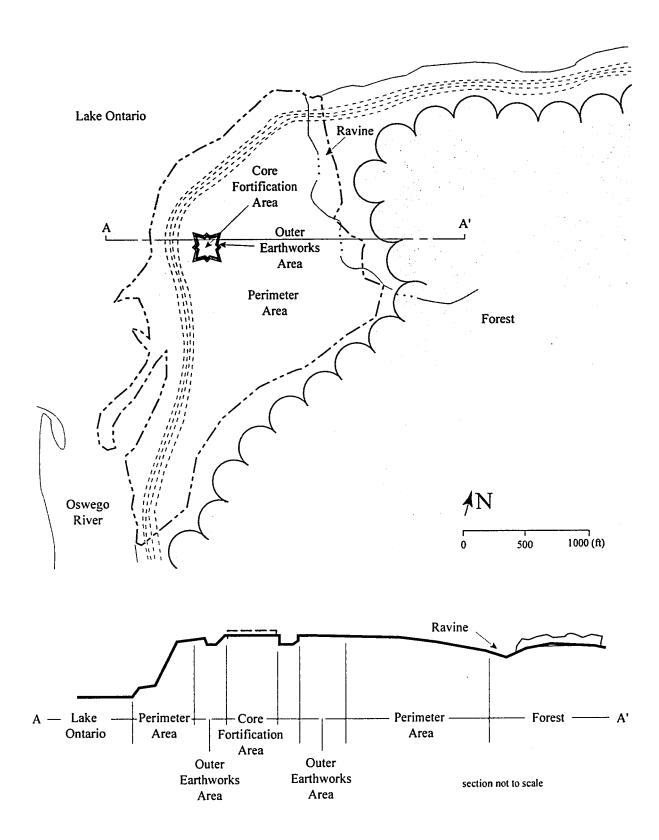


Fig. 1.43. Plan and section of Reservation showing Core Fortification area, Outer Earthworks area and perimeter area. Based on plan "Plan of Oswego showing the State of that Garrison as it was on the 24th of May, 1756," Charles Demter, 1756. Graphic produced by R. Hetzler, SUNY ESF, 2003.

## a) Core Fortification Area

The Core Fortification area is divided into two spaces to provide a comprehensive survey of all Reservation features in this historic period. The two spaces are the Parade space and the Gallery spaces (see fig. 1.44, p. 78).

## (1) Parade Space

The Parade space was created c. 1756 and was located within the center of the Core Fortification; it was destroyed in 1756 by the French. It was generally irregular, extended approximately 160' N/S, approximately 160' E/W and contained an area of approximately .2 acres. The barracks, support buildings and the palisade created a defined edge for the space; the barracks, support buildings and palisade were approximately 10' to 12' high. The overhead plane was unobstructed. No other information was found during the research regarding the characteristics of the space.

## (2) Gallery Spaces

The three Gallery spaces were created c. 1756 and were located along the northern and eastern portions of the palisade (Gallery space [GS] 1); along the southern portion of the palisade (GS 2); and, along the western portion of the palisade (GS 3); they were destroyed in 1756.<sup>310</sup> They were linear and angled, approximately 5' wide and 210' long (GS 1); 5' wide and 50' long (GS 2); 5' wide and 50' long (GS 3). The ground plane was timber. The palisade and the change in elevation between the Gallery and the ground plane of the Parade space created a defined edge and an implied edge for each space; the top of the palisade was approximately 5' above the Gallery. The overhead plane was unobstructed.

### b) Outer Earthworks Area

The Outer Earthworks area is divided into two spaces to provide a comprehensive survey of all Reservation features in this historic period. The two spaces are the Ditch space and the Glacis space (see fig. 1.45, p. 79).

### (1) Ditch Space

The Ditch space was created in 1756 and was located parallel to the palisade of the Core Fortification; it was destroyed in 1756.<sup>311</sup> It was linear and angled, varied from approximately 10' to 12' wide, was approximately 900' long, and contained an area of approximately .2 acres.<sup>312</sup> The ground plane consisted of compacted soil. The Scarp and Counterscarp created defined edges for the space; the Scarp was approximately 22' high and the Counterscarp was approximately 12' high. The overhead plane was unobstructed.

## (2) Glacis Space

The Glacis space was created c. 1756 and was located parallel to the Ditch space; it was removed in 1759. It was generally circular.<sup>313</sup> The change in elevation between the Glacis and Ditch, and the change in topography between the Glacis and Perimeter area created implied edges for the space. The overhead plane was unobstructed. No other information was found during the research regarding the characteristics of the space.

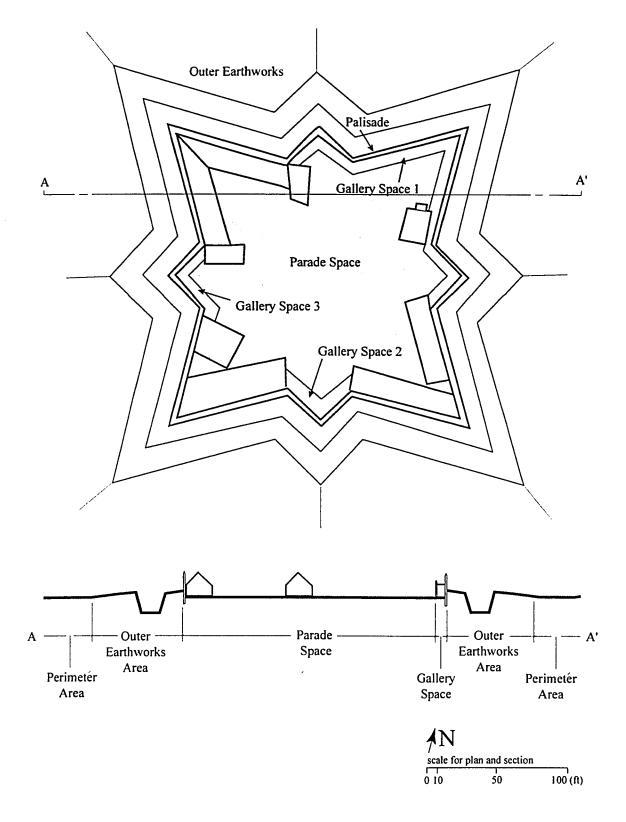


Fig. 1.44. Plan and section of Core Fortification area showing Parade space and Gallery spaces of Core Fortification area. Based on plan "Plan of Oswego with its Forts as Beseiged by the Marquis of Montcalm August 1756," Patrick Mackellar, 1756 and "Plan of Oswego showing the State of that Garrison as it was on the 24th of May, 1756," Charles Demter, 1756. Graphic produced by R. Hetzler, SUNY ESF, 2003.

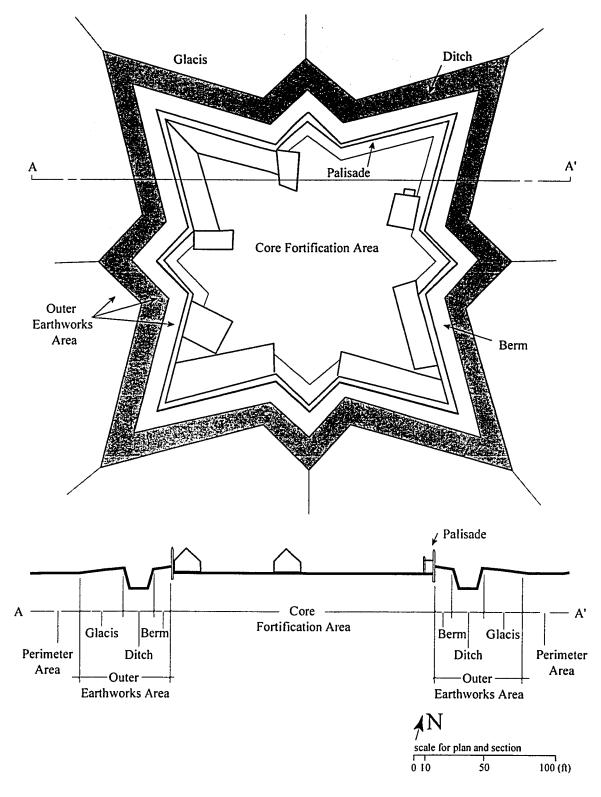


Fig. 1.45. Plan and section of Outer Earthworks area showing Berm, Ditch space and Glacis space. Based on plan "Fort of the Six Nations," unknown author, 1755. Graphic produced by R. Hetzler, SUNY ESF, 2003.

## c) Perimeter Area

The perimeter area is divided into two spaces to provide a comprehensive survey of all Reservation features in this historic period. The two spaces are the perimeter open space and the lakeshore space (see fig. 1.46, p. 81).

### (1) Perimeter Open Space

The perimeter open space was created c. 1756 and was located encircling the Outer Earthworks area. It was generally rectangular, approximately 2,500 feet N/S and 1,400 feet E/W and contained an area of approximately 80.3 acres. The change in elevation between the perimeter open space and the lakeshore space created implied edges for the space to the north and west; and, the forest created a defined edge to the south and east. The overhead plane was unobstructed. No other information was found during the research regarding the characteristics of the space.

### (2) Lakeshore Space

The lakeshore space was formed by the forces of nature and was located along the northern and western boundaries of the perimeter area. It was linear, varied from approximately 25' to 500' in width, was approximately 2,900' long and contained an area of approximately 2.7 acres. The lake created an implied edge for the space to the north and west; and, the bluff created an defined edge to south and east. The overhead plane was unobstructed. No other information was found during the research regarding the characteristics of the space.

#### 2. Circulation

- a) Core Fortification Area
  - (1) Parade Space

No information was found during the research regarding circulation routes within the Parade space.

(2) Gallery Spaces

Gallery walkways

The Gallery walkways were constructed c. 1756 and were located along the Galleries (see fig. 1.49, p. 86); they were destroyed in 1756.<sup>314</sup> They were linear and angled, and aligned along an E/W axis at the northern portion of the palisade and a N/S axis along the eastern portion of the palisade (GS 1); along an E/W axis (GS 2); along an N/S axis (GS 3); they were approximately: 5' wide and 210' long (GS 1); 5' wide and 50' long (GS 2); 5' wide and 50' long (GS 3). The surface was timber.

b) Outer Earthworks Area

Not applicable.

- c) Perimeter Area
  - (1) Perimeter Open Space

Ferry Road

The ferry road was constructed c. 1756 and was located south of the Core Fortification (see fig.

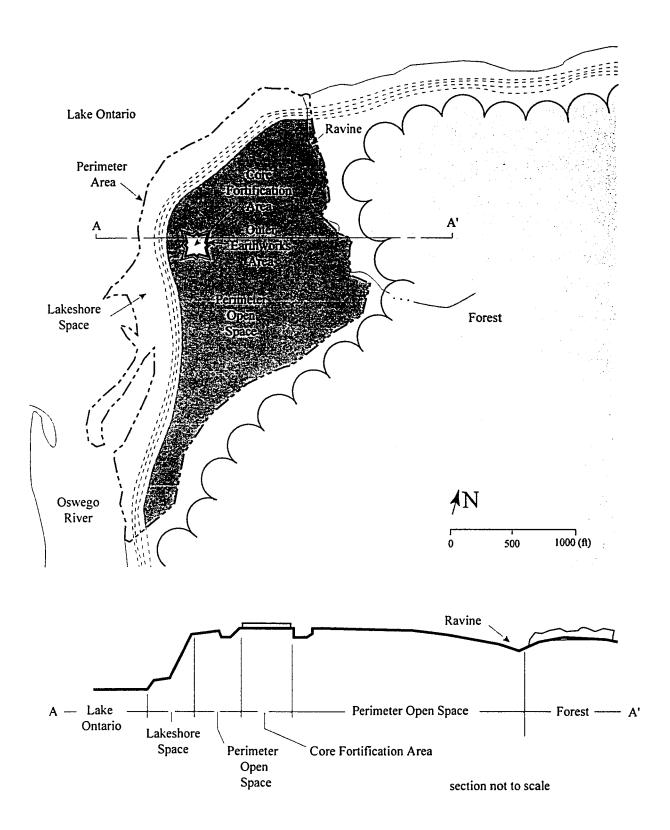


Fig. 1.46. Plan and section of perimeter area showing perimeter open space and lakeshore space. Based on plan "Plan of Oswego showing the State of that Garrison as it was on the 24th of May, 1756," Charles Demter, 1756. Graphic produced by R. Hetzler, SUNY ESF, 2003.

1.47, p. 83, and fig. 1.48, p. 84). It was generally linear, extended between the Core Fortification and the ferry crossing of the Oswego River, was approximately 2,000' long and aligned along a N/S axis. Three spurs were located off the road and were located approximately 500', 1,000' and 1,100' south of the Core Fortification. They were linear, extended between the ferry road and the tip of the eastern cove spit, were approximately 1,500', 200' and 150' long respectively, and were aligned along a N/S axis. No other information was found during the research regarding the characteristics of the features.

Road to the French Landing Place

The road to the French landing place was constructed in 1756 and was located east of the Core Fortification (see fig. 1.60, p. 104). It was linear, extended from Montcalm's base camp of August 1756 to a point approximately 800' east of the fort, was approximately 6,000' long and aligned along an E/W axis. No other information was found during the research regarding the characteristics of the features.

(2) Lakeshore Space

Not applicable.

## 3. Topography

- a) Core Fortification Area
  - (1) Parade Space

The Parade space topography was generally flat.

(2) Gallery Spaces

Not applicable.

- b) Outer Earthworks Area
  - (1) Ditch Space

The Ditch topography was generally concave; it was generally 10' to 12' wide and generally 12' deep.

(2) Glacis Space

No information was found during the research regarding the topography of the space.

- c) Perimeter Area
  - (1) Perimeter Open Space

The perimeter open space topography was sloped downwards from the western to the eastern edge of the space. However, a small ravine existed east of the Core Fortification. It was approximately 2,200' long and aligned along a NW/SE axis. A ravine originated at a small swamp located within the forest approximately 3,200' southeast of the Core Fortification. The ravine emptied into Lake Ontario approximately 1,000' east of the Core Fortification.

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Fig. 1.47. Plan, "Plan of Oswego with its Forts as Beseiged by the Marquis of Montcalm August 1756," showing ferry road and buildings and structures around mouth of the Oswego River, Patrick Mackellar, 1756. Reproduced from Stanley Pargellis' book Military Affairs in North America 1748-1765 (Archon Books, 1969), 210. Annotated by R. Hetzler, SUNY ESF, 2001.

A. Block House B. Traders Houses C. Hospital and Bolting House D. Bake House E. Ditch within Fort Oswego made the  $13^{th}$  of August F. Retrenchment at D. Fort laid out the  $14^{th}$  in the Morning G. Batterys of Pork Casks made the  $13^{th}$  in the Evening H. Carpenters Houses I. Smith's Shop K. Parallel begun by the French in the Evening L. Batterys against Fort Ontario M. Approaches made the  $13^{th}$  in the Night N. Battery en Barbette made the  $13^{th}$  at Night against Fort George P. Dock.

Fig. 1.48. Reference list for plan, "Plan of Oswego with its Forts as Beseiged by the Marquis of Montcalm August 1756," Patrick Mackellar, 1756, shown in figure 1.46.

# (2) Lakeshore Space

The lakeshore space topography was generally flat. However, the bluff was steep and sloped downwards from the plateau to the base of the bluff.

# 4. Vegetation

- a) Core Fortification Area
  - (1) Parade Space

No information was found during the research regarding vegetation within the space.

(2) Gallery Spaces

Not applicable.

b) Outer Earthworks Area

No information was found during the research regarding vegetation for all spaces in this area.

- c) Perimeter Area
  - (1) Perimeter Open Space

No information was found during the research regarding vegetation within the space.

(2) Lakeshore Space

The vegetation of the lakeshore space consisted of "Boggy Meadows" (see fig. 1.11, p. 35 and fig. 1.12, p. 36) or marsh grass in the east cove.

### 5. Buildings and Structures

- a) Core Fortification Area
  - (1) Parade Space

Support Buildings

Four Support Buildings were constructed c. 1756 and were located: north of the main gate (Sup-

port Building [SB] 1); northeast of the main gate (SB 2 and 3); and, southeast of the main gate (SB 4), (see fig. 1.49, p. 86); they were destroyed in 1756. They were rectangular and approximately: 10' wide, 35' long and aligned along an E/W axis (SB 1); 10' wide, 35' long and aligned along a N/S axis (SB 2); 10' wide, 15' long and aligned along an E/W axis (SB 3); 10' wide, 15' long and aligned along an E/W axis (SB 4). They were constructed of timber. No other information was found during the research regarding the characteristics of the buildings.

#### Barracks

Five Barracks were constructed c. 1756 and were located: north of the main gate (Barracks 1); south of the main gate (Barracks 2); northeast of the main gate (Barracks 3); southeast of the main gate (Barracks 4 and 5) (see fig. 1.49, p.86); they were removed in 1756. They were rectangular and approximately: 15' wide, 70' long and aligned NW/SE axis (Barracks 1); 15' wide, 70' long and aligned NE/SW axis (Barracks 2); 15' wide, 50' long and aligned E/W axis (Barracks 3); 10' wide, 40' long and aligned along a NW/SE axis (Barracks 4); and 15' wide, 70' wide and aligned along an E/W axis (Barracks 5). They were constructed of timber. No other information was found during the research regarding the characteristics of the buildings.

## (2) Gallery Spaces

#### Galleries

The Galleries were constructed c. 1756 and were located along the: northern and eastern portions of the palisade (Gallery 1); southern portion of the palisade (Gallery 2); and, western portion of the palisade (Gallery 3) (see fig. 1.49, p.86). They were linear and angled, approximately: 5' wide, 210't long and generally aligned along a N/S and E/W axis (Gallery 1); 5' wide, 50' long and generally aligned along an E/W axis (Gallery 2); and, 5' wide, 50' long and generally aligned along a N/S axis (Gallery 3). They were constructed of timber. No other information was found during the research regarding the characteristics of the features.

#### Palisade

The palisade was constructed c. 1756 and was located at the edge of the Core Fortification (see fig. 1.49, p.86); it was destroyed in 1756. It was star-shaped, approximately 2' thick, 180' wide N/S, 180' wide E/W, and approximately 12' high. It was constructed of timber. A main gate, the only entrance to the Core Fortification, was located near the center of the western elevation of the palisade. No other information was found during the research regarding the characteristics of the feature.

# b) Outer Earthworks Area

#### Berm

The Berm was constructed c. 1756 and was located parallel to and between the palisade and Ditch; it was destroyed in 1756 (see fig. 1.45, p. 79). It was star-shaped, approximately 10' wide and 840' long. It was constructed of soil. No other information was found during the research regarding the characteristics of the feature.

## (1) Ditch Space

### Ditch

The Ditch was constructed c. 1756 and was located along the outside edge of the Core Fortification (see fig. 1.45, p. 79).<sup>315</sup> It was star-shaped, approximately 14' wide and 12' deep. It was

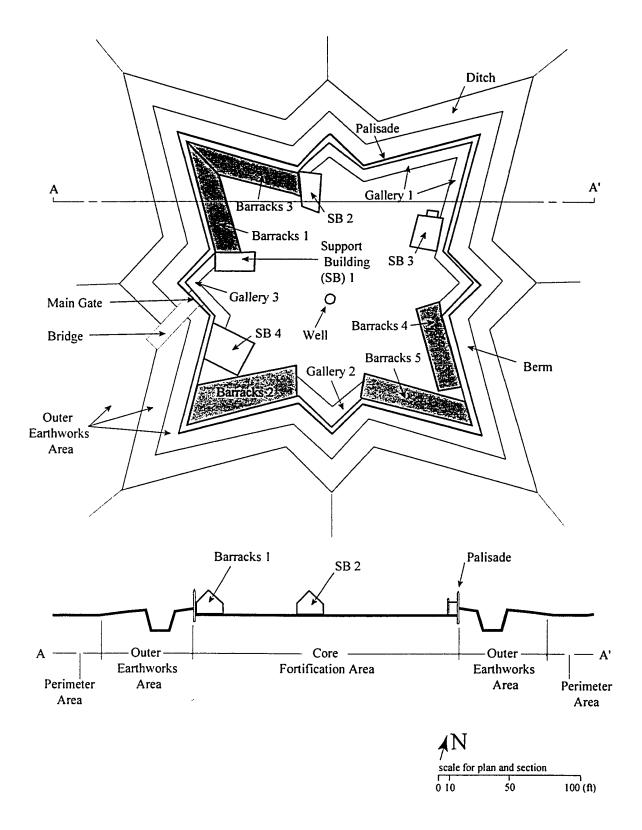


Fig. 1.49. Plan and section of Core Fortification and Outer Earthworks area showing various buildings, structures and small-scale features. Based on plan "Plan of Oswego with its Forts as Beseiged by the Marquis of Montcalm August 1756," and plan "Plan of Oswego showing the State of that Garrison as it was on the 24th of May, 1756," Charles Demter, 1756. Graphic produced by R. Hetzler, SUNY ESF, 2003.

constructed of soil. No other information was found during the research regarding the characteristics of the feature.

(2) Glacis Space

Glacis

The Glacis was constructed c. 1756 and was located parallel to the Ditch (see fig. 1.45, p. 79).<sup>316</sup> It was constructed of soil. No other information was found during the research regarding the characteristics of the feature.

- c) Perimeter Area
  - (1) Perimeter Open Space

Not applicable.

(2) Lakeshore Space

Two buildings

Two buildings were constructed prior to 1755, exact date unknown, and were located south of the east cove (see fig. 1.30, p. 66).<sup>317</sup> They were rectangular, 1-story tall, approximately 10' wide and 15' long. They were aligned along a NW/SE axis. They were constructed of wood and surmounted by a side-gabled roof. No other information was found during the research regarding the characteristics of the features.

# 6. Views and Vistas

- a) Core Fortification Area
  - (1) Parade Space

The views within the Parade space were established c. 1756 and extended across the Parade from any position along its circumference to the various Parade buildings and the palisade; they were destroyed in 1756.

(2) Gallery Spaces

Gallery Views

The views from the Gallery spaces were established c. 1756 and were extensive in all directions; they were destroyed in 1756. To the north they extended over the Glacis and Lake Ontario to the horizon (see fig. 1.50, p. 88);<sup>318</sup> to the south over the Glacis and perimeter open space to the forest and east cove; to the east over the Glacis and perimeter open space to the forest; and, to the west over the Glacis, Oswego River and Lake Ontario to the horizon. The views also extended across the Parade space to the various Parade buildings and palisade.

- b) Outer Earthworks Area
  - (1) Ditch Space

The views within the Ditch space were established c. 1756 and extended along the Ditch space; they were destroyed in 1756.

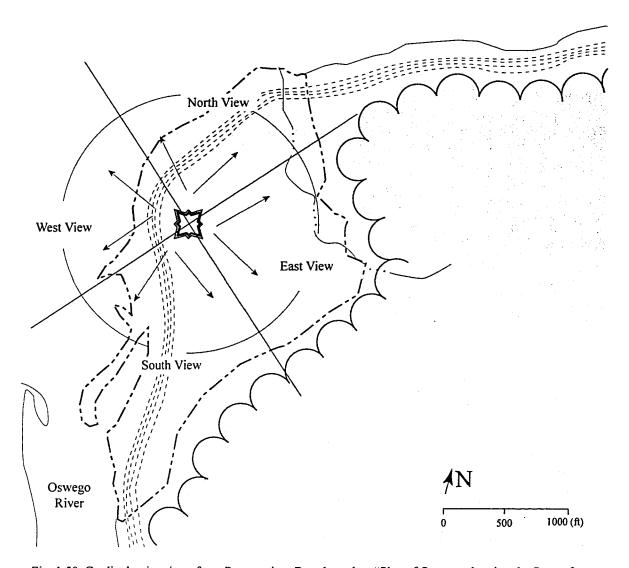


Fig. 1.50. Cardinal point views from Reservation. Based on plan, "Plan of Oswego showing the State of that Garrison as it was on the 24th of May, 1756," Charles Demter, 1756 Graphic produced by R. Hetzler, SUNY ESF, 2003.

# (2) Glacis Space

No information was found during the research regarding views from the Glacis space.

# c) Perimeter Area

# (1) Perimeter Open Space

The views from the perimeter open space were established c. 1755-1756 and extended in all directions. To the north they extended over Lake Ontario to the horizon; to the south to the east cove and the forest; to the east to the forest; and, to the west over the Oswego River and across Lake Ontario to the horizon.

# (2) Lakeshore Space

The views from the lakeshore space existed at the beginning of the historic period and extended to the north and west. To the north they extended across Lake Ontario to the horizon; to the west they extended over the Oswego River and across Lake Ontario to the horizon.

#### 7. Small-Scale Features

- a) Core Fortification Area
  - (1) Parade Space

Well

The well was dug sometime c. 1756 and was located at the center of the Parade space (see fig. 1.49, p. 86). No other information was found during the research regarding the feature.

(2) Gallery Spaces

Not applicable.

- b) Outer Earthworks Area
  - (1) Ditch Space

Bridge

The bridge was built in 1756 and was located west of the main gate (see fig. 1.49, p. 86); it was destroyed in 1756.<sup>319</sup> No other information was found during the research regarding the characteristics of the feature.

(2) Glacis Space

Not applicable.

- c) Perimeter Area
  - (1) Perimeter Open Space

Not applicable.

(2) Lakeshore Space

Not applicable.

# 8. Archeological Sites

No known archeological surveys were conducted on the Reservation during this period. Artifacts from the period may be located in the parallel dug by the French during their attack on the fort in 1756. Artifacts may also be located in the well which was located the center of the fort. When the British forces evacuated the palisade defense on the night of 12 August 1756, they spiked their cannon and discarded of them down the well. In addition, burial sites may exist within and near the current state historic site which would be associated with this time period.

# B. 1759-1782 Landscape Characteristics

# 1. Spatial Organization

The Reservation is divided into three major spatial areas to provide a comprehensive survey of all Reservation features in this historic period. The three major spatial areas are the Core Fortification area, the Outer Earthworks area and the perimeter area (see fig. 1.51, p. 92, and fig. 1.52, p. 93). The Core Fortification area, also synonymously referred to as the fort, fortification and Fort Ontario, consisted of the area within the outer plane of the Scarp. The Outer Earthworks area consisted of the area beyond the outer plane of the Scarp of the Second fort Ontario and contained the Ditch, Covered Way and Glacis. The perimeter area consisted of the area immediately surrounding the Outer Earthworks area and extended from the Outer Earthworks to the forest or implied boundaries of the Reservation.

# a) Core Fortification Area

The Core Fortification area is divided into two spaces to provide a comprehensive survey of all Reservation features in this historic period. The two spaces are the Parade space and the Bastioned Fortification space (see fig 1.53, p. 94).

# (1) Parade Space

The Parade space is divided into two subspaces to provide a comprehensive survey of all Reservation features in this historic period. The two spaces are the Parade subspace and the Perimeter Parade subspaces (see 1.53, p. 94).

# (a) Parade Subspace

The majority of the Parade subspace was created c. 1759-1763 and was located within the center of the Core Fortification (see fig. 1.54, p. 96, fig. 1.55, p. 97 and fig. 1.56, p. 98);<sup>320</sup> it was altered in 1778. It was pentagonal, extended approximately 200' N/S, approximately 200' E/W and contained an area of approximately .9 acres.<sup>321</sup> A Soldiers' Barracks and an Officers' Barracks created a defined edge for the space to the north; an Officers' Barracks created a defined edge to the south; a Soldiers' Barracks created a defined edge to the east; and, two Officers' Barracks created a defined edge to the west; the buildings were approximately 15' high. The overhead plane was unobstructed. No other information was found during the research regarding the characteristics of the space.

In 1778, the subspace was altered when patriot forces burned the parade buildings. As altered, the Parade subspace was pentagonal, extended approximately 300' N/S, approximately 300' E/W and contained and area of approximately 2.1 acres. The Ramparts created a defined edge for the space on all sides; the Ramparts were approximately 15' high. The overhead plane was unobstructed. No other information was found during the research regarding the characteristics of the space.

#### (b) Perimeter Parade Subspaces

The majority of the five perimeter Parade subspaces were created c. 1759-1763 and were located between the Parade space buildings and the Ramparts; they were destroyed in 1778. They were rectangular, approximately 12'x 175' and each contained an area of approximately .04 acres.<sup>322</sup> A Parade space building and the Ramparts created two defined edges for each space; the buildings and Ramparts were approximately 15' high. The overhead plane was unobstructed. No other information was found during the research regarding the characteristics of the space.

# (2) Bastioned Fortification Space

The Bastioned Fortification space is divided into two subspaces to provide a comprehensive survey of all Reservation features in this historic period. The two spaces are the Terre Plein spaces and Bastion spaces (see fig. 1.53, p. 94).

### (a) Terre Plein Subspaces

The five Terre Plein subspaces were created c. 1759-1763 and were located between the five Bastions of the Core Fortification. They were linear, approximately 22'x 100' and each space contained an area of approximately .06 acres. The ground plane consisted of compacted soil. The Parapet and the change in elevation between the Terre Plein and the Parade created a defined edge and an implied edge for each space respectively; the Parapet was generally 7.5' high. The overhead plane was unobstructed.

# (b) Bastion Subspaces

The five Bastion subspaces were created c. 1759-1763 and were located at each corner of the pentagonal Core Fortification area. They were generally pentagonal, approximately 80' x 100' and each space contained an area of approximately .2 acres. The ground plane consisted of compacted soil. The Parapet and the change in elevation between the Bastion and the Parade created a defined edge and an implied edge for each space respectively; the Parapet was generally 7.5' high; The overhead plane was unobstructed.

#### b) Outer Earthworks Area

The Outer Earthworks area is divided into three spaces to provide a comprehensive survey of all Reservation features in this historic period. The three spaces are the Ditch space, Covered Way space and Glacis space (see fig. 1.57, p. 99).

# (1) The Ditch Space

The majority of the Ditch space was created c. 1759-1763 and was located parallel to the Scarp of the Core Fortification. It was generally linear and pentagonal in shape, varied from approximately 25' to 50' wide, was approximately 2,000' long and contained an area of approximately 1.7 acres.<sup>323</sup> The ground plane consisted of compacted soil. The Scarp and Counterscarp created defined edges for the space; the Scarp and Counterscarp were approximately 12' 6" high. The overhead plane was unobstructed.

# (2) Covered Way Space

The majority of the Covered Way space was created c. 1759-1763 and was located parallel to the Ditch space. It was generally linear in shape, varied from approximately 25' to 150' wide, was approximately 1,600' long and contained an area of approximately 2.9 acres. The Covered Way Parapet and the change in elevation between the Covered Way and the Ditch created a defined edge and an implied edge for the space respectively; the Covered Way Parapet was generally 4' high. The overhead plane was unobstructed. No other information was found during the research regarding the characteristics of the space.

# (3) Glacis Space

The majority of the Glacis space was created c. 1759-1763 and was located parallel to the Covered Way space. It was generally irregular, varied from approximately 200' to 300' wide, was approximately 2,000 long and contained an area of approximately 5.2 acres. The change in elevation between

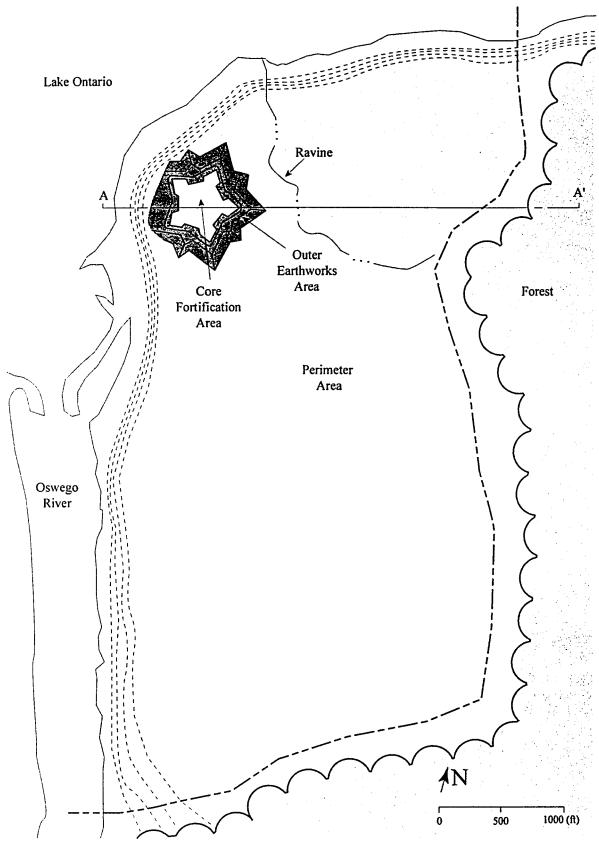


Fig. 1.51. Plan of Reservation showing Core Fortification area, Outer Earthworks area and perimeter area (see figure 1.52 for section graphic). Based on plan "Plan of Fort Ontario and its Environs," Captain Thomas Sowers, 1763. Graphic produced by R. Hetzler, SUNY ESF, 2003.

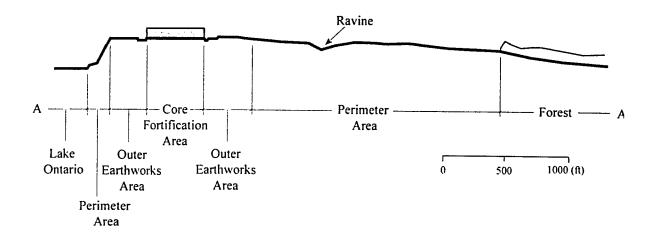


Fig. 1.52. Section of Reservation showing Core Fortification area, Outer Earthworks area and perimeter area (see figure 1.51, p. 92 for section line). Based on plan "Plan of Fort Ontario and its Environs," Captain Thomas Sowers, 1763. Graphic produced by R. Hetzler, SUNY ESF, 2003.

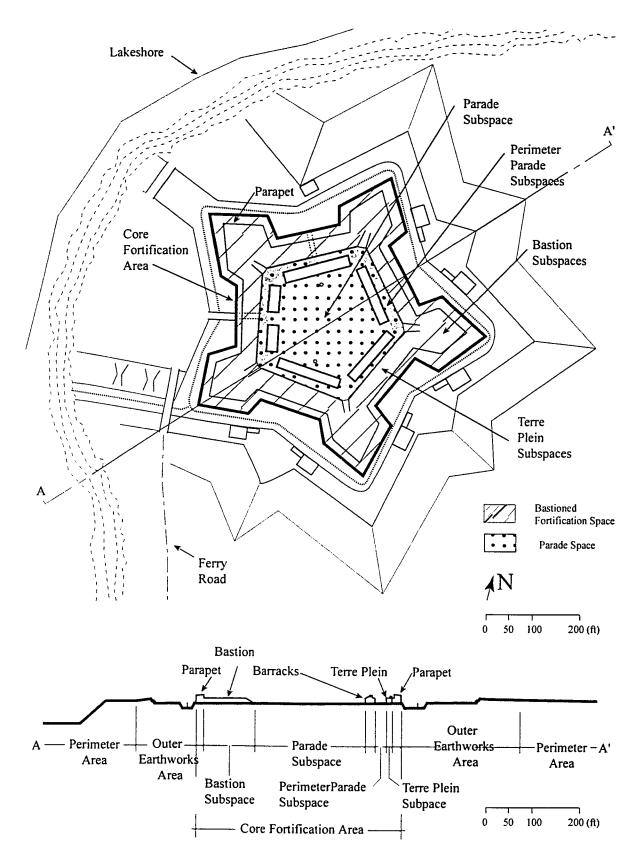


Fig. 1.53 Plan and section of second Fort Ontario showing spaces and spaces of Core Fortification Outer Earthworks areas. Based on plan "Plan of Fort Ontario and its Environs," Captain Thomas Sowers, 1763. Graphic produced by R. Hetzler, SUNY ESF, 2003.

the Glacis and Covered Way and the change in topography between the Glacis and Perimeter area created implied edges for the space. The overhead plane was unobstructed. No other information was found during the research regarding the characteristics of the space.

### c) Perimeter Area

The perimeter area is divided into two spaces to provide a comprehensive survey of all Reservation features in this historic period. The two spaces are the perimeter open space and the lakeshore space (see fig. 1.58, p. 100 and fig. 1.59, p. 101).

# (1) Perimeter Open Space

The perimeter open space was created c. 1759-1763 and was located to the south and east of the Core Fortification. It was generally rectangular, 4,800' x 4,000' and contained an area of approximately 440.0 acres. The change in elevation between the perimeter open space and the lakeshore space created implied edges for the space to the north and west; and, the forest created a defined edge to the south and east. The overhead plane was unobstructed. No other information was found during the research regarding the characteristics of the space.

### (2) Lakeshore Space

The lakeshore space existed prior to the creation of the first Fort Ontario in 1755 and was located to the north and west of the Core Fortification. It was linear, varied from approximately 25' to 500'in width, and was approximately 8,000' long. The lake created an implied edge for the space to the north and west; and, the bluff created a defined edge to south and east; the bluff varied from approximately 20' to 50' high. The overhead plane was unobstructed. No other information was found during the research regarding the characteristics of the space.

### 2. Circulation

- a) Core Fortification Area
  - (1) Parade Space
    - (a) Parade Subspace

No information was found during the research regarding circulation routes within the space.

(b) Perimeter Parade Subspaces

No information was found during the research regarding circulation routes within the subspaces.

- (2) Bastioned Fortification Space
  - (a) Terre Plein Subspaces

#### Ramps

The five Ramps were constructed c. 1759-1763 and were located at the Gorge of each Bastion (see fig. 1.62, p. 107). They were linear, extended from the perimeter Parade to the Bastion, were 10' wide, approximately 40' long with a 16 to 20% grade sloping upwards from the Parade.

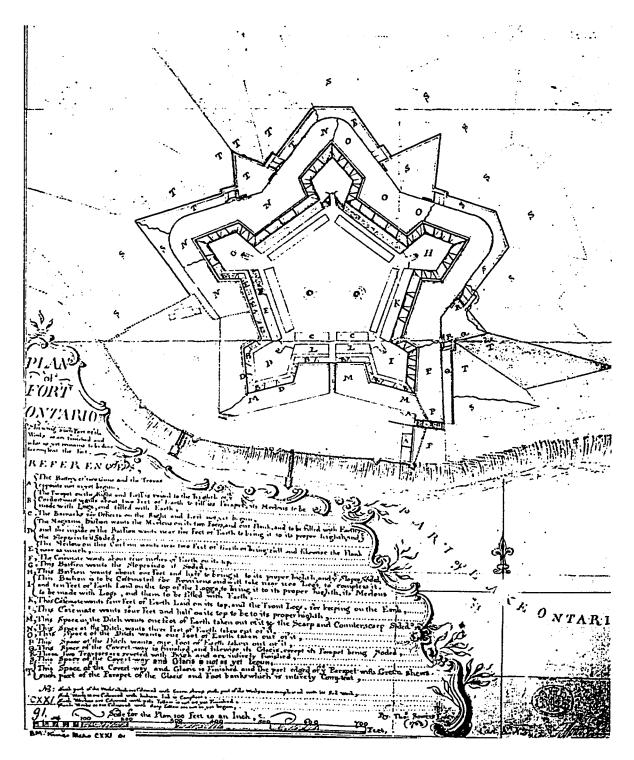


Fig. 1.54. Plan, "Plan of Fort Ontario," showing progress of work, Captain Thomas Sowers, 1763. Reproduced from copy on file at Fort Ontario State Historic Site. Original on file British Archives, London. Annotated by R. Hetzler, SUNY ESF, 2001.

A. The Battery of two Guns and the Travas opposite not as yet begun, B. The Parapet on the Right and Leff is raised to the highth or y Cordo it and wants about two Feet of Earth to fill its Parapet, its Merlons to be made with Logs, and filled with Earth, C. The Barracks for Officers on the Right and Left not yet begun, D. The Magazine Baftion wants the Merlons on its two Faces, and one Flank, and to be filled with Earth, and the inside of the Baftion wants near five Feet of Earth to bring it to its proper highth, and y the Slopes in to it Soded, E. The Merlons on this Curtain wants near two Feet of Earth of being full and likewise the Flank needs as much, F. The Cafemate wants about four inches of Earth on its top, G. This Baftion wants the Slopes into it Soded, H. This Baftion wants about one Foot and half to bring it to its proper highth and y Slopes Soded, I. This Baftion is to be Cafemated for Provifions and will take near 1,000 Logs to compleat it and ten Feet of Earth Laid on the top of the Loggs to bring it to its proper highth, its Merlons to be made with Logs, and then to be filled with Earth, K. This Cafemate wants four Feet of Earth Laid on its top, and the Front Logs, for keeping on the Earth, L. This cafemate want four Feet and half on its top to be to its proper highth, M. This Space in the Ditch wants one foot of Earth taken out of it [and] the Scarp and Counterscarp Soded, N. This Space of the Ditch wants three Feet of Earth taken out of it, O. This Space of the Ditch wants one Foot of Earth taken out of it, P. This Space of the Ditch wants one Foot of Earth taken out of it, Q. This Space of the Covet-way is finished, and likewise its Glacis, except its parapet being Soded, R. These two Traverses are reveted with Brick and are intirely Finished, S. This Space of the Covert-way and Glacis is not as yet begun, T. This Space of the Covert-way and Glacis is Finsihed and the part edged of y Parapet with Green shews such part of the Parapet of the Glacis and Foot banks which is intirely Compleat, NB. Such part of the Works which are Coloured with Green shews such part of the Works as are completed with its Sod Work, Such Works as are Coloured with Indian Ink is Compleat, Such works as are Coloured with pale Yellow is not as yet Finished, Such Works as are Coloured with deep Yellow are not as yet begun.

Fig. 1.55. Reference list for plan, "Plan of Fort Ontario," Captain Thomas Sowers, 1763, shown in figure 1.56.

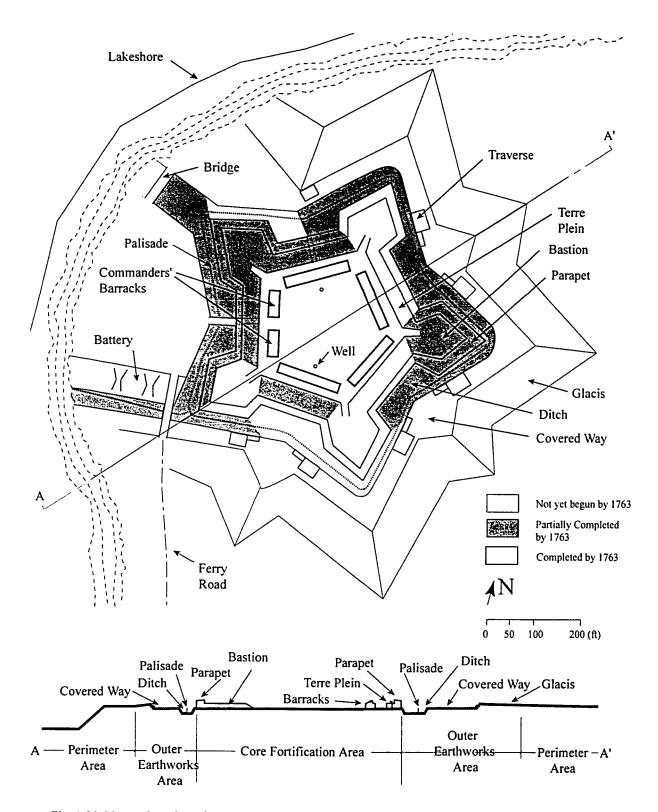


Fig. 1.56. Plan and section of second Fort Ontario showing progress of work in 1763. Based on plan, "Plan of Fort Ontario," Captain Thomas Sowers, 1763. Graphic produced by R. Hetzler, SUNY ESF, 2003.

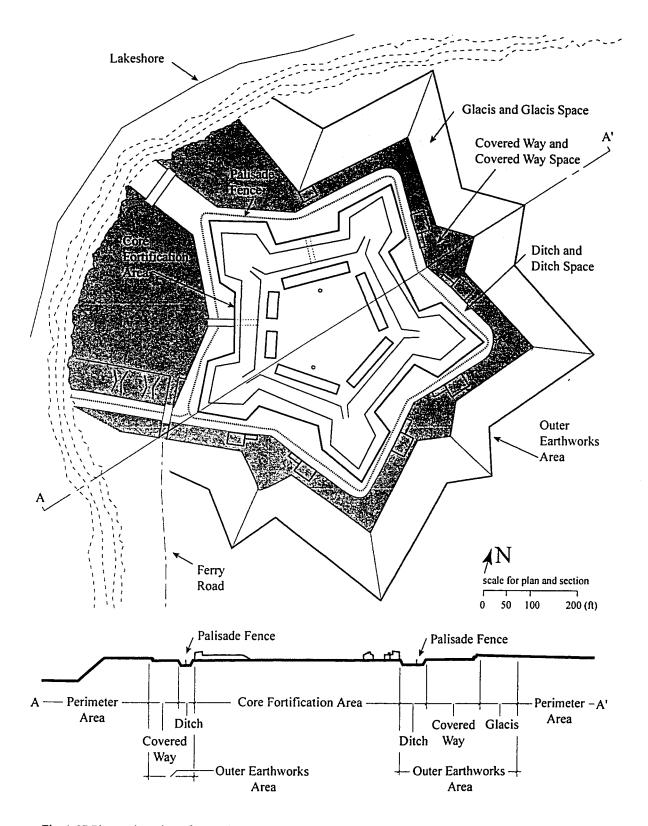


Fig. 1.57 Plan and section of second Fort Ontario showing Dtich, Covered Way and Glacis spaces of Outer Earthworks area. Based on plan "Plan of Fort Ontario and its Environs," Captain Thomas Sowers, 1763. Graphic produced by R. Hetzler, SUNY ESF, 2003.

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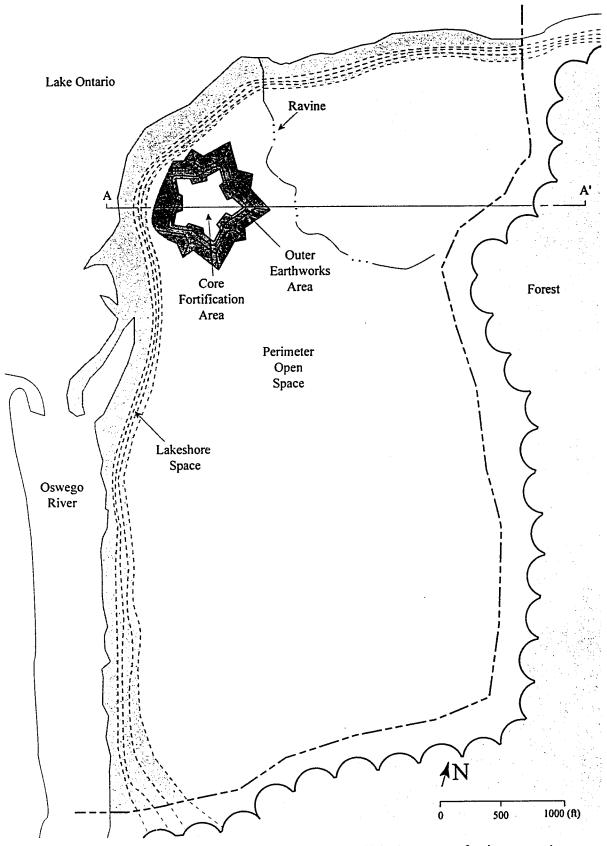


Fig. 1.58. Plan of Reservation showing perimeter open space and lakeshore space of perimeter area (see figure 1.59 for section graphic). Based on plan "Plan of Fort Ontario and its Environs," Captain Thomas Sowers, 1763. Graphic produced by R. Hetzler, SUNY ESF, 2003.

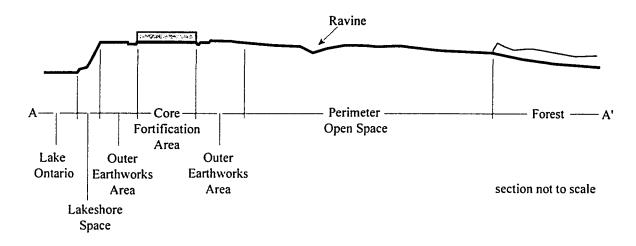


Fig. 1.59. Section of Reservation showing perimeter open space and lakeshore space of perimeter area (see figure 1.58 for section line). Based on plan "Plan of Fort Ontario and its Environs," Captain Thomas Sowers, 1763. Graphic produced by R. Hetzler, SUNY ESF, 2003.

Terre Plein Paths

The Terre Plein paths were constructed c. 1759-1763 and were located between the five Bastions (see fig. 1.62, p. 107). They were linear, extended between two adjacent bastions, were approximately 25' wide and approximately 100' long.

(b) Bastion Subspaces

Not applicable.

b) Outer Earthworks Area

Bridges

Three bridges were constructed c. 1759-1763 and were located to the west of the Core Fortification spanning the Ditch. (see fig. 1.54, p. 96). They were linear, extended from the perimeter open space to the Covered Way, from the Core Fortification to the Covered Way, and from one section of the Covered Way to another section of the Covered Way; they were approximately 10' wide and approximately 40' to 75' long.

(1) Ditch Space

Not applicable.

(2) Covered Way Space

No information was found during the research regarding circulation routes within the space.

(3) Glacis Space

Not applicable.

c) Perimeter Area

Ferry Road

The ferry road was constructed c. 1756 and was located to the south of the Core Fortification; it was altered c. 1763 (see fig. 1. 60, p. 104, and fig. 1.61, p. 105). Circa 1763 the northern most end of the road was realigned to the Portal of Entry for the second Fort Ontario. The change was minor and the general characteristics of the road remained unchanged. Of the three spurs located off the road and approximately 500', 1,000' and 1,100' feet south of the Core Fortification, the northern most spur located 500' south of the fort was removed and the remaining two spurs now terminating at different points along the east cove. They were linear, extended between the ferry road and the eastern cove, were approximately 400' and 200' long respectively and were aligned along a N/S axis. No other information was found during the research regarding the characteristics of the features.

(1) Perimeter Open Space

Road to the French Landing Place

The road to the French landing place was constructed in 1756 and was located east of the Core Fortification; it was altered c. 1763. Circa 1763 the road was extended west, to the ferry road (see fig. 1.60, p. 104 and fig. 1.61, p. 105). As altered, it was curvilinear, extended from Montcalm's base camp of August 1756 to the ferry road, was approximately 7,600' long and generally aligned along an

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E/W axis. No other information was found during the research regarding the characteristics of the feature. Further, no other documentation of the feature was found during this and subsequent historic periods.

#### Forest Road

The forest road was constructed in 1759 and was located east of the Core Fortification (see fig. 1.37, p. 64); it was removed prior to 1763, exact date unknown. It was generally linear, extended between the headwaters of the ravine to the lakeshore, was approximately 1,200' long and generally aligned along a N/S axis. No other information was found during the research regarding the characteristics of the feature.

#### **Timber Roads**

Four timber roads were constructed c. 1759-1763 and were located east of the Core Fortification (see fig. 1.60, p. 104, and fig. 1.61, p. 105). They were generally linear, extended from the French Road to a point south of the road, varied in from 800' to 1,200' in length, and were generally aligned along a N/S axis. No other information was found during the research regarding the characteristics of the feature. Further, no other documentation of the feature was found during this and subsequent historic periods.

# Logging Road

The Logging Road was constructed c. 1759-1763 and was located east of the Core Fortification (see fig. 1.60, p. 104 and fig. 1.61, p. 105). It was linear, extended from the French Road to a point within the forest, was approximately 4,200' long, and was aligned along an E/W axis. Four spurs were located off the road and were located approximately 1,200', 2,400', 2,500' and 3,400' east of the Core Fortification. They were linear, extended between the logging road and to various points within the perimeter open space, varied form 600' to 1,600' in length and were aligned along a N/S axis. No other information was found during the research regarding the characteristics of the features. Further, no other documentation of the feature was found during this and subsequent historic periods.

Also see Ferry Road under Perimeter Area heading above.

(2) Lakeshore Space

See Ferry Road under Perimeter Area heading above.

#### 3. Topography

- a) Core Fortification Area
  - (1) Parade Space
    - (a) Parade Subspace

The Parade subspace topography was generally flat.

(b) Perimeter Parade Subspaces

The perimeter Parade subspaces topography was generally flat.

(2) Bastioned Fortification Space

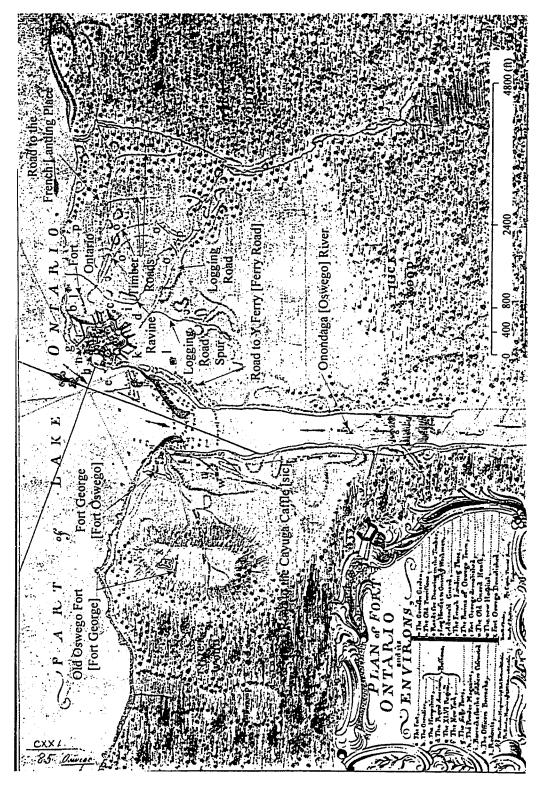


Fig. 1.60. Plan, "Plan of Fort Ontario and its Environs," showing roads and structures around second Fort Ontario, Captain Thomas Sowers, 1763. Reproduced from copy on file at Fort Ontario State Historic Site. Original on file British Archives, London. Annotated by R. Hetzler, SUNY ESF, 2001.

a. The Fort, b. The Grenadier Bastion, c. The Hamshire Bastion, d. The Royal American Bastion, e. The XLVI Regiment Bastion, f. The New York Bastion, g. The Sally Ports, h. The Powder Magazine, i. Barracks for the Soldiers Ca[s]emated, k. The Officers Barracks, l. Redouts, m. The Garri[s]on Garden, n. The Old Provifions, o. Roads for Drawing in Timber, p. Log Hou[s]es to Guard y Workmen, q. Advanced Guard, r. The French Landing Place, s. The Ruins of Oswego Town, t. Fort George demolished, u. The Old Guard Hou[s]e, w. The new Ho[s]pital, x. Fort Oswego Demolished.

Fig. 1.61. Reference list for plan, "Plan of Fort Ontario and its Environs," Captain Thomas Sowers, 1763, shown in figure 1.60.

### (a) Terre Plein Subspaces

For each of the five Terre Plein subspaces the topography was generally flat; they were altered in 1779 when patriot forces destroyed portions of the fort. No other information was found during the research regarding the feature topography.

# (b) Bastion Subspaces

For each of the five Bastions subspaces the topography was generally flat; they were altered in 1778 when patriot forces destroyed portions of the fort. No other information was found during the research regarding the feature topography.

# b) Outer Earthworks Area

#### (1) Ditch Space

The Ditch space topography was generally flat; however, the Scarp and Counterscarp, which created defined edges for the space, were steep, with an approximately 40% grade sloping downwards from the crest of the Scarp and Counterscarp to the ground plane of the Ditch.

# (2) Covered Way Space

The Covered Way topography was generally flat; however, the Glacis Parapet, which created a defined edge for portions of the space, was steep with an approximately 40% grade sloping downwards from the crest of the Covered Way Parapet to the ground plane Covered Way.

### (3) Glacis Space

The Glacis space topography was sloped with a 10% to 25% grade sloping downwards from the crest of the Covered Way Parapet to the perimeter open space.

# c) Perimeter Area

# (1) Perimeter Open Space

The perimeter open space topography was sloped with an approximately 8% grade generally sloping downwards from the western to the eastern edge of the space. However, a number of small knolls and

ridges existed approximately 600' to 1,600' east and southeast of the Core Fortification and a ravine was located approximately 800' east of the Core Fortification and generally extended the length of the Reservation along a N/S alignment.

### (2) Lakeshore Space

The lakeshore space topography was generally flat. The bluff was steeply sloped with an approximately 35% grade downwards from the plateau to ground plane of the lakeshore space.

# 4. Vegetation

a) Core Fortification Area

No information was found during the research regarding vegetation for all spaces in this area.

- b) Outer Earthworks Area
  - (1) Ditch Space

Sod was placed on the Scarp and Counterscarp. No other information was found during the research regarding Ditch space vegetation.<sup>324</sup>

(2) Glacis Space

No information was found during the research regarding vegetation within the space.

c) Perimeter Area

No information was found during the research regarding vegetation for all spaces in this area.

### 5. Buildings and Structures

- a) Core Fortification Area
  - (1) Parade Space
    - (a) Parade Subspace

Commanders' Barracks

Two Commanders' Barracks that appear on Sowers' 1763 "Plan of Fort Ontario," may not have been constructed since a note on the plan states that work on the buildings had not yet begun. According to historic documents the Commanders' Barracks would have been located on either side of the Portal of Entry.<sup>325</sup> They would have been rectangular, 1-story tall, 15' x 75' (see fig. 1.62, also see fig. 1.54. p. 96, fig. 1.55. p. 97, and fig. 1.56. p. 98). They would have been aligned along an N/S axis; and, constructed of timber. In 1778 they would have been destroyed when patriot forces destroyed portions of the fort. No other information was found during the research regarding the characteristics of the features.

Officers' Barracks

Two Officers' Barracks were constructed c. 1759-1763 and were located between the Gorges of the

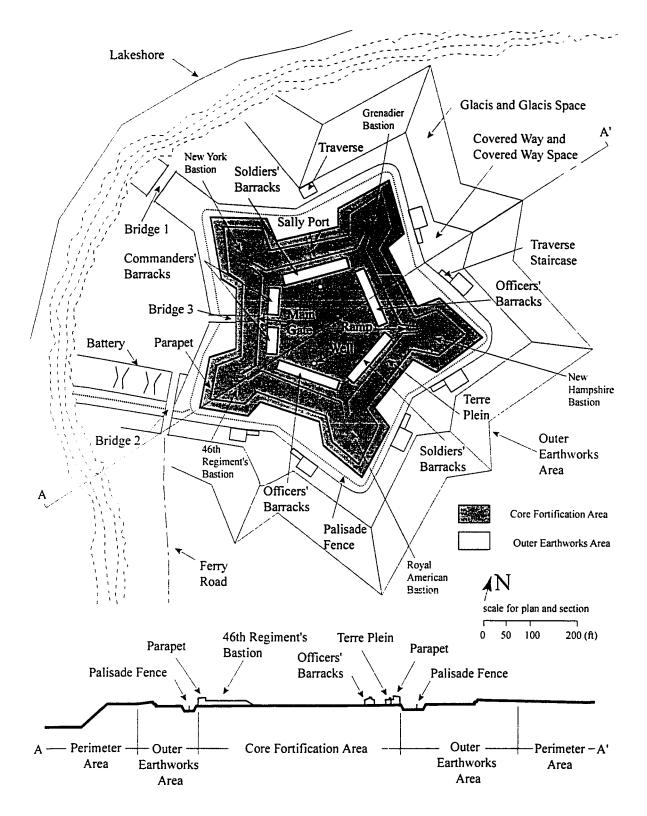


Fig. 1.62. Plan and section of Core Fortification and Outer Earthworks area showing various buildings, structures and small-scale features. Based on plan, "Plan of Fort Ontario," Captain Thomas Sowers, 1763. Graphic produced by R. Hetzler, SUNY ESF, 2003.

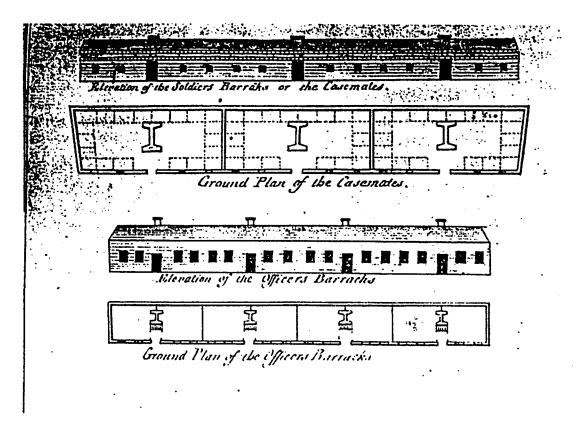


Fig. 1.63. Detail, "Plan of Fort Ontario with the several Alterations and Additional Works proposed by the Chief of Engineers," showing section/elevation of Officers' Barracks and Casemates, unknown author, 1759. Reproduced from copy on file at Fort Ontario State Historic Site.

Grenadier and New Hampshire Bastions, and Royal American and 46<sup>th</sup> Regiment's Bastions (see fig. 1.62 and fig. 1.63, p. 108); they were destroyed in 1779. They were rectangular, 1-story tall, 20 bays wide by 2 bays deep (15' x 150'), with entries placed within the third, eighth, thirteenth and eighteenth bays of the elevation facing the Parade. They were generally aligned along a N/S and E/W axis respectively. They were constructed of timber and surmounted by a side-gabled roof. No other information was found during the research regarding the characteristics of the features.

# The Soldiers' Barracks

Two Soldiers' Barracks were constructed c. 1759-1763 and were located between the Gorges of the New York and Grenadier Bastions, and New Hampshire and Royal American Bastions (see fig. 1.62 and fig. 1.63, p. 108); they were destroyed in 1779. They were rectangular, 1-story tall, 15 bays wide by 3 bays deep (20' x 170'), with entries placed within the third, eighth and thirteenth bays of the elevation facing the Parade. They were generally aligned along an E/W and N/S axis respectively. They were constructed of timber and surmounted by a side-gabled roof. No other information was found during the research regarding the characteristics of the features.

### (b) Perimeter Parade Subspaces

Not applicable.

# (2) Bastioned Fortification Space

# The Parapets

The majority of the Parapet was constructed c. 1759-1763 and was located along the edge of each Terre Plein and Bastion spaces. It was linear and angled, approximately 20' wide and approximately 7' high (see fig. 1.62, see fig. 1.54. p. 96, fig. 1.55. p. 97, and fig. 1.56. p. 98). It was constructed of earth and timber and characterized by a sloped, timber-revetted Breast Height and Exterior Slope; the Superior Slope had earth covering the surface; timber-revetted Embrasures were located along the Parapet at the flanks and faces of each Bastion and along the Terre Plein. No other information was found during the research regarding the characteristics of the feature.

### (a) Terre Plein Subspaces

#### Terre Plein

The majority of the five Terre Pleins were constructed c. 1759-1763 and abutted and joined the Bastions of the Core Fortification (see fig. 1.62, p. 107, fig. 1. 54. p. 94, fig. 1. 55. p. 97, and fig. 1. 56. p. 98); they were altered in 1778 when patriot forces destroyed portions of the fort. They were linear, approximately 60' wide, 100' long and approximately 15' high. They were constructed of earth and timber with compacted soil covering their ground plane; the large and small Casemates were located beneath the ground plane of the Terre Pleins. No other information was found during the research regarding the characteristics of the features or their condition following the attack in 1779.

### (b) Bastion Subspaces

### The Bastions

The majority of the five Bastions were constructed c. 1759-1763 and abutted and joined the Terre Pleins of the Core Fortification (see fig. 1.62, p. 107, fig. 1. 54. p. 96, fig. 1. 55. p. 97, and fig. 1. 56. p. 98); they were altered in 1778 when patriot forces destroyed portions of the fort. They were generally pentagonal, approximately 80' wide, 100' long and approximately 15' high. They were constructed of earth and timber with compacted soil covering their ground plane; According to Sowers' 1763 "Plan of Fort Ontario" the 46th Regiment had not been begun in 1763. No other information was found during the research regarding the characteristics of the features or their condition following the attack in 1779.

# b) Outer Earthworks Area

# (1) Ditch Space

# Ditch

The majority of the Ditch was constructed c. 1759-1763 and was located parallel to the Scarp (see fig. 1.62, p. 107, fig. 1. 54. p. 94, fig. 1. 55. p. 97, and fig. 1. 56. p. 98). It was generally pentagonal, varied from approximately 25' to 50' wide, was approximately 2,000' long and was generally 12' 6" deep. A palisade fence bisected the length of the Ditch.

# Bridges

Three bridges were constructed c. 1759-1763 and were located: northwest (bridge 1), southeast (bridge 2) and west (bridge 3) of the Portal of Entry (see fig. 1.62, p. xx). They were rectangular, approximately 18' wide, 65' long and aligned along a NE/SW (bridge 1), N/S (bridge 2), and E/W

(bridge 3) axis.<sup>326</sup> No other information was found during the research regarding the characteristics of the features.

# (2) Covered Way Space

### Covered Way

The majority of the Covered Way was constructed c. 1759-1763 and was located parallel to the Ditch (see fig. 1.62, p. 107, fig. 1.54, p. 94, fig. 1.55. p. 97, and fig. 1.56. p. 98). It was generally linear, varied from approximately 25' to 150' wide, was approximately 500' long, and generally 12' above the ground plane of the Ditch. It was constructed of soil; a timber revetment protected the slope of the Covered Way Parapet A Banquette extended along the portions of the Covered Way to the north, south and east of the Core Fortification. It was a two-tiered structure approximately 5' wide with each tier 2' 6" high. It was made of soil and timber.

#### Trade Huts

Twenty-four Trade Huts were constructed c. 1759-1763 and were located on the Covered Way west of the Core Fortification (see fig. 1.64, p. 110). They were square or rectangular, 1-story tall, varied from 15' to 20' in width and length and were generally aligned along an E/W axis. Each was surmounted by a side-gabled roof.<sup>327</sup> No other information was found during the research regarding the characteristics of the features or their condition following the attack in 1779.

### **Provisions Building**

A Provisions Building was constructed c. 1759-1763 and was located on the Covered Way west of the Core Fortification (see fig. 1.64, p. 111). It was rectangular, 1-story tall, approximately 12' wide, 100' long and was aligned along a NW/SE axis. It was surmounted by a side-gabled roof. No other information was found during the research regarding the characteristics of the feature or its condition following the attack in 1779.<sup>328</sup>

# Battery

A Battery that appear on Sowers' 1763 "Plan of Fort Ontario," may not have been constructed since a note on the plan states that work on the structure had not yet begun. According to historic documents the Battery would have been located west of the Core Fortification (see fig. 1.62, p. 107, fig. 1.54. p. 94, fig. 1.55. p. 97, and fig. 1.56. p. 98). It would have been rectangular, 40' x 80'. It would have been aligned along an E/W axis. No other information was found during the research regarding the characteristics of the feature or its condition following the attack in 1779.

# Traverses

The seven traverses were constructed c. 1759-1763 and were located within the Covered Way. They were generally rectangular, 15' wide and 35' long. They were generally aligned along a N/S axis. They were constructed of earth and sheathed with brick (see fig. 1.62, p. 107). No other information was found during the research regarding the characteristics of the features or their condition following the attack in 1779.

# (3) Glacis Space

### Glacis

The majority of the Glacis was constructed c. 1759-1763 and was located parallel to the Covered Way (see fig. 1.62, p. 107, fig. 1.54. p. 94, fig. 1.55. p. 97, and fig. 1.56. p. 98). It was generally linear

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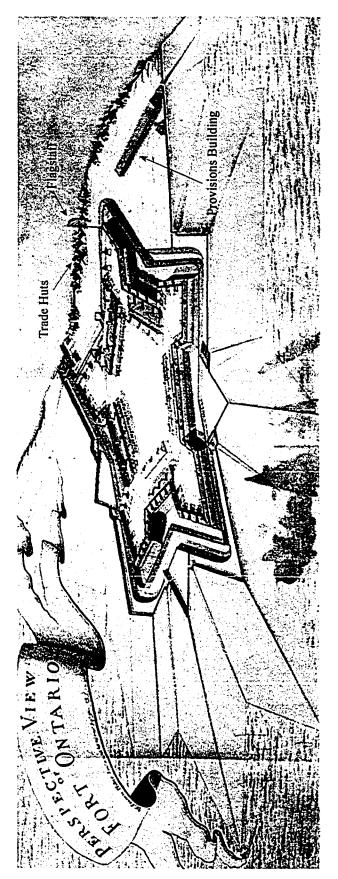


Fig. 1.64. "Perspective View of Fort Ontario," looking southwest, Francis Pfister, 1761. Reproduced from Willard B. Robinson, "American Forts: Architectural Form and Function" (Chicago: University Press Illonois, 1972), 42. Original in British Museum, London. Annotated by R. Hetzler, SUNY ESF, 2001.

and pentagonal, varied from approximately 200' to 300' wide, sloped away from the Covered Way to the ground plane of the perimeter open space with a grade varying from approximately 10 to 25 percent. It was constructed of soil.

# c) Perimeter Area

# (1) Perimeter Open Space

#### Redoubts

Two Redoubts were constructed c. 1759-1763 and were located northeast (Redoubt 1) and southeast (Redoubt 2) of the Core Fortification (see fig. 1.65, 113). They were approximately: 50' and 100' square respectively; and, were aligned along a NE/SW axis.<sup>329</sup> No other information was found during the research regarding the characteristics of the feature or its condition following the attack in 1779.

# Log Houses

Five Log Houses were constructed c. 1759-1763 and were located northeast, east and southeast of the Core Fortification (see fig. 1.60, p. 104). They were approximately 12' square; and generally were aligned along an N/S axis. No other information was found during the research regarding the characteristics of the features. Further, no other documentation of the feature was found during this and subsequent historic periods.

#### Windmill

The Windmill was constructed c. 1759-1763 and was located south of the Core Fortification (see fig. 1.65, p. 113). No other information was found during the research regarding the characteristics of the feature. Further, no other documentation of the feature was found during this and subsequent historic periods.

### (2) Lakeshore Space

# Staircases

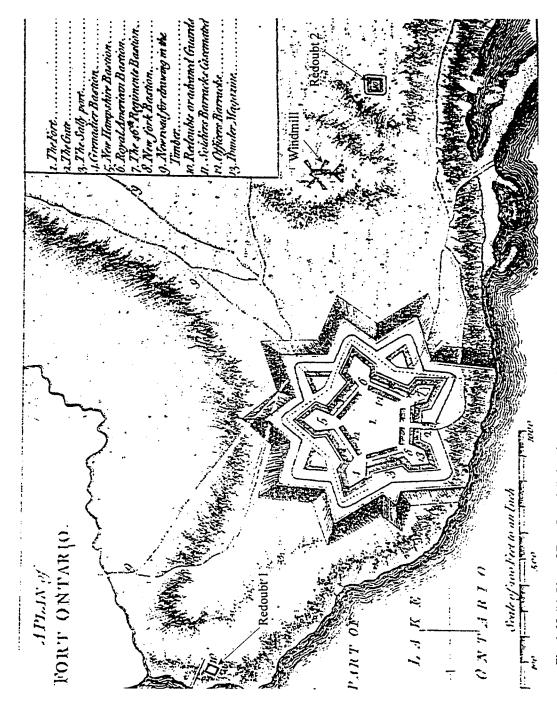
The staircases were constructed c. 1759-1763 and were located on the bluff west of the Core Fortification. They were linear, approximately 5' wide, 50' to 75' long and approximately 50' high (see fig. 1.55, p. 97,). No other information was found during the research regarding the characteristics of the feature.

#### 6. Views and Vistas

- a) Core Fortification Area
  - (1) Parade Space

# (a) Parade Subspaces

The views within the Parade space were established c. 1759-1763 and extended across the Parade to the Parade space buildings and the Ramparts; they were altered in 1779. An additional view was provided through the Portal of Entry to the Covered Way. In 1779 the views were altered when Patriot forces destroyed the Parade buildings and portions of the Ramparts. No information was found during the research regarding the views following the 1779 attack.



from copy on file at Fort Ontario State Historic Site. Original on file British Archives, London. Annotated by R. Hetzler, Fig. 1.65. "A Plan of Fort Ontario" showing Fort Ontario, Redoubts and Windmill, Jean Rocques, 1763. Reproduced SUNY ESF, 2001.

# (b) Perimeter Parade Subspaces

The views within the perimeter Parade subspace were established c. 1759-1763 and extended the length of the perimeter Parade subspaces; they were removed in 1779. In 1779 the views were removed when Patriot forces destroyed the Parade buildings and portions of the Ramparts.

# (2) Bastioned Fortification Space

### (a) Terre Plein Subspaces

The views from the Terre Plein subspaces were established c. 1759-1763 and were extensive in all directions; they were altered in 1779.<sup>330</sup> To the north they extended over the Glacis and Lake Ontario to the horizon; to the south they extended over the Glacis and perimeter open space to the east cove and the forest; to the east over the Glacis and perimeter open space to the forest; and, to the west over the Covered Way, Oswego River and over Lake Ontario to the west side of the river and the horizon.<sup>331</sup> The views also extended into the adjoining Bastion spaces as well as across the Parade subspace to the various Parade space buildings and segments of the Ramparts. In 1779 the views were altered when Patriot forces destroyed the Parade buildings and portions of the Ramparts. No information was found during the research regarding the views following the 1779 attack.

# (b) Bastion Subspaces

The views from the Bastion subspaces were established c. 1759-1763 and were extensive in all directions; they were altered in 1779. To the north they extended over the Glacis and Lake Ontario to the horizon; to the south they extended over the Glacis and perimeter open space to the east cove and the forest; to the east over the Glacis and perimeter open space to the forest; and, to the west over the Covered Way, Oswego River and over Lake Ontario to the west side of the river and the horizon.<sup>332</sup> The views also extended into the adjoining Terre Plein spaces as well as across the Parade subspace to the various Parade space buildings and segments of the Ramparts. In 1779 the views were altered when Patriot forces destroyed the Parade buildings and portions of the Ramparts. No information was found during the research regarding the views following the 1779 attack.

# b) Outer Earthworks Area

# (1) Ditch Space

The views within the Ditch space were established c. 1759-1763 and extended along the Ditch space to the Flanks of the Bastions or Counterscarp.

# (2) Covered Way Space

The views within the Covered Way space were established c. 1759-1763 and extended along the Covered Way space to the Banquet, Traverses, Ravelin or down into the Ditch space.

# (3) Glacis Space

The views from the Glacis space were established c. 1759-1763 and extended in all directions. To north they extended across the Glacis and over Lake Ontario to the horizon; to the south across the Glacis and perimeter open space to the forest; to the east across the Glacis and perimeter open space to the forest; and to the west over the Oswego River to the west side of the river and over Lake Ontario to the horizon.

# c) Perimeter Area

# (1) Perimeter Open Space

The views from the perimeter open space were established c. 1756 and extended in all directions. To the north they extended over Lake Ontario to the horizon; to the south to the forest; to the east to the forest; and to the west over the Oswego River to the west side of the river and over Lake Ontario to the horizon.

# (2) Lakeshore Space

The views from the lakeshore space existed at the beginning of the historic period and extended to the north and west. To the north they extended across Lake Ontario to the horizon; to the west they extended across the Oswego River to the west side of the river and across Lake Ontario to the horizon.

# 7. Small-Scale Features

- a) Core Fortification Area
  - (1) Parade Space
    - (a) Parade Subspace

Wells

Two Wells were installed c. 1759-1763 and were located approximately 180° northeast and southeast respectively of the Portal of Entry (see fig. 1.62, p. 107). No other information was found during the research regarding the characteristics of the features.

(b) Perimeter Parade Subspaces

Not applicable.

- (2) Bastioned Fortification Space
  - (a) Terre Plein Subspaces

Not applicable.

(b) Bastion Subspaces

Flagstaff

The flagstaff was installed in c. 1759-1763 and was located on the New York Bastion. It was approximately 50' high (see fig. 1.64, p. 112).<sup>333</sup> It was made of wood. No other information was found during the research regarding the characteristics of the feature.

- b) Outer Earthworks Area
  - (1) Ditch Space

Palisade Fence

The palisade fence was installed c. 1759-1763 and was located in the Ditch and Covered Way and along the top of the bluff to the west of the Core Fortification (see fig. 1.55, p. 97). It was linear and angled, approximately 1,300' long. It was made of wood. No other information was found during the research regarding the characteristics of the feature.<sup>334</sup>

(2) Covered Way Space

Not applicable.

(3) Glacis Space

Not applicable.

- c) Perimeter Area
  - (1) Perimeter Open Space

Garden

The Garden was created c.1763 and was located approximately 2,200 feet south of the Core Fortification. It was rectangular, approximately 10° x 50°; and, it was aligned along an E/W axis. No other information was found during the research regarding the characteristics of the feature.<sup>335</sup> Further, no other documentation of the feature was found during this and subsequent historic periods.

(2) Lakeshore Space

Not applicable.

# 8. Archeological Sites

No known archeological surveys were conducted on the Reservation during this time period. However, numerous artifacts have been found on the existing state historic site at various locations that are associated with this period. Artifacts have been found within the Ramparts of the exisitng Fort Ontario and near on the bluff north of the fort.

# C. 1782-1796 Landscape Characteristics

In 1782 the British built the third Fort Ontario over the ruins of the second Fort Ontario. However, the information found during the research regarding this time period was limited to two sources. One the journal of Lieutenant John Enys and a second a correspondence between F. Elmer, the American officer who accepted the surrender of Fort Ontario from the British in 1796, and George Scriba. Enys mentioned the existence of a number of features located within the fort and outer earthworks. These features included five Bastions; five block houses - one each at the Gorge of each Bastion; the curtains of the fort; officers' quarters, kitchens and a storehouse constructed along the Curtains; two wells located on the Parade and one located on a Bastion; bombproofs located beneath the Bastions; a Ravelin to the south of the fort; and pickets lining the entire Ditch and parts of a Coverd Way. F. Elmer's correspondence mentions the existence of a substantial garden, flagstaff, and the fort itself which was stated to be in good condition.<sup>336</sup> Since no other details were provided regarding these structures and small-scale features, or was any addi-

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tional information found during the research regarding other features, the structures and small-scale features mentioned here will not be discussed in further detail as was the case in the previous two time periods.

# Summary

During this period significant changes occurred on the plateau overlooking the confluence of the Oswego River and Lake Ontario. Beginning in 1755, the British began clearing the forest which had covered the plateau in order to construct a fort. In August 1756 the palisade fort which the British had been working on from 1755 to 1756 was destroyed by the French. In 1759, the British began construction on a second, more substantial fort to promote their supremacy along the Great Lakes. By 1763 the French threat had be removed and the importance of the fort diminished. With the outbreak of the American Revolution in 1775, the fort once again took on military importance. During the course of the war, British troops intermittently occupied the fort. In 1779 Patriot forces destroyed the Parade buildings and portions of the Ramparts to prevent the forts further use by the British. With defeat imminent, in 1782 the British constructed a third fort over the ruins of the second fort in an attempt to maintain possession of various strategic waterways in North America. Following ratification of the Jay Treaty in 1795, the fort was finally turned over to the United States in 1796.

# Chapter 2 - The War of 1812 and the Growth of Oswego (1796-1839)

# Introduction

The importance of Fort Ontario continued to decline into the nineteenth century and eventually led to the abandonment of the fort during the second historic period. Following one final and dramatic battle in 1814, the second fort was completely abandoned and the site became home to a few settlers and squatters. While the fort slowly deteriorated, the population of the small community on the west side of the Oswego River gradually grew. As commercial activities at the mouth of the river increased, the community expanded to the east side of the river. In 1826, the populations on either side of the mouth of the Oswego River were united with the incorporation of the Village of Oswego. With the construction of the Erie Canal and Oswego Canal in the 1820s, and the construction of the Welland Canal in 1830, Oswego rapidly expanded its economic base. Towards the end of the 1830s, many American sympathizers came to the village to support Canadian nationalists attempting to overthrow the British controlled government of Canada. To control and prevent these sympathizers and nationalists from escalating any existing tensions between the governments of the United States and British-Canada, plans were developed in 1839 for the construction of a fourth Fort Ontario.

### I. Historic Context

### A. Settlement and Incorporation of Oswego

Following the British evacuation from Fort Ontario in 1796, a Neil McMullen and his wife arrived from Kingston, New York and constructed the first frame house at Oswego. The house was located in the vicinity of present-day West Seneca Street and the Oswego River riverbank (see fig. 2.1, p. 119). In 1797, the State Legislature ordered a survey of the land on the west side of the mouth of the Oswego River for the establishment of a community they wished to call Oswego. Completed on 6 April 1798, laid the streets out in a grid pattern and provided a space within the grid for a public square. Additional areas in the community were reserved for the establishment of civic buildings, churches and various markets. In 1799, the United States Congress authorized the formation of the Collection District of Oswego for the purpose of collecting tariffs (see fig. 2.2, p. 120). The Collection District encompassed the areas along the shores of the St. Lawrence River and Lake Ontario from the 45th parallel to the Genesee River near present-day Rochester, New York. Congress also authorized that the president provide for a customhouse at Oswego and to a appoint collector.

In 1803, Joel Burt built the first log house not associated with Fort Ontario on the east side of the river. The log house was constructed near the river edge at the center of present-day East Seneca Street. It was built on 100 acres of land leased by Daniel Burt from the State of New York. The 100 acres extended eastward from the river and embraced all of the cleared ground around the fort. In 1806, Bradner Burt built Oswego's first sawmill and its first schoolhouse. A postal route was established that same year between Onondaga Hollow, near Salt Point, and the community of Oswego. By 1807, fifteen families lived on the west side of the river and the small community was described as a settlement of twenty rude houses on the edge of a thirty-mile wilderness. Three years later, DeWitt Clinton observed that the community had five wharves and eleven vessels anchored along its shores.

On 9 April 1811 the surveyor-general of New York State was authorized to lay out a village of one-square mile on state land located east of the Oswego River opposite the community of Oswego. With the beginning of the War of 1812, the surveying of the land was delayed. It was not until 1814 that the land was surveyed and it was not until 1816 that settlers began to purchase the lots. Since the surveyed areas on either side of the river were not physically connected, each were seen as separate communities. The community on the east side of the river was called East Oswego and the community on the west side of the river was called West Oswego (see fig. 2.3, p. 121). The total population of the communities in 1816 was between 400 and 500 individuals. In 1816, the county of Oswego was also formed which contained both East and West Oswego (see fig. 2.4, p. 122).

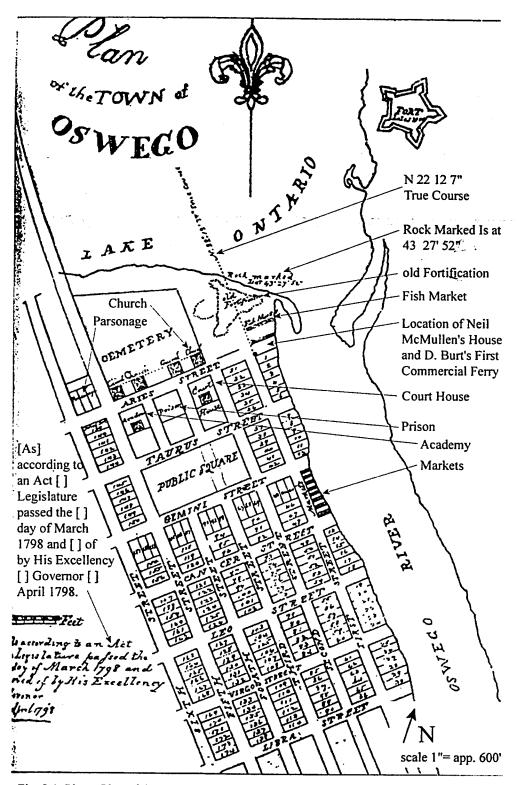


Fig. 2.1. Plan, "Plan of the Town of Oswego," showing Village of West Oswego, Simeon DeWitt, 1798. Reproduced from copy on file at Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.



Fig. 2.2. Collection District of Oswego. Based on map in Roger Riendeau's book *A Brief History of Canada* (NY: American Heritage Pub. Co., 1962), 53. Graphic produced by R. Hetzler, SUNY ESF, 2002.

Following the end of the War of 1812 (January 1815), commercial, construction and settlement activities slowly returned to the area. In 1817, the first newspaper of the Oswego communities, the *Oswego Gazette*, was published.<sup>11</sup> With the commercial importance of waterpower growing, the State sold a portion of its land along the Oswego River "contained in lot no. 20, and in blocks 78, 90, 99, 103, and...contained in such parts of streets between said blocks as lie between First Street and the Oswego River...." on 15 April 1818 (see fig. 2.3, p. 121).<sup>12</sup> Also in 1818, construction began on the first courthouse for the Oswego communities and in 1820 the first large gristmill was built.<sup>13</sup> By 1820, the population of the County of Oswego had grown to 12, 364.<sup>14</sup> In 1821, a lighthouse was built on the east side of the river to aid in the development of commerce at Oswego.

On 22 March 1822 the Oswego Bridge Company was incorporated with the intention of having a bridge erected between the communities of East and West Oswego. The specifications and location for the bridge were described as "not less than 22 feet wide...at such place in Cancer or Leo Streets [present-day Bridge and Oneida Streets] as shall be designated and determined...."

The bridge was constructed of wood at the Cancer Street location and completed in December of 1822 (see fig. 2.5, p. 123). 

The following year, the Oswego Canal Company was formed and authorized to build a hydraulic canal on the east side of the river. Construction began in 1824 and once completed, extended one and one-quarter mile from Virgo Street (present-day Mohawk Street) to a spot north of Taurus Street (present-day Seneca Street). The average width of the canal was 40 feet and it had an elevation of about 16 feet. The canal provided a continuous line of water to power mills and also allowed for the efficient transport of goods.

By 1828, the population of the communities of East and West Oswego had reached a combined 1,962. On 14 March 1828 the State Legislature granted a charter incorporating the two communities into the Village of Oswego.<sup>17</sup> In December of 1828, the Oswego Canal was completed and connected the Erie Canal at present-

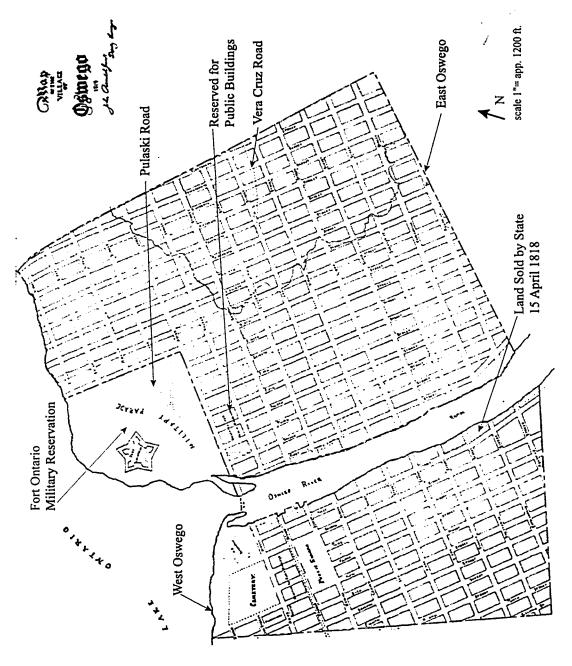


Fig. 2.3. Plan, "Map of the Village of Oswego, 1814," showing villages of East Oswego and portion of West Oswego, John Randel Jr., 1814. Reproduced from copy on file at Fort Ontario State Historic Site. Altered and annotated by R. Hetzler, SUNY ESF, 2002.

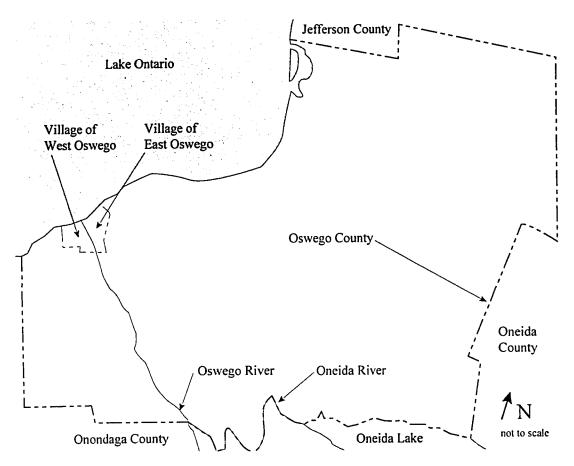


Fig. 2.4. County of Oswego showing villages of East and West Oswego. Based on map in *New Topographical Atlas of Oswego County, New York* (Philadelphia: C.K. Stone Publisher, 1867), 45. Graphic produced by R. Hetzler, SUNY ESF, 2002.

day Syracuse with the Oswego harbor. 18 Providing a less expensive and quicker route to the Midwest than that provided by the Erie Canal, the Oswego Canal was quickly utilized by large numbers of immigrants migrating west. As these immigrants settled the western territories, a greater demand for raw and manufactured goods was created thus increasing the flow of goods through Oswego. In anticipation of the opening of the Oswego Canal, and that of the Welland Canal in Canada, Oswego experienced a building boom from 1826 to 1829. During that time 113 dwellings, forty-four stores, fourteen shops, three mills, one furnace, one storehouse, four taverns and one hotel were constructed. 19 Development of Oswego's outer harbor also began during this period with the construction of two breakwaters at the river's mouth (see fig. 2.5, p. 123).

In 1830, the commercial activities at Oswego were again enhanced with the completion of the Welland Canal. Built by the Canadian government north of and parallel to the Niagara River, the Welland Canal provided a more expedient method of transporting goods by offering a continuous shipping route between Lake Ontario and Lake Erie. At that time, the population of the village was 2,116 and the population of the county was 27,119. That same year, Gerrit Smith began development of the property near the eastern cove just north of East Aries Street (present-day Schuyler Street).<sup>20</sup>

In 1831, fear of an Asiatic cholera epidemic swept through Oswego. As the plague advanced down the St. Lawrence River, the residents of Oswego sought ways of preventing its introduction into their village. One of the methods used was to post guards at the ends of the breakwaters to deter any unauthorized vessels, potentially carrying the deadly virus, from entering the harbor. These precautionary efforts worked and the commu-

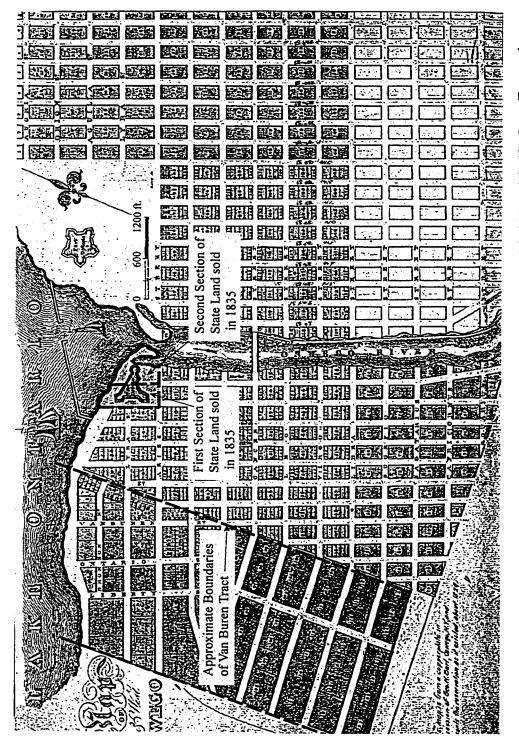


Fig. 2.5. Plan, "Oswego-Lake Ontario," showing portions of East and West Oswego, Gordon's Gazetteer 1836. Reproduced from copy on file at Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

7 N scale 1"= app. 1000 ft.

nity was spared the ravages of the deadly disease. In 1833, the population of the village was 3,212 and the prosperity of the community continued to grow.<sup>21</sup> Some of the businesses at Oswego included flouring mills, a machine shop, a cotton factory, a mill for sawing and polishing stone, a tobacco factory, two tanneries, three saw mills and a foundry.

On 15 October 1835 the state lands on the west side of the river, "partly on the river and partly on the exterior harbor," were divided into "two great sections" and sold at auction by the surveyor-general pursuant to a resolution by the Commissioners of the Land Office (see fig. 2.6, p. 124).<sup>22</sup> By 1836, the population of the village had reached 5,000.<sup>23</sup> On 1 March 1837, the village board changed the names of the village's streets from the signs of the zodiac to their present-day names.<sup>24</sup>



unknown, 1829. Reproduced from a copy on file at Fort Ontario State Historic Site. Original located in National Archives. Annotated by R. Hetzler, SUNY ESF, 2002. Fig. 2.6. Plan, "Map of East & West Oswego," showing land sold by the State of New York in 1835 and the Van Buren Tract, author

### **B.** Transportation and Commerce

At the beginning of the nineteenth century, Oswego was considered an entrepot port; a type of port where cargoes were loaded from one vessel to another. Salt was the principal commodity of trade at Oswego and delivered to the port through the use of keelboats. Having arrived at Oswego from Salt Point, the salt was transferred from the keelboats to large lake schooners which transported the salt to distant locations.<sup>25</sup> Other materials shipped via the Oswego port included household supplies, tea and tobacco. Furs, lumber, and barrel staves were shipped eastward through Oswego via Albany to the eastern seaboard. The abundant supply of fish available in Lake Ontario and the Oswego River, coupled with the availability of salt, also created economic opportunities through the sale of fish to local and distant markets.

To accommodate the growing shipment of goods, and for the transportation of immigrants westward, sailing ships were constructed at Oswego. In 1804, the first commercial sailing vessel was built at Oswego and named the *Fair American*.<sup>26</sup> From 1807 to 1817, 23 known schooners, 20 to 100 tons each, were built at and launched from the Oswego port.<sup>27</sup>

The growth in trade at Oswego also drew the interests of New York State lawmakers and businessmen interested in creating a canal system connecting New York City to the growing western markets. In 1810, DeWitt Clinton traveled to Oswego to consider having the canal system extend through Oswego by way of the Oswego River. He also took into consideration having the canal run 40 miles south of and parallel to the southern shore of Lake Ontario directly connecting the Hudson River to Lake Erie. Due to escalating tensions between the United States and British-Canada, the final decision between the two routes was not decided until April 1817. At that time the southern route was proposed for the new Erie Canal. An amendment proposing the development of a branch canal connecting the Erie Canal to the Oswego port was proposed but voted down. The "no" vote was decided with the assistance of then Senator Martin Van Buren who owned a portion of land adjacent to West Oswego (known as the "Van Buren tract"). Van Buren feared that a vote of "yes" by him would encourage talk of favoritism and corruption (see fig. 2.6, p. 124).

Fearing the negative economic implications of being bypassed by and isolated from the canal, constituents of Oswego looked for alternative ways of connecting to the new waterway. Alvin Bronson, then a member of the State Legislature, set to work to secure passage of a bill for the building an Oswego canal. In 1820, an appropriation of \$25,000 was secured for the improvement of navigation on the Oswego River, but funds to connect the river to the developing Erie Canal had not been obtained.<sup>29</sup> Continuing to press their issue, proponents of an Oswego canal argued that if additional works were done at Salina (present-day Syracuse), a continuous waterway could be developed between Salina and Oswego Falls leaving only twelve miles between Oswego Falls and the Oswego harbor for final improvement.<sup>30</sup> In the spring of 1823, the State Canal Commission presented a report to the State Legislature urging that the navigation route between Salina and Oswego Falls be improved and for the exploration of ways to improve commercial navigation between Oswego Falls and the Oswego harbor.<sup>31</sup> On 2 November 1824 a bill was authorized for the construction of the Oswego Canal to extend from Salina to Oswego. In 1826, work on the canal began at Oswego Falls. On 28 April 1828, the entire Oswego Canal was completed.

The opening of the Oswego Canal greatly facilitated travel and migration to, from and through Oswego, increased the port's imports and exports, attracted new businesses and support industries to the village and significantly increased Oswego's land values.<sup>32</sup> The canal also provided employment from April to November to its neighboring populations and Oswego's economic dependence upon the canal began immediately.<sup>33</sup>

The Oswego Canal contained eight dams and fourteen locks with a total change in elevation along the route of 123 feet.<sup>34</sup> The locks were each fifteen feet wide, ninety feet long and 4 feet deep. The river comprised over half of the 38-mile route between Salina and the Oswego port and was used whenever the river's depth was sufficient for canal boats and the waters calm. The canal boats or packets used within the canal were designed in such a manner as to allow their passage through the locks and under the low-lying bridges. Mules, tandem or abreast, pulled the packets using paths located mainly on the east bank of the canal. The packets were capable of carrying approximately 40 tons of cargo. At Oswego, the packet landing was along the east bank of

the river just south of Cancer Street (present-day Bridge Street). The packets entered this landing by way of the hydraulic canal or millrace and landed their passengers at the level of Cancer Street. Mule stalls were located along the canal between Cancer Street and Mohawk Street.

From 1827 to 1829 government breakwaters and head-piers were constructed at the mouth of the Oswego River greatly enhancing commerce at the Oswego port. Forming an artificial harbor with good anchorage, they sheltered the larger vessels docking at Oswego from the often-rough waters of Lake Ontario. The enclosure created came to be known as the outer harbor. The water area just south of the sand spits was referred to as the inner harbor. Due to a gravel bar between the two spits, only smaller vessels with a draft of less than seven and one-half feet could enter the inner harbor during extreme low water.<sup>35</sup>

Hydropower, made possible by the rapidly flowing waters of the Oswego River, also created business opportunities. Numerous flourmills were constructed within and near Oswego to take advantage of the available waterpower for the grinding of local and western grain.<sup>36</sup> The development of these mills resulted in such an influx of grain that in 1834 235,000 bushels passed through Oswego compared to 29,500 bushels in 1831. The increased shipment of grain along the Oswego Canal helped to increase the tolls paid from \$3,673 in 1830 to \$53,677 in 1836. Within time, the Village of Oswego became one of the leading milling centers in the nation.

As the demand for transportation to and from Oswego increased, new transport services were introduced and existing services increased. Steamboat service was introduced in the 1830s and by the mid 30s eleven lake steamboats made weekly scheduled runs along the shoreline of Lake Ontario to and from Oswego. In addition, two canal packets departed for and arrived from Syracuse each day and a daily canal packet ran to and from Utica as well.<sup>37</sup> The demand for canal packets and steamboats allowed the ship and boat building business to again flourish at Oswego. In 1836, there were thirty-five vessels under construction at one time in village's shipyards.<sup>38</sup>

However, this era of rapid economic growth for Oswego was temporarily halted when in 1837 a nationwide depression occurred. While lasting for up to seven years in some parts of the country, by 1839 its negative impact on Oswego began to subside due to the strategic commercial location of the village.

#### C. The War of 1812

The War of 1812 between the Americans and British was partly caused by the continued animosity stemming from the Revolutionary War. This animosity led the British to maintain possession of some American forts along the northern boundaries of the United States and it led to the Americans unwillingness to compensate British Tories for their economic losses resulting from the earlier war. The friction between the two countries eventually escalated, and a new war was declared.

At the start of the War of 1812 the American land and sea forces were in dismal shape. The American army was small, its state militias poorly trained, and it only possessed twenty seafaring war vessels and few small gunboats. In comparison the British possessed a sea force of 600 fighting ships.<sup>39</sup> For the Americans, the initial land battles of the war went poorly as they lost both Detroit and Fort Dearborn. However, in naval battles the Americans faired much better. As a result, the British renewed their interest in maintaining naval superiority on Lake Ontario. In order to do this, the British needed to stop the Americans from adding new war vessels to their lake fleet. On 28 May 1813 a British force set sail from Kingston, Canada for the American shipyards located at Sackett's Harbor, New York.

Led by Major General Sir George Prevost, the governor-general of Canada, and Commodore Sir James Lucas Yeo, the British attempt to penetrate the American defenses at the harbor proved unsuccessful.<sup>40</sup> As a result, Prevost and Yeo then focused their efforts on stopping the shipment of supplies to the shipyards. Since Oswego was a key point along the supply route provisioning the shipyards, it naturally became a target. In June of 1813, still under the command of Prevost and Yeo, British forces attempted to take possession of the American occupied, but deteriorated, Fort Ontario.<sup>41</sup> Fortunately for the Americans, a few hastily constructed

batteries and the guns of the American ship *Growler* were able to turn back the several armed vessels of the British fleet. Determined to destroy the Oswego link, the British again targeted Oswego the following year. In the early spring of 1814, Yeo set sail for Oswego with a fleet of seven ships and eleven gunboats.<sup>42</sup>

Alerted to the pending attack on Oswego, Major General Jacob Brown, in command of an American column enroute to Niagara Falls from Sackett's Harbor, immediately detached five companies of the 3<sup>rd</sup> Maryland Artillery to the unoccupied Fort Ontario.<sup>43</sup> The 3<sup>rd</sup> Maryland Artillery consisted of 290 effective men (armed and equipped as infantry) under the command of Lieutenant Colonel George Edward Mitchell. Mitchell was given the order to prevent any of the ordnance stores at Oswego from falling into the hands of the British. After a forced march, on 30 April 1814 Colonel Mitchell arrived at Fort Ontario to find the works dilapidated and armed with only five rusty guns.<sup>44</sup>

The corroding hand of time had destroyed every picket around the Fort and at several points it was as accessible as through an open gateway. Every exertion was however made that time and circumstances would admit to place it in the best possible state of defense.<sup>45</sup>

At the ruins of Fort Oswego, four old brass cannon were discovered and a battery of these guns was then constructed on that site. Knowing that the condition of Fort Ontario could not withstand an assault, Mitchell prepared to meet the British at the shore by ordering a water battery constructed on the shore below the fort using a 12-pound cannon.<sup>46</sup> On 5 May 1814, Yeo's fleet appeared "within a mile of shore bearing a total armament of 220 guns.<sup>47</sup> Fifteen boats filled with British troops started for the shore while the British war vessels bombarded the batteries, the fort and the militia.<sup>48</sup> The Americans provided sufficient return fire forcing the British to retreat twice. While the Americans sunk three of British landing boats during the battles, they also lost the *Growler* which was anchored in the harbor. A third British assault was planned but aborted due to weather conditions:<sup>49</sup> Anticipating Yeo's return, Mitchell prepared the area for the following day.

It being doubtful which side of the river the enemy would land and dangerous to detach from my command consisting only of 290 effective men, I thought proper to endeavor to deceive him and ordered the tents in store to be pitched on the village side of the river and concealed all my force within the fort on this side, except Captain Boyle's company who had command of the guns without the fort. I think it possible this artifice had the effect of making the enemy believe our force was with our tents when we had not a man or gun on that side of the river and perhaps determined them to land on this side where they no doubt expected the least opposition. Aware of the superior force of a brave and enterprising enemy and the importance of securing an honorable retreat...we unanimously determined, as we could not man and defend the fort, to meet the enemy on the shore, and contend with him every foot of ground as long as we had a probability of making good our retreat.<sup>50</sup>

Overnight, 200 or so New York militia arrived to reinforce Mitchell's regular force of 290.

The militia that had collected, I ordered over on the village side, and ordered Captain Romayne to assist the Commanding officer of the militia in displaying them to the best advantage, and as soon as the fleet should approach near enough to fire grape, to protect them in the ravines, old redoubts and works.<sup>51</sup>

The next morning the seven ships of Yeo returned and approached the defenses of Oswego. Mitchell attempted to deceive the British by openly moving his men out of Fort Ontario, secretly returning them, and then showing them once again to imply a larger force than he had. As the British ships continued to approach it appeared that they were attempting to land their forces on the west side of the river. Mitchell quickly moved his troops to the ferry crossing at the river, southwest of the fort, crossing over one company. At that point the British ships maneuvered to prepare for a landing east of the fort (see fig. 2.7, p. 128). Mitchell quickly gathered his remaining forces in the Ditch on the east side of the fort and from mid-morning until about noon the British ships kept up a heavy fire of artillery while the two small American batteries returned fire.

The Wolfe run up and anchored opposite the battery and kept up a constant firing for

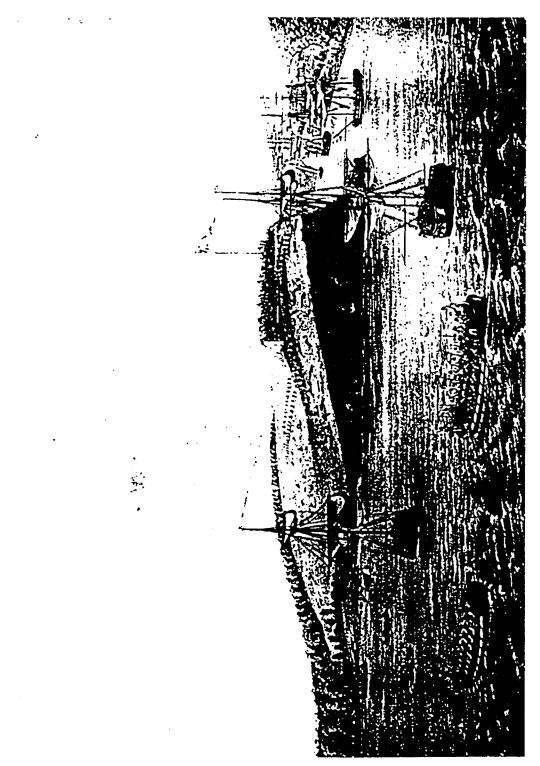


Fig. 2.7. "Storming of Fort Oswego by 2<sup>nd</sup> Battalion Royal Marine, May 6, 1814," artist unknown, n.d. Reproduced from copy in Paul Lear, Locations of Potential Sites Related to Fort Ontario State Historic Site in the City of Oswego, New York (Peebles Island, New York, 1991, n.p. laser copy), 41.

three hours, frequently pouring in Broadsides of grape, other vessels having taken the most advantageous positions, kept up an incessant firing of ball and grape on the Plain, Fort and Batteries; and often the whole fleet was engaged in cannonading our ancient fortification and small batteries.<sup>52</sup>

Under the command of Lieutenant Colonel Fischer, a British landing force, consisting of Captain McMillan's Glengarry Light Infantry, Captain DeBersey's DeWatteville Regiment, and Colonel Malcolm's 2nd Royal Marines, approached the shoreline. They advanced on the shoreline approximately 1,600 feet east of the fort with McMillan's infantry forming the left flank, DeBersey's regiment forming the center, and Malcolm's marines forming the right flank. Landing at the base of the bluff below the fort were 200 volunteer British seamen commanded by Captain Mulcaster. Yeo's total force was estimated to be about 1000 to 1800; Mitchell had a force of less than 500 men.<sup>53</sup>

As the British force approached the shore, Mitchell moved Captains Romayne and Melvin's companies from the ditch to the underbrush near the lake. Captains McIntyre and Pierce's companies remained in the ditch to engage the enemy's flanks. A small detail, which included a Lieutenant Pierce of the Navy and some sailors, garrisoned the fort. The 12-pounder fired at the oncoming soldiers while Mitchell, Romayne and Melvin met the British forces as they landed. Captains McIntyre and Pierce delivered an enfilading fire from the saplings and underbrush. Unsuccessful in preventing a British landing, Mitchell's forces gradually retired to the fort's Ditch firing successive volleys as they went.

For half an hour the battle raged. Finally, the British sailors breached the ramparts, forcing the few Americans within to assume positions outside the southern wall.<sup>54</sup> After three attempts to remove the American flag from its staff, the American colors came down. Those forced to take cover along the southern wall were then attacked. Seeing that the fort was lost, Mitchell ordered a retreat. He removed his men from the Ditch and withdrew to Oswego Falls as Captain Romayne's company provided a rear guard. Enroute to the falls, bridges were destroyed and timber was cut to hinder any British pursuit.

The defense though hopeless from the first, was very spirited....The conduct of Lieutenant Colonel Mitchell was highly approved, and was thought to have been marked by steadiness, courage and conduct. 55

After taking possession of Fort Ontario, Yeo's forces dismantled what they could and then returned to Kingston. The American losses from the battle totaled sixty-nine (six killed, thirty-eight wounded and twenty-five missing) and the British losses totaled ninety-two (nineteen killed and seventy-three wounded).

As the Napoleonic Wars came to a close in 1815, the British were able to direct their resources solely towards the American front. They initially began with tightening of the blockade along the east coast and followed by attacks on Baltimore and Washington, an attempt to advance into New York by way of Lake Champlain, and an effort to occupy New Orleans. The British success at Washington and the subsequent burning of the Capitol, White House and other government buildings, was followed by an unsuccessful attempt to take Fort McHenry, which protected the City of Baltimore. Later, Captain Thomas MacDonough defeated the British as they attempted to invade New York State by way of Lake Champlain. On 8 January 1815, British forces under the command of Sir Edward Pakenham marched five miles out of New Orleans to meet Andrew Jackson on the battlefield. In this Battle of New Orleans, 2,000 British troops were either killed or wounded while the American losses amounted to only 8 killed and 13 wounded. Two weeks prior the battle, the Treaty of Ghent had officially ended the War of 1812, but the news had failed to reach the armies assembled at New Orleans. <sup>56</sup>

## D. The Patriot's War

In the late 1830s, a series of skirmishes between Canadian nationalists and the governments of Upper and Lower Canada, as well as the subsequent involvement of American citizens sympathetic to the nationalists' cause, created what was known as the Patriot's War. For the American sympathizers, their involvement included the formation of secret lodges, whose members were known as Hunters, which coordinated the

procurement and transportation of money and supplies to the nationalists. Because of Oswego's proximity to the Canadian border and its commercial interaction with Canadian markets many of the supplies destined for the nationalists passed through the port of Oswego. These geographic and commercial attributes also led Oswego to become a natural gathering place for the Hunters and other American sympathizers. In addition to material and economic support the Hunters also participated in terrorist activities, including the destruction of the American steamer the *Caroline* at Niagara Falls and an attempt to blow up the Royal Mail steamer the *Great Britain* in the harbor at Oswego.

In November 1838, a group of patriot supporters under the command of a General Von Schultz left the Oswego Harbor for Ogdensburg, New York aboard the steamer the *United States* to organize a raid against Canadian settlements along the St. Lawrence River.<sup>57</sup> After recruiting additional forces at Ogdensburg, the *United States* set sail for Windmill Point, approximately three miles southwest of Prescott, Canada (fig. 2.8). Von Schultz had left Ogdensburg earlier and had rendezvoused with other forces at Windmill Point and patiently he waited for the arrival of the *United States*. As the commandeered steamer approached Windmill Point the British steamer the *Experiment* fired upon the *United States* killing its wheelman. A Captain Malcolm, a United States deputy marshal sent to Ogdensburg to prevent such an attack, took command of the vessel and ran it aground. Von Schultz and his small army were subsequently defeated in the skirmish that followed.<sup>58</sup>

The Canadian government executed many of the insurgents captured at Windmill Point and the executions resulted in American cries for a war with Great Britain. *The Oswego Patriot*, an Oswego publication, helped flame the passion for war and in 1838, President Martin Van Buren sent Major General Winfield Scott of the



Fig. 2.8. Portion of British-Canada and United States showing location of Ogdensburg, Windmill Point and Prescott. Based on map in Roger Riendeau's book *A Brief History of Canada* (NY: American Heritage Pub. Co., 1962), 53. Graphic produced by R. Hetzler, SUNY ESF, 2002.

United States Army to the northern frontier to remedy the increasing belligerence of the American sympathizers. After a short period Scott recommended that Fort Ontario be reoccupied to curtail the shipment of aid to the Canadian nationalists and to protect the valuable Oswego and Erie Canals from their Canadian neighbors. Despite the efforts of the Hunters and *The Oswego Patriot* the Patriot's War ended in the early part of 1839 and in the spring, construction of the third Fort Ontario began. <sup>59</sup>

## II. Site Narrative

The westward expansion of the American population led to the settlement and growth of numerous frontier communities and the establishment of villages, townships, counties and government institutions needed to manage these entities. As the westward flow of commercial goods increased to accommodate the needs of the growing population, settlements along the shipping routes often expanded at considerable rates and their prosperity generally reflected the ebb and flow of national and local economies. Due to its strategic location along a very important commercial waterway, the area around the mouth of the Oswego River was one of the many locations that experienced rapid growth as a result of the increased flow of commercial goods and migration westward. The small community that existed there at the beginning of the nineteenth century eventually emerged as a bustling village by the end of the 1830s. As a result, the second historic period witnessed the birth of the communities of East and West Oswego, the County of Oswego, the Township of Oswego and the Village of Oswego.

## A. Landscape Context

On 3 April 1797 the New York State Legislature passed a statute (chap. 103; Laws 1797) requiring the surveyor-general to survey a portion of military lot #1 located on the west side of the mouth of the Oswego for the purpose of establishing an orderly community. The survey included the establishment of a system of streets each 100 feet wide, the creation of building lots, and a public space for the construction of civic buildings. The entire survey was not to exceed 100 acres and the legislature ordered a map of the surveyed area to be submitted at its next session. On 9 March 1798 an additional act was passed (chap 30: Laws 1798) "forever naming" the surveyed area as Oswego. On 14 April 1798 the survey map (see fig. 2.1, p. 119) of Oswego was filed in the Office of the Secretary of State and the Clerk of the County of Onondaga. <sup>60</sup> By the previous acts and by chapter 77 of the laws of 1800, the surveyor-general, with the approval of the governor, was authorized to sell and distribute any of the surveyed lots of Oswego not reserved for public use. <sup>61</sup> The total surveyed area of Oswego extended from the southern shoreline of Lake Ontario to Libra Street (present-day Utica Street), and from the west bank of the Oswego River to West Sixth Street.

On 2 August 1802 portions of Scriba's original patent which had been deeded to Jacob Marks on 6 January 1795, came into possession of a group of investors which included Alexander Hamilton and John Lawrence.<sup>62</sup> The land was eventually divided among the group on 28 June 1804. A parcel of land coming into the possession of Hamilton adjoined the Fort Ontario Reservation.<sup>63</sup> However, two lots within that parcel continued to be jointly held by the group of investors (see fig. 2. 9, p. 132). In 1826, the two lots were surveyed and divided into thirty-two subdivisions and then apportioned to the heirs of the original proprietors. In 1838, these subdivisions were divided into building lots and sold.

On 5 April 1811 the township of Fredericksburg, which encompassed land on the east side of the Oswego River opposite the community of Oswego, was divided into the townships of Scriba and Volney. Four days later, the State Legislature passed an act authorizing the surveying of state land in a portion of Scriba, located in County of Oneida, "...into proper streets and house lots, and so as to form in the most convenient place a public square or market place, all the streets are to be 100 feet wide, all the house lots to be sixty six feet front and rear and 200 feet depth." The impending War of 1812 delayed the survey until 1814 when John Randel Jr., one of surveyor-general Simeon DeWitt's deputies, completed the work (see fig. 2.3, p. 121). Settlement of the new community did not begin until 1816 and the two communities on either side of the river quickly became known as West Oswego and East Oswego. At the prompting of local citizens, on 1 March 1816 the new county of Oswego was formed which contained both East and West Oswego. On 20 April 1818 the township of Hannibal, then containing West Oswego, was divided creating the new townships of Hannibal, Oswego and

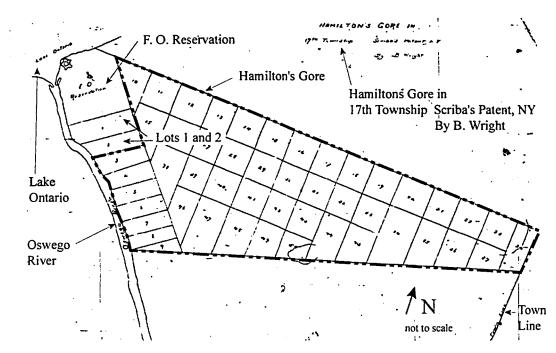


Fig. 2.9. Plan, "Plan of Hamilton's Gore in 17th Township-Scriba's Patent, N.Y.," showing two lots held jointly by group of investors, B. Wright, n.d. Reproduced from John C. Churchill's book *Landmarks of Oswego County, New York* (Syracuse: D. Mason & Co., Publishers, 1895), 14. Annotated by R. Hetzler, SUNY ESF, 2002.

Granby (see fig. 2.10, p. 133). On 14 March 1828 a charter was granted by the State Legislature to incorporate East and West Oswego into the Village of Oswego.<sup>66</sup>

To promote trade within the village, a man-made harbor was created with the construction of government breakwaters and head-piers at the mouth of the Oswego River from 1827 to 1829 (see fig. 2.5, p.123). They were built of timber, hewed on two sides, which were joined together to form cribs. The cribs were thirty feet by thirty feet and filled with loose stone. The top and lakeside elevation of the breakwaters and head-piers were covered with a layer of three-inch pine planking. The east breakwater started along the Lake Ontario shoreline, at the base of the bluff beneath Fort Ontario, and extended into the lake 170 feet. One hundred and seventy feet into the lake the breakwater then turned westward and continued approximately 660 feet where it joined a head-pier which extended south into the outer harbor. The west breakwater started along the Lake Ontario shoreline, at the end of Third Street, and extended into the lake 250 feet. One hundred and fifty feet into the lake the breakwater then turned eastward and continued approximately 1,200 feet where it joined a head-pier which extended south into the outer harbor. The distance between the two head-piers was 250 feet. Our hundred and fifty feet into the lake the breakwater then turned eastward and continued approximately 1,200 feet where it joined a head-pier which extended south into the outer harbor. The distance between the two head-piers was 250 feet. Our hundred and fifty feet into the lake the breakwater then turned eastward and continued approximately 1,200 feet where it joined a head-pier which extended south into the outer harbor. The distance between the two head-piers was 250 feet. One hundred and fifty feet into the lake the breakwater then turned eastward and continued approximately 1,200 feet where it joined a head-pier which extended south into the outer harbor. The distance between the two head-piers was 250 feet. One hundred and fifty feet into the lake the breakwater then turned eastward and continued approximately 1,200 feet where it joined a

In 1836, municipal wharves were constructed in Oswego's harbor and a Market House was built along Water Street just north of Bridge Street.<sup>70</sup> The Market House was a location for civic, social and commercial activities and within it were located a post office, customs house, village jail and stalls for the sale of fish, meats and vegetables.<sup>71</sup> In 1837, a lighthouse was constructed at the end of the west pier.

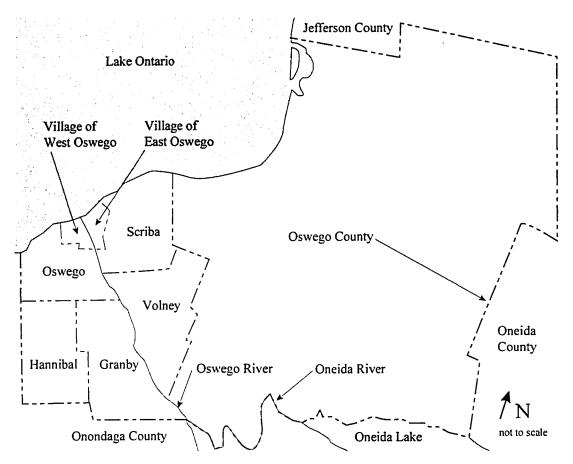


Fig. 2.10. County of Oswego showing communities of East and West Oswego and nearby towns. Based on map in *New Topographical Atlas of Oswego County, New York* (Philadelphia: C.K. Stone Publisher, 1867), 45. Graphic produced by R. Hetzler, SUNY ESF, 2002. Graphic produced by R. Hetzler, SUNY ESF, 2002.

### B. Site Development & Use

The continuous occupation of Fort Ontario by American forces after 1796 lasted only until 1803 or 1804. From 1807 until 1812, the fort was intermittently garrisoned to enforce then-President Thomas Jefferson's Embargo Act of 1807. From 1796 to 1812, the maintenance of the fort was minimal and the decay of its buildings and structures was extensive. In 1814, the British burned and dismantled portions of the fort and the remains lay untended and exposed to the forces of nature. In 1839, insurgent activities at Oswego against the government of British-Canada led to the construction of a third Fort Ontario to ensure peace between the United States and British-Canada.

#### 1. Core Fortification Area

A small garrison of American troops held Fort Ontario from 15 July 1796 until some time in 1803 or 1804. During the latter dates, the garrison at the fort was removed for duty in the newly acquired Louisiana Territory. In 1803, Bradner Burt, an Oswego businessman, found Fort Ontario garrisoned by a sergeant and two men on his return to Oswego. From 1807 to 1812, units of the New York State militia intermittently occupied the fort during the enforcement of the Embargo Act of 1807 which existed in various forms into the War of 1812. In July of 1812 Colonel George Fleming of Cayuga County occupied Fort Ontario with nine companies of militia. Some attempts were made at that time to repair the decrepit fort, but since

the militia was only called out for a few months at a time the improvements were minimal.<sup>74</sup> In the fall of 1812, the Madison County militia replaced the Cayuga County militia, and after their few months of duty the core fortification was left almost entirely undefended.<sup>75</sup> At the beginning of the War of 1812 one of the militia groups occupying the fort constructed crude barracks within the fortification.<sup>76</sup> Troops again occupied the fort when the British attacked in 1813.

On 30 April 1814 Lieutenant Colonel George Edward Mitchell took charge of the fort with 290 men under his command and noted the poor condition of the fort.<sup>77</sup> A map drawn by Mitchell at the time does not depict any buildings within the Core Fortification, but it is possible that any existing buildings were omitted from his plans if he believed they were inconsequential to the defense of the fort (see fig. 2.14, p. 142). Other than the noted repairs, it does not appear that any substantial additions to the fort occurred during Mitchell's stay.

On 6 May 1814 the British attacked Fort Ontario and, after forcing Mitchell and his forces to retreat, they burned and dismantled portions of the fort. From that time until 1839, the remains of the core were left untended by United States or New York military forces. The ruins of the fort furnished building stone for the town's people and many local house foundations were formed from them.<sup>78</sup>

#### 2. Outer Earthworks Area

Changes to the outer earthworks during this historic period were mainly a result of Lieutenant Colonel Mitchell's activities in 1814 and the effects of erosion. Mitchell's additions and enhancements to the outer earthworks included the construction of two batteries in the covered way outside the main gate and possibly improvements to portions of the covered way to the north and northeast of the core fortification where cannon were positioned in anticipation of the British attack in 1814.<sup>79</sup> For the remainder of the period the outer earthworks were apparently only influenced by the forces of nature and possibly by the hands of local settlers in search of building material.

### 3. Perimeter Area

In 1803, the 100 acres of land that Daniel Burt leased from the state appears to have been a portion of the land originally cleared for the perimeter area during the construction of the first and second Fort Ontarios. The was recorded that Bradner Burt built a log house on this leased land near the junction of the Oswego River and present-day East Seneca Street, which was part of the perimeter area of the first historic period. The Maps and illustrations produced during the second historic period depict large portions of the original perimeter area around the Core Fortification and outer earthworks cleared of timber. In fact, an illustration of a battle at Fort Ontario in 1814 shows the perimeter area cleared beyond the brush-covered ravine to the east of the fort (see fig. 2.7, p. 128).

In 1814, when John Randel surveyed the land surrounding the fort for the future East Oswego community, new boundaries were created for Fort Ontario and the perimeter area was substantially decreased in size. 82 In 1821, six acres of the perimeter space south of the fort and adjacent to the outer earthworks was ceded by the state to the United States Treasury Department for the construction of a lighthouse and attached keeper's house. Bids were sought for their construction on 15 May 1821 and both were built later that same year (see fig. 2.11. p. 135). 83

The road system within the perimeter area changed during the period from one which was developed for the transportation of timber and military supplies to one developed for the circulation of settlers within and beyond the area. By the end of the period the Ferry Road, constructed during the first historic period, still existed and two new roads, one along the western edge of the ravine and one traversing the ravine and joining the French Landing Place Road, had been established (see fig 2.14, p. 142). Approximately 800 feet south of the main gate of the Core Fortification, outside the Site boundaries established in 1814 but within the Site boundaries prior to that date, were a number of roads forming a grid and established for the use of the new community of East Oswego.<sup>84</sup>

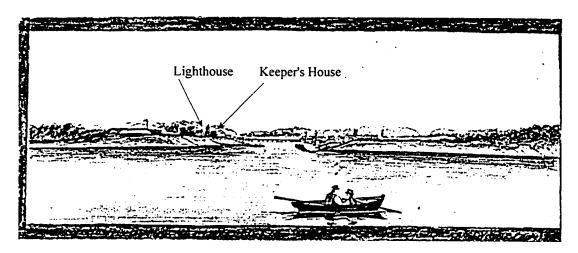


Fig. 2.11. "View of the Oswego," looking south from Lake Ontario and showing Fort Ontario, Lighthouse and Keeper's House, Captain Van Cleve, 1826. Reproduced from copy on file at Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

The bluff remained unchanged during the period; however, some changes did occur along the lakeshore. In 1814, Mitchell stated that a water battery was constructed on the lakeshore below the fort in preparation for a British attack. From 1827 and 1829, an east government breakwater was constructed starting at a point along the lakeshore at the base of the bluff northwest of the Core Fortification.

Development along the lakeshore continued into the 1830s when on 2 July 1832, land "within the piers [government breadwaters] of the harbor "was sold to Abram Varick for the development of a marine railway.<sup>86</sup> The first mention of any railway being constructed was sometime before 1835 when Andrew Miller and Thomas Dobbie built a "ship" railway in the east cove.<sup>87</sup> Also during the early 1830s, William Shapely constructed a tannery and residence at the head of the east cove and Gerrit Smith began the development of the property in the east harbor.<sup>88</sup> This development may have included the basin and the slips located north of the basin (see fig. 2.5, p. 123).<sup>89</sup>

#### C. Site Boundaries

The one square mile reserved by the State on 11 May 1784 and surveyed by Benjamin Wright for George Scriba in 1794 remained the legal boundaries of the Site until 1814 (see fig. 1.30, p. 56). In 1814, the community of East Oswego was laid out on a large portion of that land leaving an area of approximately one-half square mile as the new Fort Ontario Reservation. Lake Ontario and the outer harbor created the Reservation boundaries to the north and west, and Aries Street defined the boundary to the south. The proposed East Ninth Street served as the boundary line to the east (see fig. 2.3, p. 121).

## III. Landscape Characteristics

#### A. Natural Systems and Features

No information was found during the research regarding changes to the natural systems and features of the Site.

### **B. Spatial Organization**

The Reservation is divided into three major spatial areas to provide a comprehensive survey of all Reservation features in this historic period. The three major spatial areas are the Core Fortification area, the Outer Earthworks area and the perimeter area (see fig. 1.51, p. 92).

#### 1. Core Fortification Area

The Core Fortification area is divided into two spaces to provide a comprehensive survey of all Reservation features in this historic period. The two spaces are the Parade space and the Bastioned Fortification space (see fig. 1.53, p. 94).

### a) Parade Space

The Parade space was created in 1782 and was located within the center of the Core Fortification (see fig. 1.53, p. 94). It was pentagonal, extended approximately 300' N/S and approximately 300' E/W and contained an area of approximately 2.1 acres. The Ramparts created a defined edge for the space. The overhead plane was unobstructed. No other information was found during the research regarding the characteristics of the space.

## b) Bastioned Fortification Space

The Bastioned Fortification space is divided into two spaces to provide a comprehensive survey of all Reservation features in this historic period. The two spaces are the Terre Plein subspaces and Bastion subspaces (see fig. 1.53, p. 94).

### (1) Terre Plein Subspaces

The majority of the five Terre Plein subspaces were created in 1782 and were located between the five Bastions of the Core Fortification area (see fig. 1.53, p. 94). They were linear, approximately 22'x 175' and each space contained an area of approximately .06 acres. The Parapet and the change in elevation between the Terre Plein and the Parade created a defined edge and an implied edge for each space respectively. The overhead plane was unobstructed. No other information was found during the research regarding the characteristics of the space.

## (2) Bastion Subspaces

The majority of the five Bastion subspaces were created in 1782 and were located at each corner of the pentagonal Core Fortification area (see fig. 1.53, p. 94). They were generally pentagonal in shape, approximately 80' x 100' and each space contained an area of approximately .18 acres. The Parapet and the change in elevation between the Bastion and the Parade created a defined edge and an implied edge for each space respectively. The overhead plane was unobstructed. No other information was found during the research regarding the characteristics of the space.

#### 2. Outer Earthworks Area

The Outer Earthworks area is divided into three spaces to provide a comprehensive survey of all Reservation features in this historic period. The three spaces are the Ditch space, Covered Way space and Glacis space (see fig. 1.57, p. 99).

## a) Ditch Space

The Ditch space was created c. 1759-1763 and was located parallel to the Scarp of the Core Fortification (see fig. 1.57, p. 99). It was generally linear and pentagonal in shape, averaged approximately 27' wide,

was approximately 1,900' long and contained an area of approximately 1.2 acres. The Scarp and Counterscarp created defined edges for the space. The overhead plane was unobstructed. A palisade fence, 12' 6" high divided the space lengthwise. No other information was found during the research regarding the characteristics of the space.

## b) Covered Way Space

The Covered Way space was created c. 1759-1763 and was located parallel to the Ditch space (see fig. 1.57, p. 99). It was generally linear and pentagonal in shape, varied from approximately 25' to 150' wide, was approximately 2000' long and contained an area of approximately 2.9 acres. The Covered Way Parapet and the change in elevation between the Covered Way and the Ditch created a defined edge and an implied edge for the space respectively; the Covered Way Parapet was generally 7.5' high. The overhead plane was unobstructed. No other information was found during the research regarding the characterisites of the space.

## c) Glacis Space

The Glacis space was created c. 1759-1763 and was located parallel to the Covered Way space (see fig. 1.57, p. 99). It was generally linear and pentagonal in shape, varied from approximately 200' to 300' wide, was approximately 3,500 long and contained an area of approximately 5.2 acres. The change in elevation between the Glacis and Covered Way and the change in topography between the Glacis and Perimeter area created implied edges for the space. The overhead plane was unobstructed. No other information was found during the research regarding the characteristics of the space.

#### 3. Perimeter Area

## a) Perimeter Open Space

The perimeter open space was created c. 1755-1756 and was located to the south and east of the Core Fortification (see fig. 1.58, p. 100 and fig. 1.59, p. 101); it was altered c. 1759-1763 and in 1814. In 1814 it was altered when John Randel Jr. surveyed East Oswego and created new, legal boundaries for the Fort Ontario Military Reservation. In 1814 it was generally rectangular, approximately 2,000' x 2,000' and contained an area of approximately 68.9 acres. The change in elevation between the perimeter open space and the lakeshore space, and the change in topography between the perimeter open space and the glacis created implied edges for the space to the north and west; Aries Street created an implied edge for the space to the south; and the survey line of what would become East Ninth Street created an undefined edge for the space to the east. The overhead plane was unobstructed. No other information was found during the research regarding the characteristics of the space.

#### b) Lakeshore Space

The lakeshore space existed prior to the creation of the first Fort Ontario and was located to the north and west of the Core Fortification (see fig. 1.58, p. 100 and fig. 1.59, p. 101); it was altered in 1814. In 1814 it was altered when John Randel Jr. surveyed East Oswego and created new, legal boundaries for the Fort Ontario Military Reservation. In 1814 it was generally L-shaped, varied from approximately 25' to 500' wide, was approximately 2,700 long and contained an area of approximately 2.5 acres. The lake created an implied edge for the space to the north and west; and the bluff created an implied edge to the south and east. The overhead plane was unobstructed. No other information was found during the research regarding the characteristics of the space.

#### C. Circulation

#### 1. Core Fortification Area

No information was found during the research regarding circulation routes for all spaces within this area.

### 2. Outer Earthworks Area

No information was found during the research regarding circulation routes for all spaces within this area.

#### 3. Perimeter Area

## a) Perimeter Open Space

### Ferry Road

The ferry road was constructed c. 1756 and was located to the south of the Core Fortification; it was altered c. 1763 and prior to 1839, exact date unknown. Prior to 1839, the road was altered when the road was shortened and the two spurs located off the road were removed (see fig. 2.12, p. 139). In 1839 the road was generally linear, extended between the Core Fortification and to a point along the bluff south of the Core Fortification, was approximately 700' long and aligned along a N/S axis. No other information was found during the research regarding the characteristics of the feature.

#### Pulaski Road

The Pulaski road was constructed prior to 1814, exact date unknown and was located southeast of the Core Fortification (see fig. 2.12, p. 139); it was altered prior to 1839, exact date unknown. It was curvilinear, extended between between a point near the southwest corner and the east boundary of the Reservation, was approximately 1,600' long and generally aligned along a NW/SE axis. Prior to 1839 the westen half of the road was removed. No other information was found during the research regarding the characteristics of the feature. Further, no other documentation of the feature was found during this and subsequent historic periods.

## Ravine Road

The ravine road was constructed prior to 1839, exact date unknown and was located east of the Core Fortification (see fig. 2.12, p. 139). It was generally L-shaped, extended between the Pulaski road and the lakeshore was approximately 1,400' long and generally aligned along a N/S axis. No other information was found during the research regarding the characteristics of the feature. Further, no other documentation of the feature was found during this and subsequent historic periods.

## b) Lakeshore Space

#### Marine Railway

A marine railway was constructed prior to 1839, exact date unknown, and was located east of the Core Fortification (see fig. 2.5, p. 125). No other information was found during the research regarding the characteristics of the feature. Further, no other documentation of the feature was found during this and subsequent historic periods.

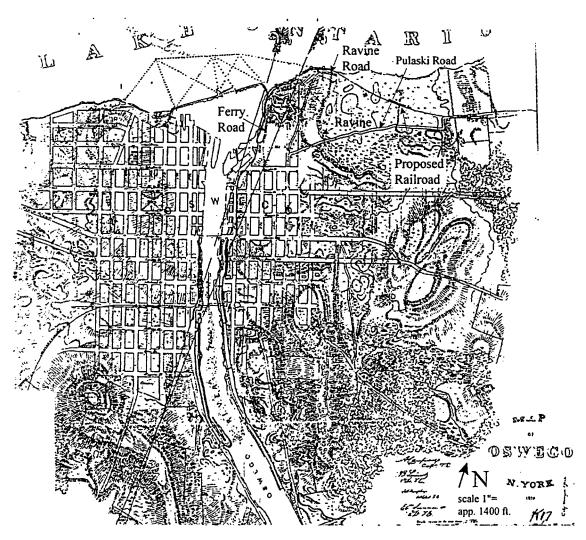


Fig. 2.12. Map, "Map of Oswego N. York 1839," showing villages of East and West Oswego and surrounding area, A. Canfield, 1839. Reproduced from copy on file at Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

## D. Topography

## 1. Core Fortification Area

No information was found during the research regarding the topography for all spaces in this area.

## 2. Outer Earthworks Area

No information was found during the research regarding the topography for all spaces in this area.

# 3. Perimeter Space

No information was found during the research regarding changes to the topography for all spaces in this area.

## E. Vegetation

## 1. Core Fortification Area

No information was found during the research regarding vegetation for all spaces in this area.

#### 2. Outer Earthworks Area

No information was found during the research regarding vegetation for all spaces in this area.

## 3. Perimeter Area

## Bluff

The bluff appears to have been devoid of vegetation according to the woodcut print of 1798 (fig. 2.13). However, according to a correspondence of George Mitchell brush and trees covered the bluff in 1814. No other information was found during the research regarding the characteristics of the feature.

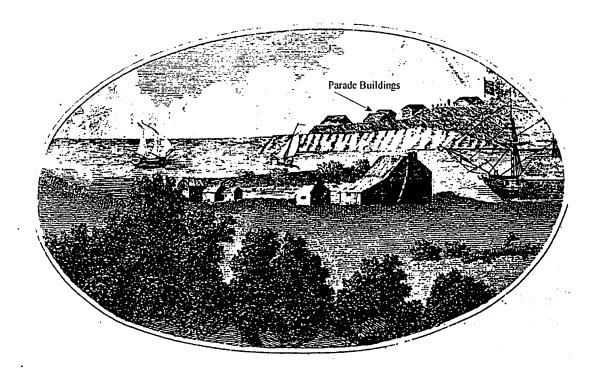


Fig. 2.13. Untitled print of woodcut showing Fort Ontario looking east from West Oswego, author unknown, 1798. Reproduced from John C. Churchill's book *Landmarks of Oswego County, New York* (Syracuse: D. Mason & Co., Publishers, 1895), 125. Annotated by R. Hetzler, SUNY ESF, 2002.

## a) Perimeter Open Space

Vegetation bordered the ravine (see fig. 2.12, p. 139). The continuous band of vegetation strip varied from 25' to 100' wide and gradually narrowed as the ravine approached the lakeshore. No other information was found during the research regarding the characteristics of the feature.

## b) Lakeshore

No information was found during the research regarding vegetation in the space.

## F. Buildings and Structures

- 1. Core Fortification Area
  - a) Parade Space

### Parade Buildings

Five or six Parade buildings were constructed prior to 1798, exact date unknown and were located within the Parade space (see fig. 2.13, p. 140); they were removed prior to 1812, exact date unknown.<sup>92</sup> They were rectangular, 1 to 2-stories tall. They were aligned along N/S and E/W axise; and surmounted by gabled roofs. No other information was found during the research regarding the features.

- b) Bastioned Fortification Space
  - (1) Terre Plein Subspaces

Terre Pleins

The five Terre Pleins were constructed in 1782 and abutted and joined the Bastions of the Core Fortification. They were linear and approximately 60' wide, 100' long. No other information was found during the research regarding the characteristics of the features.

(2) Bastion Subspaces

**Bastions** 

The five Bastions were constructed in 1782 and abutted and joined the Terre Pleins of the Core Fortification They were generally pentagonal and approximately 80' wide, 100' long and approximately 15' high. No other information was found during the research regarding the characteristics of the features.

- 2. Outer Earthworks Area
  - a) Ditch Space

Ditch

The majority of the Ditch was constructed c. 1759-1763 and was located parallel to the Scarp (see fig. 2.14, p. 142). It was generally pentagonal, varied from approximately 25' to 50' wide and was approximately 2,000' long. No other information was found during the research regarding the characteristics of the feature.<sup>93</sup>

Site History Chapter 2

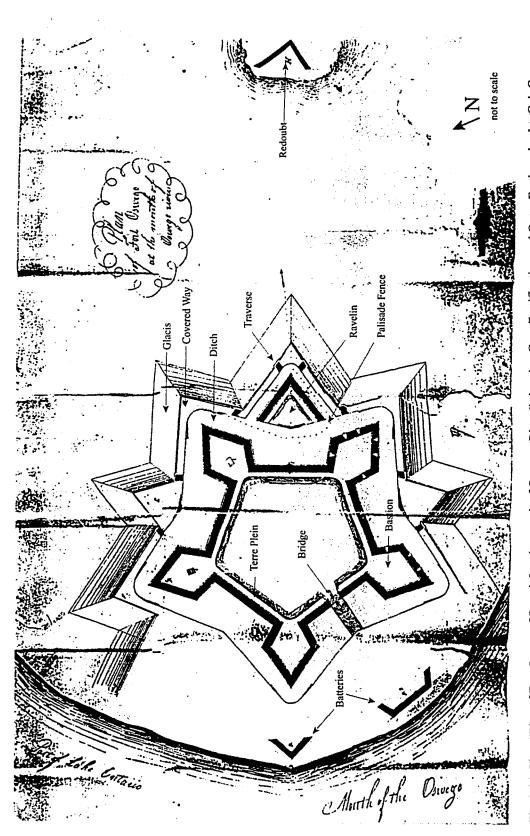


Fig. 2.14: Plan, "Plan of Fort Oswego [Ontario] at the mouth of Oswego River," showing Core Fortification and Outer Earthworks, Lt. Col. George A. Mitchell, 1812. Reproduced from copy on file at Fort Ontario State Historic Site. Altered and annotated by R. Hetzler, SUNY ESF, 2002.

#### Ravelin

The Ravelin was constructed prior to 1814, exact date unknown, and was located east of the Core Fortification (see fig. 2.14, p. 142). It was triangular and approximately 100' in length on each side. No other information was found during the research regarding the characteristics of the feature.

## Bridge

The bridge was constructed c. 1759-1763 and was located to the west of the Core Fortification (see fig. 2.14, p. 142). It was rectangular, approximately 20' wide and 65' long. It was aligned along an E/W axis. No other information was found during the research regarding the characteristics of the feature.

## b) Covered Way Space

## Covered Way

The majority of the Covered Way was constructed c. 1759-1763 and was located parallel to the Ditch (see fig. 2.14, p. 142). It was generally linear and varied from approximately 25' to 150' wide. No other information was found during the research regarding the characteristics of the feature.

#### **Batteries**

Two Batteries were constructed in 1814 and were located west and northwest of the Core Fortification (see fig. 2.14, p. 142). The northwest battery was angled, with two sides each 150' long; the west battery was rectangular with three side, one side 220' long and the other two sides each 70' long. No other information was found during the research regarding the characteristics of the feature.

#### Traverses

The eight traverses were constructed prior to 1814, exact date unknown, and were located within the Covered Way. They were generally rectangular (see fig. 2.14, p. 142). No other information was found during the research regarding the characteristics of the features.

#### c) Glacis Space

### Glacis

The Glacis was constructed c. 1759-1763 and was located parallel to the Covered Way (see fig. 2.14, p. 142). It was generally linear and pentagonal and varied from approximately 200' to 300' wide. It was constructed of soil. No other information was found during the research regarding the characteristics of the feature.

#### 3. Perimeter Area

#### a) Perimeter Open Space

### Redoubt

The Redoubt was constructed c. 1759-1763 and was located southeast of the Core Fortification (see fig. 2.14, p. 142). It was angled, with two sides each approximately 100' long. It was aligned along a NE/SW axis. 4 No other information was found during the research regarding the characteristics of the feature.

## Lighthouse

The lighthouse was constructed in 1821 and was located south of the Core Fortification (see fig. 2.5, p. 123). It was octagonal, approximately 10' in diameter and 30' to 40' high. It was constructed of stone. No other information was found during the research regarding the characteristics of the feature.

## Keeper's Cottage

The Keeper's Cottage was constructed in 1821 and was located south of the Core Fortification (see fig. 2.5, p. 123). It was rectangular and 1 ½-stories tall. It was aligned along an E/W axis. No other information was found during the research regarding the characteristics of the feature.

#### Small Huts

Approximately ten to fifteen small huts were constructed prior to 1839, exact date unknown, and were located southeast and east of the Core Fortification. They were square. No other information was found during the research regarding the characteristics of the features.<sup>95</sup>

## b) Lakeshore Space

## Basin and Slip

The Basin and Slip were constructed c. 1830 and were located southwest of the Core Fortification. They were rectangular, varied from 25' to 100' wide and 200' to 400' long. They were aligned along a N/S and E/W axis respectively. No other information was found during the research regarding the characteristics of the feature.

#### Battery

One Battery was constructed in 1814 and was located on the lakeshore. No other information was found during the research regarding the characteristics of the feature.

## G. Views and Vistas

## 1. Core Fortification Area

No information was found during the research regarding the views for all spaces within this area. 96

#### 2. Outer Earthworks Area

## a) Ditch Space

No information was found during the research regarding views for this space. 97

## b) Covered Way Space

No information was found during the research regarding views for this space.

## c) Glacis Space

The views from the Glacis space were established c. 1759-1763 and extended in all directions. To the north they extended across the glacis and over Lake Ontario to the horizon; to the south they extended across the glacis and perimeter open space to the Village of Oswego; to the east they extended over the glacis and perimeter open space to the Village of Oswego; and to the west they extended over the

Oswego River to the Village of Oswego and over Lake Ontario to the horizon.

#### 3. Perimeter Area

### a) Perimeter Open Space

The views from the perimeter open space were established c. 1756 and extended in all directions; prior to 1839, exact date unknown, the views to the south and east were altered. Prior to 1839 the views to the south and east were altered when the forest was cleared and the Village of East Oswego started to develop. In 1839, the view to the south extended to the Village of East Oswego; and to the east over undeveloped land.

## b) Lakeshore Space

The views from the lakeshore space remained unchanged from the previous historic period.

#### H. Small-Scale Features

#### 1. Core Fortification Area

## a) Parade Space

## Flagpole

The flagpole was installed prior to 1814 and was located either on the 46th Regiment's Bastion or the Royal American Bastion. 98 It was approximately 50' high. No other information was found during the research regarding the characteristics of the feature.

### Cannons

Five cannon were installed prior to 1814, exact date unknown; they were removed in 1814.99 They consisted of a 12-pounder, a 6-pounder and three 4-pounders. No other information was found during the research regarding the characteristics of the features.

## b) Bastioned Fortification Space

#### (1) Terre Plein Subspaces

No information was found during the research regarding small-scale features for these spaces.

## (2) Bastion Subspaces

No information was found during the research regarding small-scale features for these spaces.

## 2. Outer Earthworks Area

## a) Ditch Space

## Palisade Fence

The palisade fence was installed prior to 1814, exact date unknown, and was located within the Ditch surrounding the Ravelin. It was triangular and approximately 100' long per side (see fig. 2.14, p. 142). It was made of wood. No other information was found during the research regarding the characteristics of the feature.

b) Covered Way Space

No information was found during the research regarding small-scale features in this space.

c) Glacis Space

No information was found during the research regarding small-scale features in this space.

#### 3. Perimeter Area

No information was found during the research regarding small-scale features for all spaces in this area.

### J. Archeological Sites

During the occupation of Oswego by the British following the battle of 1814, the British placed seventeen dead British enlisted men in a hollow on the battlefield approximately 60 rods east of the Core Fortification and covered them with earth. Thirteen dead American soldiers were placed in wooden coffins and interred on a knoll eighty rods southeast of the Core Fortification. <sup>100</sup> In 1835, the excavation of the Well associated with the first Fort Ontario was excavated and at a depth of approximately 10' gunpowder and one silver dollar were found. <sup>101</sup>

## **Summary**

During this period significant changes occurred to the third Fort Ontario. From 1796 to about 1804 American forces continuously garrisoned the fort. From about 1804 to the beginning of the War of 1812 New York militia troops garrisoned the fort and at the outbreak of the war a small detachment of militia was often present. In 1814 the British attacked the fort and forced its American defenders to retreat. Following their retreat the British burned what portions of the fort they could, leaving the structure in ruins. For the remainder of the historic period the Core Fortification lay untended and squatters established homesteads within the Reservation boundaries.

# Chapter 3 - Development of the Fourth Fort Ontario (1839-1903)

#### Introduction

The third Fort Ontario was begun as a result of renewed cross border tension between the United States and British controlled Canada. Occurring from 1839 to 1844, the construction activities included the building of a new Core Fortification, a rebuilding of the outer earthworks, and the construction of a number of outer buildings used to house personnel and supplies. Built of earth and timber, by the time the Civil War began the antiquated fort was no longer sufficient to withstand modern artillery. As such, a number of improvements to the fort were begun in 1863. These included the building of a vertical, stone Scarp wall, the addition of artillery and rifle casemates and a reshaping of the Parapet. Due to the increase in the size of the garrison during the war, additional outer buildings were also constructed. When the war ended in 1865, work on the improvements continued until 1872. From 1872 to 1903 the fort was continuously occupied except for a few periods during the 1880s and 1890s. By the 1890s, gaslights, electricity and city-supplied water had been introduced to the Reservation. However, with the restructuring of the armed forces at the end of the century, Fort Ontario once again became obsolete and was one of approximately 100 installations across the country to be decommissioned. In 1903, the Fort Ontario Military Reservation was once again abandoned by the United States military.

#### I. Historic Context

## A. Transportation and Commerce

Oswego saw a steady increase in its commercial activities in the first half of this historic period due to its continued strategic commercial location in relation to Canada, the Midwest and valuable regional resources. The Oswego and Erie Canal systems of New York continued to be major factors in the transportation of cargoes through Oswego, as did various branch canals built by private and public interests. In 1838, the formation of the Oneida Lake and River Steamboat Company led to the construction of locks along the Oneida River, running between Oneida Lake and the Oswego River. While a canal had been built in 1835 connecting Oneida Lake to the Erie Canal in Rome, New York, it was only through the efforts of local businessmen in Oswego that a continuous water route, navigable by packet boats or other small cargo carrying vessels, was completed between Rome and Oswego.\(^1\) After its completion, the Oneida River saw the number of packets traveling its waters climb to 3,000 during its peak years.\(^2\)

Boat building continued to be a major activity at the Oswego port with schooners, sloops, steamboats and canal boats being constructed, mainly on the west side of the river in the several dockyards that faced the lake. Lake steamers, which had won over large numbers of travelers from the lake schooners and other small sailing vessels, were another type of vessel being constructed in the port. While these greatly improved the journey along Lake Ontario, their expansive side wheel prevented them from passing through the Welland Canal in Canada, which led to the Upper Great Lakes region. Seeking to improve the situation, John Ericsson, a Swedish born inventor, developed a propulsion system that utilized a screw propeller mounted beneath a steamer, eliminating the need for the cumbersome side wheel. To promote his idea, Ericsson enlisted the help of a Captain John Van Cleeve of Oswego to sell his idea to investors and to assist him in the building of a prototype at the Oswego port.3 After successfully acquiring the necessary funds, Van Cleeve oversaw the construction of the Vandalia which was built on the west shores of the port in the shipyard of a Sylvester Doolittle. Launched in November of 1841, the Vandalia became the first screw propeller driven steamboat on the Great Lakes. In an effort to improve the performance of the propeller driven steamboat, whose initial speed was about six miles an hour and much slower than the contemporary sloops and side-wheel lake steamers of the day, additional prototypes were constructed at the port. These included the Chicago in 1842, the Oswego in 1843, the Racine in 1844 and the New York in 1845. By 1845, improvements to the propeller made its use so advantageous that the Oswego and Chicago Steam Propeller Line was established and began

carrying up to 75 passengers, six days a week, from Oswego to western ports such as Chicago and Detroit,6

While steamboats carried passenger traffic east and west, sailing vessels continued to be of great importance for the shipment of goods to and from the Oswego port. Improvements in their rigging and other equipment, and the greater amount of capital available to some ship builders, resulted in the construction of larger and faster sailing vessels. Two classes of vessels resulting from theses changes were the Brigantines and Barquentines. The Brigantines were two-masted vessels that ranged in carrying capacity from eighty to five hundred tons. Barquentines, very similar to the Brigantines, contained one or two additional masts outfitted with fore-and-aft sails for better maneuverability. These larger sailing vessels served as a harbinger for the Oswego port since their greater carrying capacity meant that they could now carry a greater supply of provision and bypass the smaller ports, at which they had previously needed to visit to renew their supplies. As a result, smaller ports like Oswego saw a gradual decline in the number of vessels entering its port. However, smaller sailing vessels such as schooners were still widely used on the Great Lakes and continued to transport large amounts of raw materials and manufactured goods to and from the small ports like Oswego.

Following the enlargement of the Welland Canal from 1841 to 1846, greater amounts of goods began to pass through the Oswego port as a result of the now cheaper passage of cargoes between Lake Ontario and the Upper Great Lakes.<sup>11</sup> Some of the products shipped westward through the Welland Canal included salt, manufactured goods, lime, gypsum, iron, teas, tobacco, cotton, and timber.<sup>12</sup> Products shipped eastward included cheese, butter, lard, wool, pork, lumber, staves and posts.<sup>13</sup> Many of these products made their way through the Oswego port. With the increased flow of goods and people westward, additional farmlands were opened in the Midwest and the flow of grains such as wheat, barley, oats and rye into Oswego increased at a rapid rate. The tonnage shipped through Oswego from western states such as Ohio, Indiana, Michigan, Illinois, lowa, Wisconsin and Minnesota increased from 20,047 in 1840 to 67,477 in 1846.<sup>14</sup> The large amount of grain entering Oswego created an increased demand for flourmills which were quickly constructed on both sides of Oswego River, utilizing the power generated by its fast flowing waters.<sup>15</sup> As additional businesses were established, Oswego grew in population. By 1845, the population of the village had increased approximately 50 percent over its 1840 population to 7,908.<sup>16</sup> By 1846, the Oswego port was the second busiest in the nation.<sup>17</sup>

Plank roads were introduced into Oswego County in the 1840s to compete directly with the canal packets for the lucrative transportation of passengers between Oswego and other Central and Eastern New York destinations. From 1847 to 1848, the Rome and Oswego Plank Road Company constructed a plank road connecting Rome to Oswego and ran a stage line along that road that passed through the towns of Scriba, New Haven, Mexico, Albion, and Williamstown.\(^{18}\) Demand for the service was so high that by the summer of the following year five stagecoaches left Oswego in a single morning with approximately eighty-five passengers.\(^{19}\) In December of 1848, the Oswego and Syracuse Plank Road Company was organized and constructed a plank road between Oswego and Syracuse. The Oswego, Hannibal and Sterling Plank Road Company was also formed that year and soon after constructed a road totaling eighteen and one-half miles between those towns. The addition of these plank roads to Oswego County not only provided overland connections with other commercial centers, but they also served to connect the small rural hamlets and villages of the county with larger commercial centers as well. As raw materials and goods located within the interior of the county became more accessible, it only furthered the growth of the Oswego village and the commercial activity at its port (see fig. 3.1, p. 149).\(^{20}\) In 1848, the charter for the City of Oswego was drawn up and the village became a city. Two years later the population of the city had climbed to 15,816, almost doubling the 1845 population.\(^{21}\)

In addition to the plank roads, railroads were also introduced into the county in the 1840s. In 1848, the Oswego and Syracuse Railroad became the first railway line to enter the newly formed City of Oswego. With its arrival, fierce competition began between the railway, canal packets and plank road companies for transporting passengers between Syracuse and Oswego. The cheaper, quicker and more comfortable accommodations provided by the railway quickly eroded the lucrative passenger segment of the canal business leaving the canal to focus mainly on the shipment of raw materials and manufactured goods. By 1850, the inability of the plank road companies to compete with the railway line for passenger service ended the era of the plank road companies. However, stagecoaches continued to provide service between Oswego and Pulaski, Auburn,

Site History Chapter 3

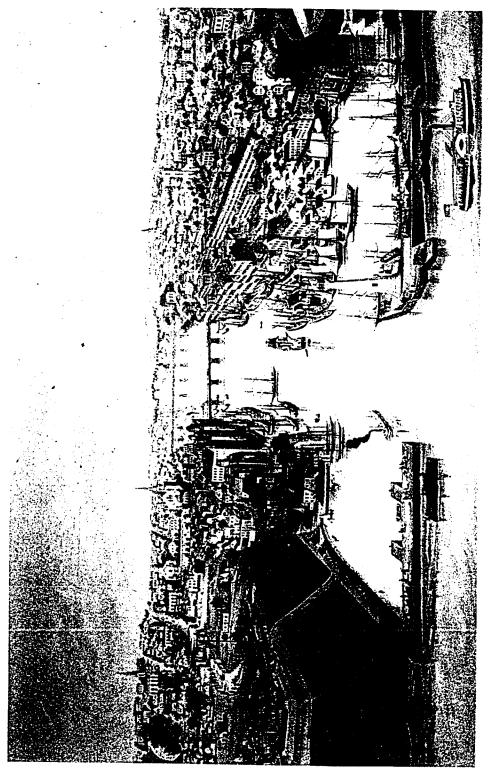


Fig. 3.1. "South View of Oswego" showing Oswego port, portion of Oswego, and portion of Fort Ontario Military Reservation, unknown artist, c. 1851. Reproduced from painting at Fort Ontario State Historic Site.

Richland Station, and Rochester.<sup>22</sup>

Grain shipments through Oswego continued to be strong into the 1850s. One grain of particular interest to Oswego was corn. Thomas Kingsford, who had perfected a method for producing cornstarch, needed a steady supply of waterpower to make his product. Because of the water power provided by the Oswego River and access to western corn markets, Kingsford built an enormous plant on the west side of the river which he named the Oswego Starch Company. By 1852, the factory had produced over three million pounds of cornstarch.<sup>23</sup>

Imports into the Oswego port increased dramatically following the Reciprocity Treaty of 9 September 1854. By this treaty, natural products from Canada were allowed free passage into the United States reducing the cost of these products and increasing a demand for them.<sup>24</sup> One such product was lumber. Following the passage of the treaty, wholesale lumber imports into the Oswego port from Canada and the western states consistently grew year after year and became one of the major products handled at the port.<sup>25</sup> However, while some imports increased after the passage of the treaty, some exports from the port also increased due to demand. One such export product was coal, which was used as a heating fuel and also to help power steam engines. Oswego's ideal location near the markets of Canada and portions of the northern United States led to the establishment of railroad lines from the Pennsylvania coal fields, solely devoted for the shipment of coal.<sup>26</sup> To accommodate the influx of coal, coal trestles were built on the western and eastern shores of the Oswego River.

As the economic importance of Oswego grew, it attracted manufacturers and bankers to the prospering city. In 1855 the prominent manufacturers at Oswego included three iron furnaces, two machine shops, four tin and sheet iron manufacturers, one cotton factory, one distillery, one artificial gas plant, three shipbuilding and two ship smithing yards, nine tailor shops, three planing mills, seven saw mills, one tannery, four cabinet making shops, and five harness, saddle and trunk shops.<sup>27</sup> Later, other businesses included a box factory, three knit factories, a brewery, seven cooperage shops and a steam engine and boiler manufacturer. By 1857, five banks (the Luther Wright's Bank, City Bank, Bank of Lake Ontario, Marine Bank and Ames, Howlett & Company) were established in Oswego.<sup>28</sup> In addition, ship and boat building at Oswego remained steady. In 1863, eight schooners, 239 canal boats and three steamboats were built at Oswego.<sup>29</sup>

Railway lines continued to be vitally important to the continued growth and competitiveness of Oswego during the 1860s and 1870s. In 1865, the Oswego and Rome Railroad was completed and connected Oswego with the Rome and Watertown line located at Richland Station.<sup>30</sup> In 1866, the New York and Oswego Midland Railroad was incorporated and began construction of a railroad line connecting Oswego with Jersey City, located across the Hudson River from Manhattan; the railroad was completed in 1872.<sup>31</sup> While improvements in the hull and engine design and the availability of coal allowed the steamboat to gain an advantage over sailing vessels on the Great Lakes, railways lines paralleling the shores of Lakes Ontario and Erie eventually eroded the ability of steam ship companies to attract passenger fares leaving the companies searching for a new source of revenue.<sup>32</sup> In the 1870s, the Syracuse Northern Railroad Company built a line connecting with an existing track a few miles north of Liverpool and ran along the east side of the Oswego River through Fulton to the City of Oswego where it connected with the New York, Ontario and Western Railroad.<sup>33</sup>

Following the end of the Civil War in 1865, a period of speculation swept over various parts of the United States and culminated in an economic crisis and depression in 1872 and 1873 that greatly impacted Oswego. Just prior to the depression, tolls along the entire Erie Canal had been reduced once and were again reduced in 1875. Since the tolls charged at the Welland Canal remained unchanged, shipping cargoes westward via the Oswego Canal and through the Welland Canal was now costlier as compared to shipping them along the Erie Canal and Oswego saw a great decline in the shipment of goods through its port. In addition, the main railroad line in New York State between the east coast and western frontiers was along the Erie Canal and bypassed Oswego. With the diversion of goods from the Oswego port to more western ports like Buffalo, many local Oswego industries were negatively impacted. Since boat building generally followed the business cycle, that industry gradually declined, as did the various industries associated with the processing and shipment of grain and timber. The downward trend of grain and timber industries was further exacerbated by the general shift

in the availability of those commodities westward and the processing of them at western ports. The impact of the railroads, lower tolls along the Erie Canal and the general shift of the availability of raw materials westward were part of a series of events occurring from the 1860s to the turn of the century that led to a gradual decline in commercial and manufacturing activities at, and importance of, the port and city of Oswego.

The decline in commerce and manufacturing at Oswego from the 1870s to 1900 was not necessarily allinclusive. Coal exports continued to be brisk and shipments increased well into the twentieth century. Barley and rye imports from Canada increased during this period and reached their peaks in the 1880s. Railway lines were still needed to transport the valuable fuel and grains and this remained a stable and integral part of port life in the later half of the nineteenth century. Manufacturers also continued to locate in Oswego taking advantage of the waterpower and access to raw materials provided by the ports' location. However, the commercial heyday of the port and city and their prominence had come to an end. And since the main shipment of goods along the Great Lakes now focused on large bulk material which the railroads could not efficiently transport, dependence gradually developed on large ships constructed of steel.<sup>36</sup> Not only did the end of the nineteenth century signify the beginning of large steel hulled lake vessels, but it spelled the end of individual ownership of lake vessels and the growth of shipping companies on the Great Lakes.<sup>37</sup>

The concern over the decline of Oswego's port commerce and inadequacies of the Welland Canal to accommodate the now even larger vessels increased the cry for an American canal that would bypass Niagara Falls, the Niagara River and the Welland Canal. While interest for such a canal had been present since 1710, the demand for a Niagara Ship Canal had steadily increased after the 1870s.<sup>38</sup> While the Secretary of War championed such a canal as a viable alternative for the improved transport of goods between the Hudson River and the Great Lakes, on 15 July 1897 Congress voted for the improvement of the Erie, Oswego and Champlain Canals.<sup>39</sup> In 1903, New York State voters approved the improvement of these canals, which collectively became known as the New York State Barge Canal.

### **B. Fort Ontario**

Construction of the third Fort Ontario began in the spring of 1839. Built upon the ruins of the second fort, the third fort was also designed as a five bastioned pentagonal defense (see fig 3.2, p. 152). However, it differed from the second fort in that its ramparts were thicker and higher and its Scarp slopes and parade walls were revetted with birch, maple and hemlock timbers.<sup>40</sup> While the Patriot's War which had led to the construction of the fort had officially ended with the signing of the Webster-Ashburton Treaty of 1842 between the United States and British-Canada, work on the fort continued and was essentially complete by 1845.<sup>41</sup> The fort included two officers' quarters, an enlisted men's barracks, a storehouse and a powder magazine, and was capable of housing approximately 120 men.<sup>42</sup> The outer earthworks, essentially a rebuilding of the second fort's earthworks, included a Ditch, Ravelin, Covered Way and Glacis. Beyond the Glacis, support buildings were constructed that included an ordnance shed, ordnance sergeant's quarters, carpenter shop, quartermaster's stable and a bake house. In addition, an area of land beyond the outer earthworks had also been reserved for a post garden.<sup>43</sup>

On 23 November 1838 Company A, 8th Infantry arrived at Oswego to re-establish the Reservation. 44 Since Reservation housing had not yet been established, these troops were housed in facilities located within the City of Oswego. The next group sent to Oswego was Company G, 8th Infantry who relieved Company A on 22 November 1839. Like their predecessors, they too were housed within the city. 45 Battery G, 4th Artillery arrived in Oswego on 30 October 1841 and relieved the Company G. Company G, 2nd Infantry in turn relieved them on 21 June 1842.

While work on the Reservation initially focused on the rebuilding of the outer earthworks, Ramparts, Powder Magazine and the Enlisted Men's Barracks, it was not until 7 December 1842 that the Enlisted Men's Barracks was finished and troops were finally housed within the fort (see fig. 3.3, p. 153, and fig. 3.4, p. 154). 46 During the following three years, the two officer's quarters and the storehouse were constructed, and by the end of 1845 the fort was essentially complete; including the construction of an ordnance shed, a quartermaster's stable, an ordnance sergeant's quarters and a bakery beyond the outer earthworks. Company G

Site History Chapter 3 1839-1903

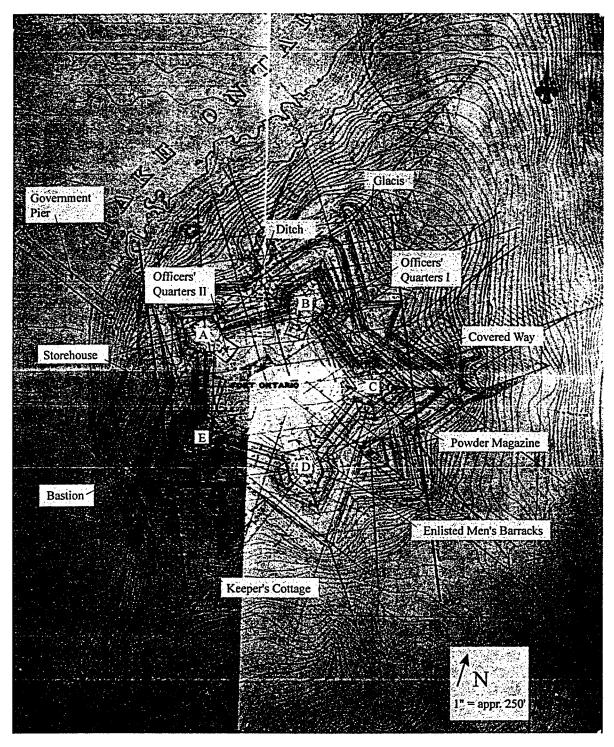


Fig. 3.2. Plan, "Map of the Western Point at the Mouth of the Oswego River, N.Y.," showing proposed third Fort Ontario plan overlaid on the ruins of the second Fort Ontario, Capt. A. Canfield, 1839. Reproduced from copy on file at Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

Site History Chapter 3 1839-1903

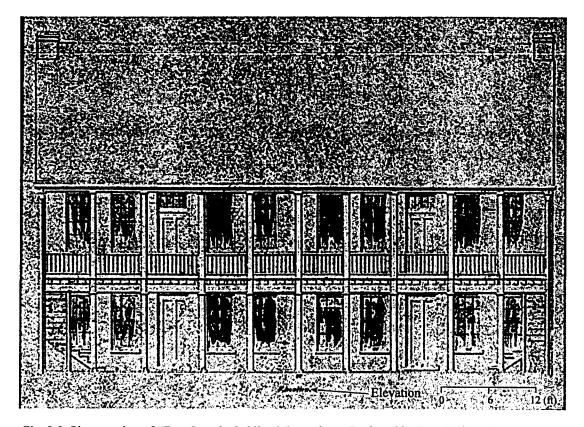


Fig. 3.3. Plan, portion of "Fort Ontario Soldiers' Barracks as Designed by Board of Engineers, Sept. 1839," showing front elevation of the Enlisted Men's Barracks, unknown author, 1839. Reproduced from copy on file at Fort Ontario State Historic Site. Original located in RG 77, National Archives, Washington, D.C.

remained at the Reservation until the outbreak of the Mexican War (1846-48) and once they had departed, the Reservation was abandoned except for a caretaker, Ordnance Sergeant Ezra Brown.<sup>47</sup> Ordnance sergeants, who were responsible for the care and maintenance of the arms and ordnance stores at the Reservations, maintained the military Reservations whenever they were abandoned. It was not until the arrival of Company F, 4th Infantry on 13 November 1848 that the Reservation was again garrisoned.<sup>48</sup> Prior to 1848, the keeper's house, constructed in 1821, had been converted into a small hospital. Company F remained at the fort until 15 June 1852 when Battery C, 4th Artillery arrived to relieve them. In 1853, three laundress' quarters were constructed south of the keeper's house. On 3 October 1854 Battery H, 4th Artillery relieved Battery C and remained at the Reservation until 3 October 1856.<sup>49</sup> From 20 December 1856 to 19 May 1857, Battery E, 2th Artillery garrisoned the Reservation.<sup>50</sup> Following their departure, the Reservation was again abandoned and came under the care of Ordnance Sergeant Wilby. Wilby cared for the Reservation until 1861 and was relieved by Ordnance Sergeant Augustus Armbrecht.<sup>51</sup>

With the beginning of the Civil War in 1861, New York Governor Edwin D. Morgan employed the Reservation as a regional assembly point for the induction of volunteer units into the Union Army.<sup>52</sup> On 21 December Company A, 7th Infantry arrived at the Reservation to assist in the process. The first volunteer unit to be inducted at the fort was Battery G, 1st New York Light Artillery. Following their induction they were sent to Elmira to formally enroll.<sup>53</sup> Since no major appropriations had been approved for the repair of the fort since 1846, the defenses were in poor condition.<sup>54</sup> Several sections of the Rampart revetments had deteriorated and were in serious danger of falling into the Ditch, and many of the vital artillery pieces necessary to defend the fort had been removed.<sup>55</sup> However, new recruits continued to be inducted into the Union Army at the Reserva-

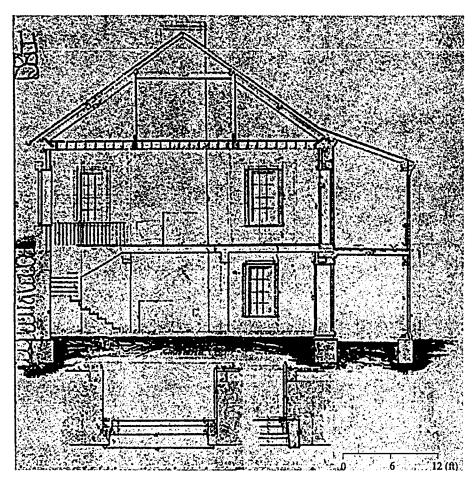


Fig 3.4. Plan, portion of "Fort Ontario Soldiers' Barracks as Designed by Board of Engineers, Sept. 1839," showing side section-elevation of the Enlisted Men's Barracks, unknown author, 1839. Reproduced from copy of original on file at Fort Ontario State Historic Site. Original located in RG 77, National Archives, Washington, D.C.

tion. In August of 1861 the 81st New York Infantry was inducted at the Reservation and trained there until January of 1862.<sup>56</sup>

In July of 1862, the 110<sup>th</sup> New York Local Infantry was initiated at the fort and by 15 August 1862, 1,225 volunteers had joined the unit. On 28 August 1862 the 110<sup>th</sup> departed Fort Ontario for Fort Patterson in Baltimore.<sup>57</sup> On 22 and 23 September 1862, the 147<sup>th</sup> New York Volunteer Infantry unit was assembled at Fort Ontario and departed on the 27<sup>th</sup> of that month. Shortly afterwards, the 21<sup>st</sup> Independent Battery of Light Artillery was assembled at the fort and departed for New York City in December of 1862.<sup>58</sup> By March of 1863, Company A, 7<sup>th</sup> Infantry had been withdrawn from the Reservation and was replaced by a detachment of Companies C and D, 2<sup>nd</sup> Battalion, 16<sup>th</sup> Infantry.<sup>59</sup>

As the war intensified, plans were created for the improvement of defenses at the fort. The plans called for the replacement of the wood Scarp revetment with a vertical, stone Scarp wall, the addition of ten rifle and artillery casemates, and the reshaping of the outer earthworks. The construction of two guardhouses within the parade area, flanking the east and west side of the Portal of Entry, and the replacement of the timber lining in the Portal of Entry with a stone lining was also planned (see fig. 3.5, p. 155). On 25 May 1863, Colonel S. H.

Site History Chapter 3 1839-1903

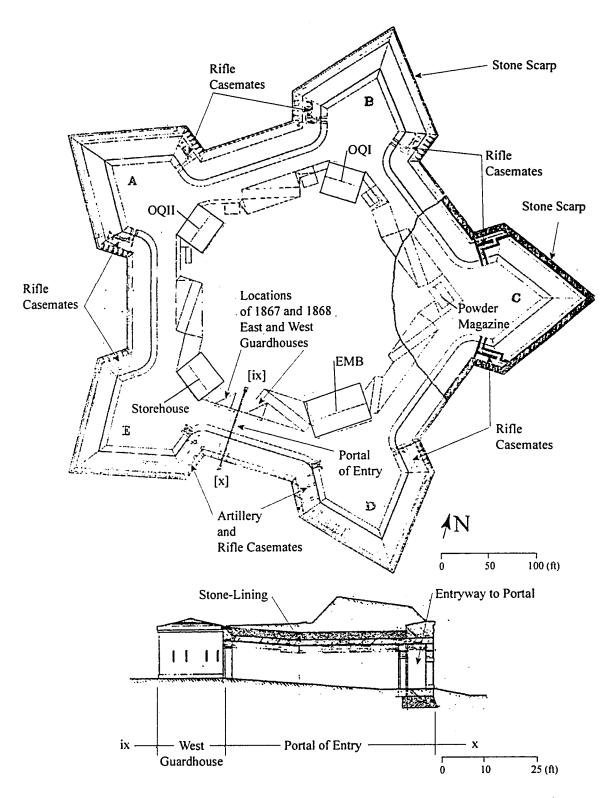


Fig 3.5. Plan, portion of "Plan of Fort Ontario: Made in Accordance with Hd. Qr. Circular of Mar. 5th 1868" and "Sections and Elevations Showing Details of Fort Ontario: Made in Accordance with Hd. Qr. Circular of Mar. 5th 1868," showing stone Scarpl, rifle and artillery casemates, guardhouse and Portal of Entry, William P. Judson, 1868. Reproduced from copy of original on file Fort Ontario State Historic Site. Original located in RG 77, National Archives, Washington, D.C. Annotated by R. Hetzler, SUNY ESF, 2002.

Long of the Corps of Engineers appointed John W. Judson lead engineer for the improvements. Work began shortly afterwards.<sup>60</sup>

While work began, induction activities continued at Fort Ontario throughout the winter of 1863-64. On 26 April 1864, Company H, 3<sup>rd</sup> Battalion, 16<sup>th</sup> Infantry relieved Companies C and D and assumed the duty of garrison at the Reservation.<sup>61</sup> From the spring to the summer of 1864, Fort Ontario housed a few escaped confederate prisoners, deserters and bounty-jumpers. During the summer of 1864, recruitment began for the 184<sup>th</sup> Regiment, New York Volunteer Infantry. On 9 April 1865, the Civil War came to an end and the recruiting and training activities at the Reservation were ended. On June 20 1865, Company H left Fort Ontario for a post at Sackett's Harbor and a detachment of the 16<sup>th</sup> Infantry occupied the fort from 20 June 1865 to 5 September 1865.<sup>62</sup> On 2 November 1865 Company E, 4<sup>th</sup> Infantry, garrisoned the Reservation.<sup>63</sup> While the improvements begun in 1863 had not been completed by 1865, work continued as border tensions between the United Stated and British-Canada re-surfaced when the Irish nationalist group the Fenians, based in the United States, sought to overthrow the British controlled Canadian government. In their attempt to do so, the Fenians launched a number of attacks from American soil.<sup>64</sup>

On 21 March 1867, Company D, 42<sup>nd</sup> Infantry, Veteran Reserve Corps replaced Company E, 4th Infantry. 65 On 7 May 1868 Company F, 42nd Infantry, Veteran Reserve Corps, under the command of Brevet Lieutenant Colonel Robert L. Kilpatrick, with First Lt. Michael J. Hogarty serving as Acting Assistant Quartermaster and Acting Commissary of Subsistence, replaced Company D. 66 One of four infantry regiments comprised of wounded Civil War veterans, Company F had 3 officers, an average of 55 enlisted men and 4 soldier's wives authorized as laundresses. 67 While not part of Company F, a hospital steward and matron and an ordnance sergeant were also stationed at the post. 68 Company F remained at the post until 13 April 1869. On 21 April 1869 Battery A, 1st Artillery arrived to garrison the Reservation. 69

With the Fenian threat extinguished by 1870 and the signing of the Treaty of Washington in 1871, Congress saw no need to allocate further funding for the defensive improvements at Fort Ontario. In 1872, money for the improvements ran out and the work was permanently abandoned. As a result, the stone Scarp revetment intended to replace the wooden revetments was only partially completed and only five of the ten proposed casemates had been constructed. However, the two guardhouses flanking the Portal of Entry had been finished and the timber lining of the Portal of Entry had been replaced with stone (see fig. 3.6, p. 157). In addition, a new post hospital and a combination bakery-storehouse-workshop-paint shop had been built south of the fort. On 1 November 1872 Battery A, 1st Artillery departed the post and from 1 November 1872 until 7 December 1872 Assistant Surgeon Samuel A. Storrow cared for the fort. On 7 December 1872 Battery F, 3rd Artillery arrived to garrison the fort. They remained until 12 November 1878 and were replaced by Battery I, 2nd Artillery who occupied the Reservation from 12 November 1878 to 24 February 1881.

In poor shape and too small to meet the needs of a modern army, in July of 1881 the Reservation was abandoned and was not again garrisoned until 1884.<sup>74</sup> On 10 April 1884 a detachment of Company H, 12<sup>th</sup> Infantry consisting of one sergeant and five privates arrived at the fort to exact repairs and improvements on the buildings. They were later joined by other troops from Company H and the entire group remained at the Reservation until 25 July 1887.<sup>75</sup> On 9 August 1887 Company C, 11<sup>th</sup> Infantry arrived and remained at the fort until 25 August 1890. On 6 September 1890 Company C, 6<sup>th</sup> Infantry arrived at the fort and remained there until 4 May 1892. On 3 May 1892 Company A, 9<sup>th</sup> Infantry arrived at Fort Ontario and relieved Company C. They garrisoned the fort until 3 October of that year.<sup>76</sup> Company G, 9th Infantry, in turn relieved them. Company G departed Fort Ontario on 20 November 1894 and no troops were immediately sent to garrison the fort.<sup>77</sup>

In 1896, while the Reservation was still abandoned, the City of Oswego held a centennial celebration on the Reservation grounds to celebrate the 100-year anniversary of the surrender of the second Fort Ontario by the British to the Americans. In 1897, a Major W. S. Stanton of the United States Army Engineers proposed demolishing the fort and replacing it with a concrete battery protected by a thick layer of earth, housing two eight-inch coastal guns. The defense would have been complemented by two additional batteries, one constructed near the corner of East Twelfth and Bridge Streets and one constructed near a corner of Montcalm and

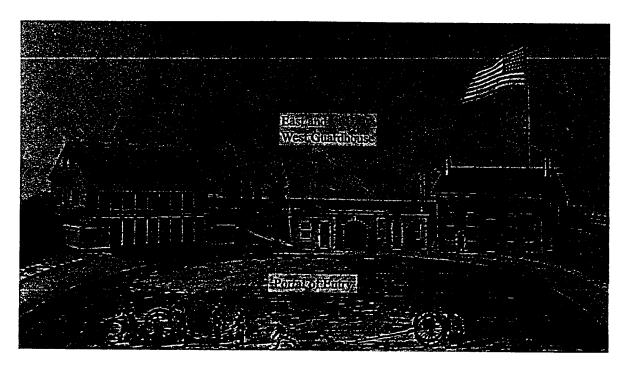


Fig. 3.6. "East and West Guardhouses" looking south over parade and showing East and West Guardhouses and Portal of Entry, Captain Robert L. Kilpatrick, 1869. Reproduced from copy on file Fort Ontario State Historic Site. Original painting located in Henry Ford Museum at Greenfield Village, Michigan. Annotated by R. Hetzler, SUNY ESF, 2002.

Lake Streets. Since the threat of war with Canada at the time was minimal, Stanton's plans were largely ignored.

With the onset of the Spanish-American War in 1898, Fort Ontario once again became a recruitment and training center and was garrisoned by Company C, 9th Infantry on 22 November 1898. On 10 December 1898 a treaty was signed between the United States and Spain ending the Spanish-American War and granting Cuba independence and cession of the Philippines, Guam and Puerto Rico to the United States. On 17 March 1899, Company C (see fig. 3.7, p. 158) departed for the Philippine Islands in response to the Moro Insurrection (1899-1902). Some members of this group also saw action in China during the Boxer Rebellion (1900). April of 1899, the War Department ended training activities at Fort Ontario and on 26 October 1899 Company I, 7th Infantry garrisoned the fort; they were eventually replaced by Company G, 15th Infantry sometime in 1900.

On 5 January 1901 Company G was reassigned and the Fort Ontario Reservation was deactivated.<sup>82</sup> Following the removal of the garrison, all the remaining supplies at the Reservation were transferred to the Madison Barracks in Sackets Harbor and Ordnance Sergeant James Faudry was assigned to maintain and guard the fort.<sup>83</sup> In 1903, Secretary of War Elihu Root determined that the Reservation would be converted to an open army post and training base and work soon began on the plans that would once again dramatically change its landscape.<sup>84</sup>

## II. SITE NARRATIVE

### A. Landscape Context

U.S. Government improvements to the Oswego harbor begun in the 1830s were ended in 1846 when Congres-

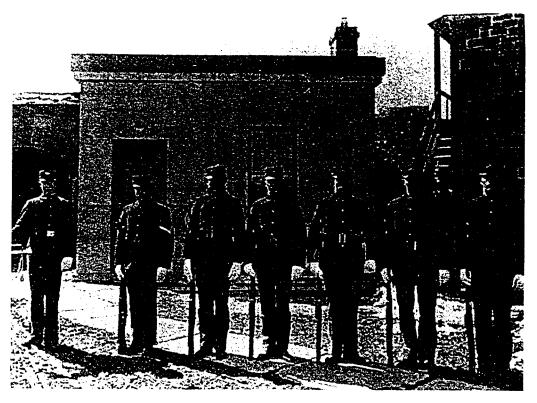
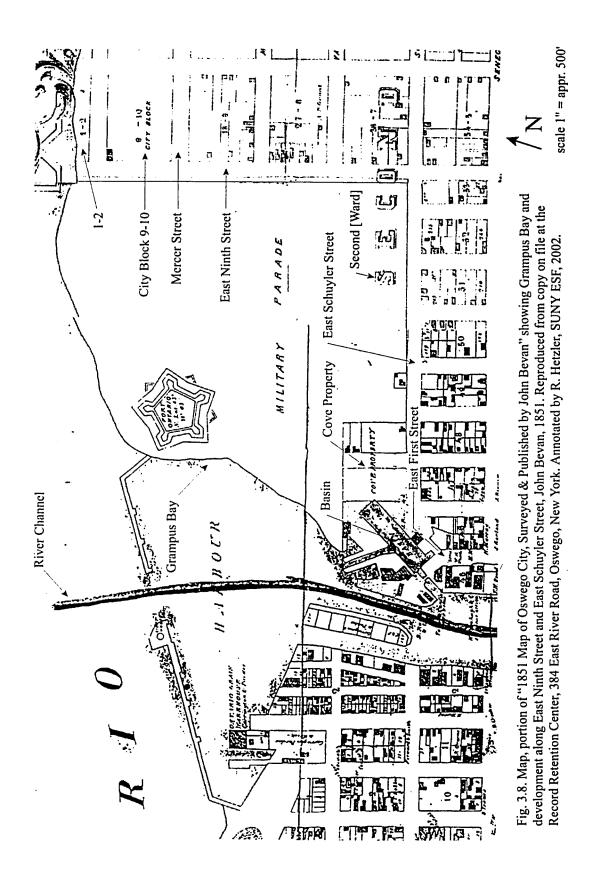


Fig. 3.7. Untitled photograph of members of Company C, 9th Infantry, looking southwest from Parade, 1899. Photograph courtesy of Fort Ontario State Historic Site.

sional policy suspended additional federal expenditures on harbor and river improvements throughout the country. Following the cessation of these funds, in 1846 and 1847 local Oswego businessmen took the initiative and raised capital for further repairs and improvements on the harbor. One such improvement from these funds was the dredging of the submerged gravel bar that extended across the mouth of the river. This increased the depth of the channel from seven-and-a-half feet to ten feet and allowed larger vessels with deeper drafts to enter the inner harbor. 66

As the harbor improvements continued, the increased commercial activity at Oswego was accompanied by the addition of new business and residential buildings within the city boundaries. In 1851, a map of the city was created showing the beginning of residential development along the east side of East Ninth Street and the south side of East Schuyler Street (see fig. 3.8, p. 159). Along East Ninth Street, north of East Schuyler Street and south of Mercer Street, there were approximately thirteen buildings fronting the street with approximately five undeveloped lots intermixed among the developed lots. North of Mercer Street were two tracts of land; one large, approximately 500 feet by 600 feet and referred to as "city block 9-10," and one smaller, approximately 100 feet by 600 feet and referred to as "1-2." Both were essentially undeveloped except for a single building at the northwest corner of "city block 9-10." Along East Schuyler Street, west of East Ninth Street and east of East First Street were approximately fourteen buildings fronting the street with approximately four undeveloped lots intermixed among the developed lots. The map also depicts three buildings within the Cove Property with a large portion of the property still undeveloped, and the creation of a boat yard north of the "Basin" located at the west end of East Schuyler Street.

In 1851, the State of New York granted to the city of Oswego the land under water in the area known as Grampus Bay, which was adjacent to the west boundary line of the Reservation (see fig. 3.11, p. 163).<sup>87</sup> In 1852, the city permanently leased the land to Gerrit Smith for the purpose of developing the shoreline around



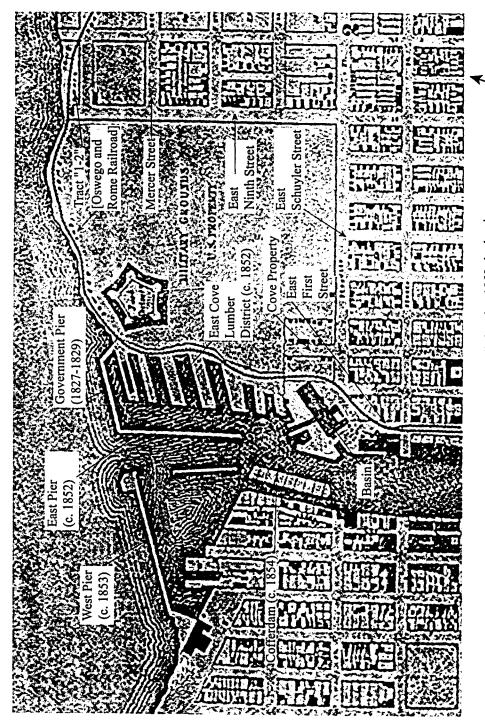
the outer harbor. Upon receiving the lease, Smith immediately rebuilt the Government Pier, which had been damaged in 1846 by a storm, and extended it 900 feet towards the Oswego River. The extension, known as the East Pier, was followed by the construction of six large wharves ranging from 40 feet to 100 feet wide with an aggregate length of 2,100 feet. The combination of wharves became known as "East Cove Lumber District." Also in 1852, the channel into the inner harbor was again deepened to allow even larger vessels, with a draft of twelve feet, access to the various warehouses and elevators which lined the inner harbor. To ameliorate the rough waters created in the channel leading to the inner harbor, a west side pier was constructed; it ran parallel to the west shore and was 530 feet long. To ameliorate leading to the west shore and was 530 feet long.

On 19 July 1854 a patent was issued to Cheney Ames and Orville Robinson for the commercial development of the submerged land along the northern lakefront of the Reservation. A condition of the patent required that the area be developed within ten years of its issuance. No attempt was made to comply with the condition and after ten years the patent was revoked. Also in 1854, attempts were made to build a cofferdam on the west side of the outer harbor in order to increase wharf space. Work continued on the dam into 1855 but was ended that year before its completion. On 14 April 1858, the agreement signed by the city and Gerrit Smith in 1852 allowing for the construction of wharves, docks and slips along the eastern shores of the outer harbor was modified, and allowed for the construction of buildings on the wharves with certain restrictions to their height, character and of material. In 1864, the Oswego and Rome Railroad acquired a right-of-way along and within the northern and western boundaries of the Reservation for the construction of tracks providing access to the wharves along the east side of the outer harbor.

In 1867, the New Topographical Atlas of Oswego County was published and contained within it a map showing the continued development along the east side of East Ninth Street and the south side of East Schuyler Street (see fig. 3.9, p. 161). Along East Ninth Street, north of East Schuyler Street and south of Mercer Street, there were approximately twenty-one buildings fronting the street with only three undeveloped lots intermixed among the developed lots. North of Mercer Street, the only new developments were the Oswego and Rome Railroad line extending across the tract "1-2" and a building located west of that tract and within the East Ninth Street right-of-way. Along East Schuyler Street, west of East Ninth Street and east of East First Street, there were approximately twenty buildings fronting the street with only one or two undeveloped lots intermixed among the developed lots. The Cove Property had been further developed, with seventeen buildings on the property. The "Basin" was still present and had a number of new buildings constructed along its southeast edge.

Work continued on improving the harbor facilities in the latter part of the 1860s and into the 1870s. In 1867, work resumed on the west side cofferdam and in 1869 the west pier was extended 450 feet northward. In 1870, Major Nicholas Bowen, resident engineer of the United States Army Corps of Engineers, sought to expand the harbor wharf space by adding a breakwater 1,100 feet in front of the existing west pier. The new breakwater started about a mile west of the mouth of the river and extended 900 feet into the lake. It then ran parallel to the west pier for a distance of 4,600' (see fig. 3.10, p. 162). It took twelve years to complete the work, but once finished it enclosed approximately 100 acres. In 1872, the New York and Oswego Midland Railroad built a coal trestle along the east cove basin and laid tracks over a large part of East Schuyler Street.

By 1880, the Rome, Watertown and Ogdensburg Railroad had acquired the Oswego and Rome Railroad and the New York, Ontario and Western Railroad had acquired the lines along East Schuyler Street from the New York and Oswego Midland Railroad. Along East Ninth Street, north of East Schuyler Street and south of Mercer Street, the distribution of developed and undeveloped lots generally remained the same and the tracts of land north of Mercer Street were now both used by the Rome, Watertown and Ogdensburg Railroad with a roundhouse located west of tract "1-2" (see fig. 3.11, p. 163). Along East Schuyler Street, west of East Ninth Street and east of East First Street, all the lots had been basically developed and a county jail was located at the northwest corner of East Second and East Schuyler Streets. The Cove Property (denoted as "COVE"). Along the base of the bluff at the western edge of the Reservation were eleven small buildings used as offices and possibly for storage, and a U.S. Life Boat Station had been constructed near the northwest corner of the Reservation at the foot of the Rome, Watertown and Ogdensburg Railroad wharf.



ments, and continued development along East Ninth and East Schuyler Streets, unknown author, 1867. Fig. 3.9. Map, portion of "Built Portion of The City of Oswego Map" showing 1850s harbor improve-Reproduced from New Topographical Ailas of Oswego County, New York (Philadelphia: C.K. Stone Publisher, 1867). Annotated by R. Hetzler, SUNY ESF, 2002.

scale 1" = 400

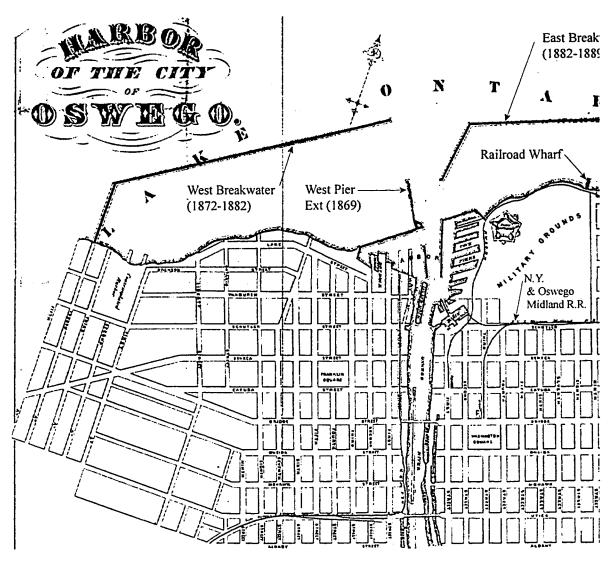


Fig. 3.10. Map, portion of "Map of the City of Oswego, New York" showing the development of the outer harbor of Oswego and nearby railway lines, unknown author, 1880. Reproduced from *Insurance Maps of Oswego New York* (New York: Sanborn Map Company, 1880), 6-7. Annotated by R. Hetzler, SUNY ESF, 2002.

N scale 1" = appr. 1,200'

With the completion of the western breakwater in 1882, work was begun on an eastern breakwater (fig. 3.10). The plan for this structure called for it to follow a similar line as its western counterpart, leaving an opening of 352 feet between the ends of the two breakwaters. By 1888, lake commerce had declined to such an extent that the engineer in charge of the eastern breakwater suggested that the project be abandoned.<sup>100</sup> The entire work was abandoned in 1889 and sections that had been completed were removed.<sup>101</sup> No further information was found during the research regarding changes to the immediate surroundings of the Reservation from 1889 to 1903.

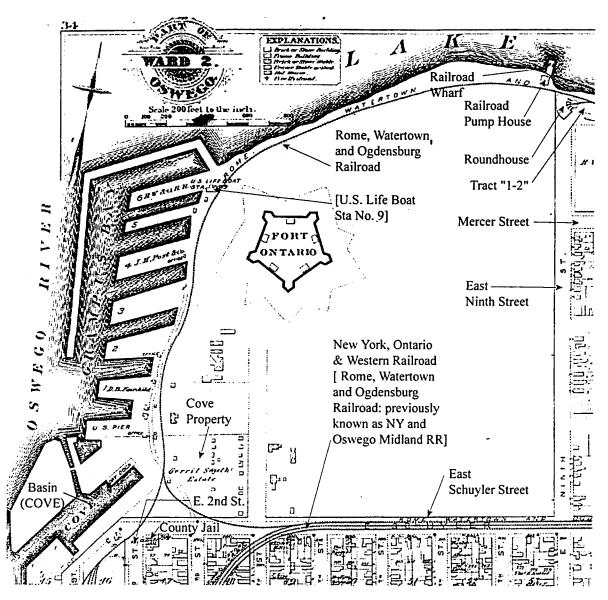


Fig. 3.11. Map, portion of "Part of Ward 2, Oswego" showing the development of the outer harbor of Oswego and the development along East Ninth Street, East, unknown author, 1880. Reproduced from *Insurance Maps of Oswego New York* (New York: Sanborn Map Company, 1880), 34-35. Annotated by R. Hetzler, SUNY ESF, 2002.

N scale 1" = appr. 500'

## **B. Site Development**

#### 1. Core Fortification Area

Since no housing accommodations were available on the old Fort Ontario Military Reservation, troops sent to Oswego in 1838 were housed in rented facilities within the village. Due to the high cost of the housing, \$700 a year, and the insistence of the local citizenry that a permanent military presence be established at Oswego, Congress agreed that a new fort should be constructed on the Reservation. On 25 April 1839 the State of New York ceded to the United States the approximately seventy-six acres comprising the Reservation. That same year, an appropriation of \$26,110.72 was made to begin construction of the third Fort

Ontario. Built upon the ruins of the second Fort Ontario, the third fort was designed as a five Bastioned pentagonal fortification with Ramparts somewhat broader than its predecessor. On 8 August 1839 Lieutenant Danville Leadbetter was given instructions to oversee the construction of the new fort and work soon began.<sup>105</sup>

Work initially focused on the rebuilding of the outer earthworks, the Ramparts, and on the construction of storage tanks used in treating timbers with a liquid preservative. Since the Ramparts were constructed of earth, the steep slopes of the Parapets, Breastheights and Scarp needed protection from the erosive effects of wind and rain. Thus, they were sheathed with a protective timber revetment. However, since the timbers were in direct contact with the soil, decay was a primary concern. To prevent, or at least slow the decay process, a preservative solution was developed in which the timbers were soaked prior to their being installed. Known as kyanization, this process of preserving timbers was at the time believed to be a viable solution for preventing the rapid decay of wood used the construction of structure exposed to the elements. However, it was later realized that kyanization was only effective on porous softwoods and not so on hardwoods such as hemlock, beech and maple used in the construction of the revetments.

In addition to the work on the Ramparts, plans were created for the construction of the various buildings and structures for the interior of the fort. In September of 1839 Lieutenant Montgomery C. Meigs drew up plans for an Enlisted Men's Barracks (EMB), which would be located in the Gorge of Bastion D and designed to accommodate two companies of infantry or artillery. <sup>108</sup> However, construction on the building was delayed and did not begin for two years. <sup>109</sup> As was the case throughout the development of the Reservation, work stoppages were common due to the dependence on Congress for the approval of the necessary funds. However, work continued on the construction of the Ramparts. On 22 July 1840 Congress granted an appropriation of \$20,000 for the revetment of the lower half of the Scarp, which was completed by 30 September 1840. <sup>110</sup> By 30 September 1841 reports were made stating that the Ramparts were ready for armament and that construction of a set of officers quarters could begin. <sup>111</sup>

In the fall of 1841 the foundations for the EMB and an officers' quarters, the latter known as Officer's Quarter's I (OQI), were being constructed. 112 The officers' quarters was located in the Gorge of Bastion B and was designed to accommodate two officers and their families (see fig. 3.12, p. 165). By 6 December 1841 Lt. Leadbetter reported that the foundation for the EMB was complete and that the work on the EMB and OQI would be suspended until spring. 113 In April of 1842 work resumed on the EMB and continued into the summer. On 25 July 1842 the failure of Congress to appropriate additional funds brought the construction activities at the Reservation to an end. 114 In September of 1842 additional appropriation monies were announced; but, since they would not be immediately available Leadbetter used \$1,000 from the Quartermaster Department to complete the barracks by winter. 115 By November of 1842 the EMB was essentially finished and on 1 January 1843 the first troops, a company of the 2nd Infantry moved into the barracks. 116 Since construction of the EMB, Powder Magazine and the mounts for the artillery received priority over OQI, work on OQI had not progressed as quickly as it had on the EMB and the building was still incomplete. 117

Work continued on the Reservation into 1844 and 1845. By June of 1844 excavation began for the foundation for OQII and by late November was almost complete. In addition work was almost complete on the construction of the two, combination woodshed and privies on either side of the quarters. Like OQI, timber Revetments were constructed on both sides of OQII with timber-lined root cellars built into the Ramparts. These were accessed through a door placed within the Revetments (see fig. 3.13, p. 166). By the end of 1844, work on the Storehouse had also been completed and on 7 January 1845 part of a \$600 allocation of funds was used for the completion of OQII.

On 20 June 1845 Lt. J.H. Trapier succeeded Lt. Leadbetter as engineer overseeing construction activities at the Reservation. Sometime that year, Trapier requested monies for the sinking of four wells within the fort and the creation of a tunnel from the bottom of a well already located within the fort to the lake; a distance of approximately 540 feet. This was requested in order to remedy the persistent problem of obtaining fresh water within the fort. On 27 May 1846 notice was received of an \$8,000 appropriation for the

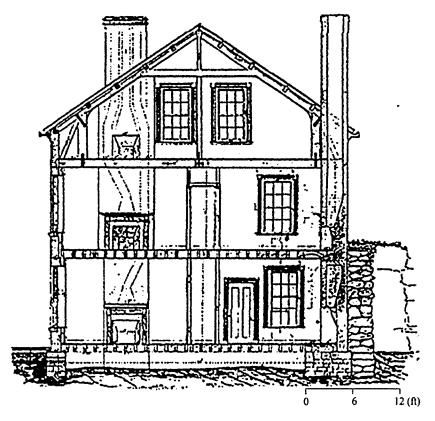


Fig. 3.12. Plan, portion of "Officers' Quarters" showing section-elevation of Officers' Quarters I, Montgomery C. Meigs, 1839. Reproduced from copy on file at Fort Ontario State Historic Site. Original located in RG 77, Dr. 4, Sh. 3, National Archives, Washington, D.C. Annotated by R. Hetzler, SUNY ESF, 2002.

digging of the wells and tunnel Trapier had suggested in 1845.<sup>122</sup> The four wells and one tunnel were dug later that year along with an additional well being dug in the ditch near the entrance to the Portal of Entry.<sup>123</sup> In 1848, Lt. Montgomery C. Meigs, Trapier's successor, devised a plan to alleviate water seepage into, and moisture build-up within, OQI and OQII by ordering that five feet of earth be excavated from the rear wall of both buildings; this was done in 1849.<sup>124</sup>

From 1849 to 1861 no new construction appears to have occurred within the Core Fortification area. It was not until the Civil War (1861-1865) began that any serious consideration was given regarding the construction of new buildings on, or enhancing the defenses of, the Reservation. In 1861 a barracks was constructed on the Parade to accommodate the growing number of troops at the Reservation. In 1863, construction activities began in earnest when the fear of a cross-border conflict with British-Canada led to a strengthening of defense at Fort Ontario. At that time, plans were developed for the replacement of the sloped, timber Scarp with a vertical masonry Scarp and the addition of two artillery Casemates and eight rifle Galleries. On 25 May 1863 Colonel S. H. Long, Corps of Engineers placed John W. Judson, Civil Engineer, in charge of the improvements. 127

Beginning at the Portal of Entry and working outwards in both directions, the foundation of the Scarp wall was laid and by the end of 1864 the wall was completed to essentially half its height. By 1866, the height of the Scarp wall had reached an average of twelve feet and the right flank Casemates and adjoining Galler-

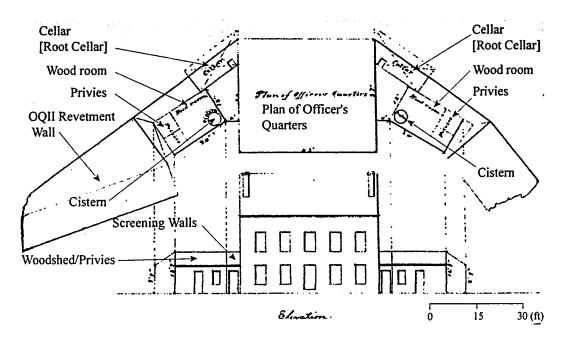


Fig. 3.13. Plan, "Plan of Officers' Quarters I" showing plan and elevation of OQII, Woodshed/ Privies, Revetments and root cellars, Lt. Leadbetter, 1843. Reproduced from copy on file at Fort Ontario State Historic Site. Original located in in RG 77, National Archives, Washington, D.C. Annotated by R. Hetzler, SUNY ESF, 2002.

ies of Bastion D were complete.<sup>129</sup> From 1867 to 1868 the two guardhouses were constructed on either side of the interior entrance of the Portal of Entry, and by the later date a large portion of the Scarp wall was within two-and-a-half feet of being completed. In 1872, Congress decided that the fort was no longer of military significance and ended funding for the completion of the works. As the money ran out, the Gallery in the right flank of Bastion E was completed, but work still remained on the Casemate in Bastion A.<sup>130</sup> Since work on the Scarp, Casemates and Galleries, and alterations to the parapet, were begun at the Portal of Entry, those portions of the works furthest from the Portal of Entry had generally not been completed or even begun.<sup>131</sup> In all, less than half of the perimeter of the fortification had been completely sheathed with the vertical stone Scarp and only five of the ten proposed Casemates were complete.<sup>132</sup> However, the timber lining of the Portal of Entry was completely being replaced with stone.<sup>133</sup> With resources limited, activities at the fort for the remainder of the decade focused mainly on the maintenance of the Reservation.<sup>134</sup> However, in 1877, a grillage gate of oak timber was added to the entry of the Portal of Entry.<sup>135</sup>

In May of 1880, wooden penthouses were constructed over the entrances to the artillery Casemates and rifle Galleries on Bastions D and Bastion E; the rifle Gallery in Bastion A was covered with planking. <sup>136</sup> In 1884, a 2-story stone staircase tower was added to the east elevation of OQI, providing an additional entrance to the quarters and eliminating the need for the officers' families to share the central hallway (see fig. 3.26, p. 191). <sup>137</sup> Also in 1884, Bastion E, which had remained open since construction, was filled in and a semi-circular space was created behind the Storehouse. In 1889, it was reported that the timber revetment and platforms, except those near the officers quarters and magazine which had been replaced c. 1886, had decayed and again needed replacement. <sup>138</sup> In 1889, an area behind the EMB was excavated to eliminate water seepage into the building. <sup>139</sup> Similar to the spaces the behind OQI and OQII, the space created was covered by a wooden roof with skylights, and entered through two doors cut in the south was of the barracks building. The area was then used to store wood, ice and coal. <sup>140</sup> In 1890, it was reported that the revetments along the breast height and exterior slopes of Bastion A and B had decayed. It was determined that those along the Breastheights could be replaced with soded slopes, but that those along the exterior slopes could not since they could not accommodate sod unless a large amount of earth was brought in. <sup>141</sup> Around 1890,

gas lights on posts were placed at the edges of the Parade. 142 From 1894 to 1903 few changes appear to have occurred within the Core Fortification area.

#### 2. Outer Earthworks Area

Since the fourth Fort Ontario was constructed over the ruins of the third fort, the work on the outer earthworks consisted of the reconstruction and reshaping of those outer earthworks associated with the second fort. This work also began in 1839 and like the Ramparts, the steep earthen slopes of the Counterscarp and Parapets were sheathed with a revetment of Kyanized timbers. By 30 September 1841 it was decided to complete the embankment and revetment of the Counterscarp on three fronts. Later that year, a \$6,000 appropriation was acquired to revet the remaining two fronts of the Counterscarp. The fall of 1843 significant progress had been made towards the completion of the exterior. Around 30 September 1843 the outer earthworks were nearly complete.

#### 3. Perimeter Area

In the original plans for the Reservation made in 1839, plans were made for the construction of new buildings to the south of the outer earthworks and other improvements. In late 1841 a \$6,000 appropriation was acquired to revet the remaining two fronts of the Counterscarp and to build a "seawall" along the lakeshore. Work on the "seawall," began that year and was complete by the end of 1843. In March of 1845 an appropriation of \$7,500 was announced for the extension of the "seawall." By the end of 1845, a number of buildings had been constructed south of the fort beyond the outer earthworks. These included an Ordnance Shed/Gun House, Ordnance Sergeants Quarters, Carpenter Shed, Quartermaster Stable/Barn and a Bake House. The Keeper's Cottage, constructed in 1821, had been converted into the Post Hospital.

By 1851, an entrance road had been constructed which extended from a point along East Schuyler Street to the Portal of Entry. Around 1853, three laundress' quarters were constructed near the bluff, south of the Post Hospital (see fig. 3.14, p. 168). From 1849 to 1857 the Reservation was continuously garrisoned but no new construction activity appears to have occurred. As work began on improving the defenses of the fort in 1863, a quarry was created on the Reservation east of the fort for the construction of the vertical Scarp was mined. At the same time, work (1863) was begun on the Casemates and Galleries, and the new buildings south of the fort. [5]

On 18 March 1864 an agreement was signed between the United States of America and the Oswego and Rome Railroad Company allowing the company to construct railroad tracks (single or double) within and along the northern and western boundaries of the Reservation.<sup>152</sup> In 1872, Congress decided that the fort was no longer of military significance and ended funding for the completion of the works. However, in addition to the timber lining of the Portal of Entry being replaced with masonry, numerous buildings had been constructed outside the fort beyond the outer earthworks.<sup>153</sup> These included a Quartermaster Storehouse, Engineer Mortar Mill, Engineer Stables and a New Post Hospital (see fig. 3.14, p. 168). With resources limited, activities at the fort for the remainder of the decade focused mainly on the maintenance of the Reservation.<sup>154</sup>

Around 1885, the New York, Ontario and Western Railroad installed tracks across a portion of the southern half of the Reservation. To make way for the tracks the Ordnance Shed, Quartermaster's Stable and the northern wing of the 1868 Post Hospital were removed. From 1885 to 1889 a number a buildings were constructed on the Reservation. These included coal sheds, a Hospital Steward Quarters and a New Quartermaster's Stables. By 1894 the bluff north of the most southern laundress quarters had been cut back approximately 35 feet forcing the removal of the two northern most laundress' quarters. From 1894 to 1903 few changes appear to have occurred on the Reservation.

#### C. Site Boundaries

On 15 August 1839, the State of New York ceded under patent to the Government of the United States the

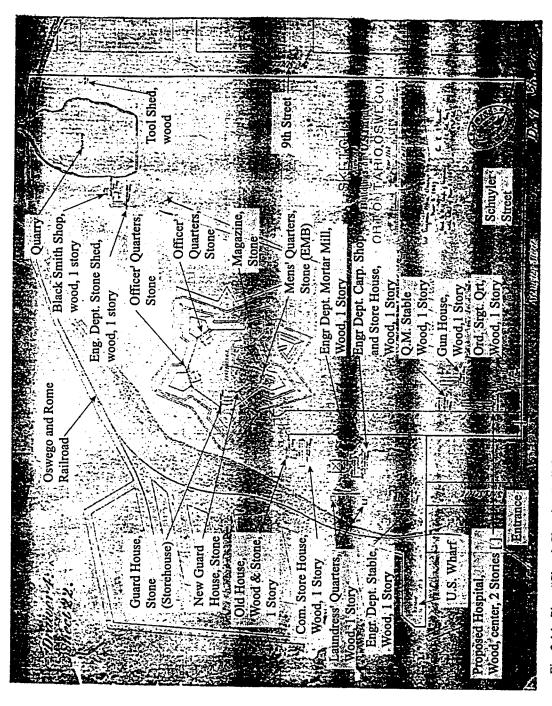


Fig. 3.14. Plan, "Sketch Showing Buildings on U.S. Land at Fort Ontario, Oswego, N.Y." showing buildings, railroad and quarry, Lt. Col. C. E. Blunt, 1867. Reproduced from copy on file at Fort Ontario State Historic Site. Original located in RG 77, Dr. 4, Sh. 22 National Archives, Washington, D.C. Annotated by R. Hetzler, SUNY ESF, 2002.

Z

scale 1" = appr. 100'

tract of land known as the Fort Ontario Military Reservation located in the Village of Oswego. Prior to the patent, the land was surveyed by John McNair, an authorized surveyor of the Village of Oswego (fig. 3.15). Contained within the boundaries of the Reservation were 75.91 acres of land, including six acres ceded to the United States Treasury Department for the purpose of constructing a lighthouse and keeper's cottage in 1821.

The northern boundary line of the Reservation ran along the shoreline of Lake Ontario between the government pier located at the northwest corner of the Reservation and a point created by the intersection of a line continuing northward from the eastern edge of East Ninth Street and the low water mark along the shoreline of Lake Ontario. The eastern boundary line ran along the western edge of East Ninth Street to the northern edge of East Schuyler Street. The southern boundary line ran along the northern edge of East Schuyler Street, to the "Cove Property" where it followed the eastern and northern limits before continuing on to the southwest

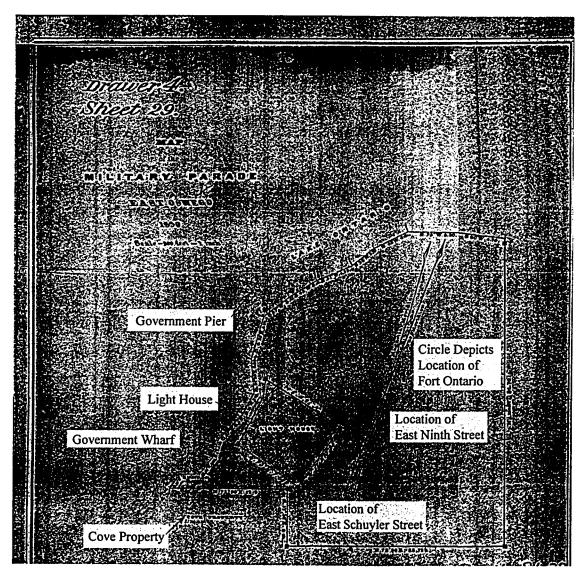


Fig. 3.15. Plan, "Map of the Military Parade, East Oswego" showing boundaries of Fort Ontario Military Reservation, John McNair, 1839. Reproduced from copy on file at Fort Ontario State Historic Site. Original located in RG 77, Dr. 4, Sh. 29 National Archives, Washington, D.C. Altered and annotated by R. Hetzler, SUNY ESF, 2002.



corner of the city pier located on the outer harbor. The western boundary line began at the southwest corner of the city pier, ran northward along the western and northern edges of a city pier, and continued northward along the shoreline of Lake Ontario to the government pier located at the northwest corner of the Reservation. <sup>158</sup>

On 5 December 1841 Lieutenant Thomas Williams requested that the six acres of land contained within the Reservation and held by the Treasury Department be transferred to the War Department.<sup>159</sup> It appears that the transfer was completed prior to 1848 when there is the first mention of the Light House Keeper's Cottage being used as the Reservation hospital.<sup>160</sup>

On 15 August 1852 the land adjacent to the western boundary of the Reservation, but under water, was granted by New York State to the City of Oswego for the construction of wharves, docks and slips for the purpose of commerce and navigation. While the construction of the wharves and docks obliterated the shoreline along the western boundary of the Reservation, the survey lines drawn in 1839 identifying the western boundary remained in effect.<sup>161</sup>

On 14 April 1858 an addendum to the 1852 agreement allowed for the use of the now U.S. wharf (city pier) at the southwest corner of the Reservation by the City of Oswego for use as a public convenience as long as the wharf was kept in good repair.<sup>162</sup> It was also required that the United States would maintain the right to use the wharf at any time for military purposes. Even though the city was granted its use, the wharf remained within and part of the Reservation.

In 1864, an easement was given to the Rome and Oswego Railroad for the location of tracks along and within the northern and western boundaries of the Reservation. In the early 1880s an easement was given to the New York, Ontario and Western Railroad for the location of tracks through the southern portion of the Reservation. These tracks entered along the eastern boundary of the Reservation and exited near the northeast corner of the Cove Property. The boundaries of and land ownership within the Reservation were unchanged for the remainder of the period.

#### III. Landscape Characteristics

#### A. Natural Systems and Features

The natural systems and features of the Reservation were slightly changed during the first twenty-five years of this historic period. Natural succession of growth that had occurred throughout the Reservation during the latter part of the second historic period was removed during the construction of the third Fort Ontario and the grade of certain parts of the bluff was lessened during the 1842-45 constructions of seawalls along portions of the north and northwest boundaries of the Reservation. While it is possible that the headwaters for the watercourse associated with the ravine were affected by the continued development of the Village of Oswego to the south and east of the Reservation, no information was found during the research regarding any changes to the watercourse.

With the onset of new fort-related construction activities in 1863, and the granting of an easement for the laying of railroad tracks along the northern and western boundaries of the Reservation, dramatic alterations to the landscape of the Reservation occurred. For the building of the vertical stone Scarp around the fort, a quarry was begun east of the fort near the outlet of the ravine. While the depth of the quarry was not found during the research, it ultimately reached approximately 250' x 350'. In 1864, in order to create a railroad bed for the proposed tracks along Reservation boundaries, the majority of the bluff all along the northern and western boundaries of the Reservation was cut back, from as little as 30' near the northeast corner of the Reservation to as much as 70' near the southwest corner.<sup>164</sup>

By the mid 1880s a second railroad easement had been granted, allowing for the laying of tracks through the southern portion of the Reservation. While no information was found during the research regarding the size of the bed, the tracks were in use by c. 1885 and their presence affected the natural flow of runoff northwards, resulting in a small body of standing water between the tracks and East Schuyler Street. While it is uncertain

the impact this had on the ravine located to the east of the fort, the watercourse associated with the ravine was recorded on Reservation maps dated as late as 1894. Sometime between 1885 and 1894 the bluff was once again cutback along the western boundary of the Reservation presumably to create additional space east of the wharves. The cutback extended over a distance of 100' north of laundress quarters #3 and cut into the bluff approximately 50'. 165

#### **B.** Spatial Organization

The Reservation is divided into three major spatial areas to provide a comprehensive survey of all Reservation features in this historic period. The three major spatial areas are the Core Fortification area, the outer earthworks area and the perimeter area (see fig. 3.16, p. 172). The Core Fortification area consists of the space contained within the outer surface of the Scarp walls; the outer earthworks area consists of the space between the outer surface of the Scarp walls and the most distant edges of the Glacis from the Core Fortification which contains the Ditch, Covered Way and Glacis; and the perimeter area consists of the space between the most distant edges of the Glacis from the Core Fortification and the Reservation boundaries.

#### 1. Core Fortification Area

The Core Fortification area is divided into two spaces to provide a comprehensive survey of all Reservation features in this historic period. The two spaces are the Parade space and the Bastioned Fortification space (see fig. 3.17, p. 173).

### a) Parade Space

The Parade space was created c. 1839-1844 and was located within the center of the Core Fortification area. It was generally circular, had a radius of approximately 160', a circumference of approximately 1,000' and contained an area of approximately 1.8 acres. The ground plane consisted of areas of crushed stone, stone, red brick and turf containing annual and perennial grasses and low growing herbaceous vegetation. The Parade Wall created a defined edge for the space; the Parade Wall was approximately 15'. The overhead plane was unobstructed.

### b) Bastioned Fortification Space

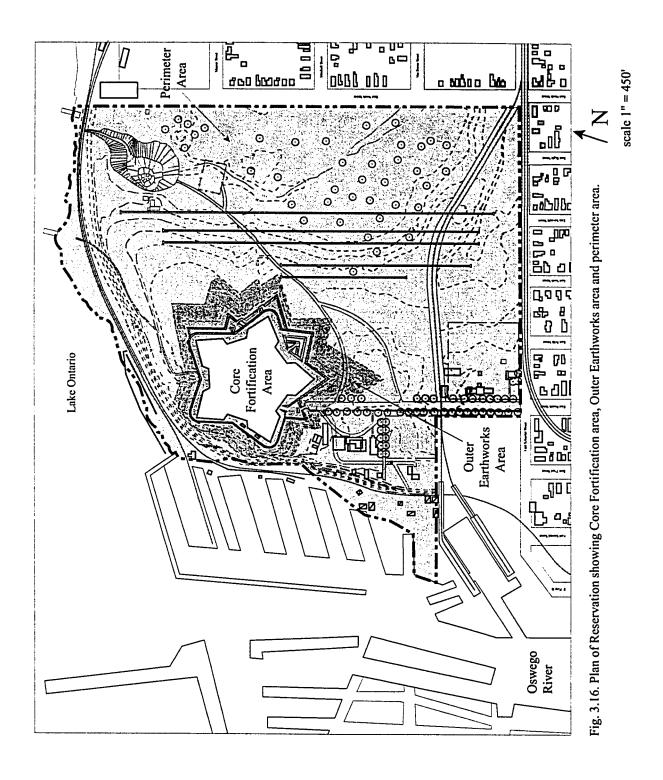
The Bastioned Fortification space is divided into two spaces to provide a comprehensive survey of all Reservation features in this historic period. The two spaces are the Terre Plein spaces and Bastion subspaces (see fig. 3.17, p. 173).

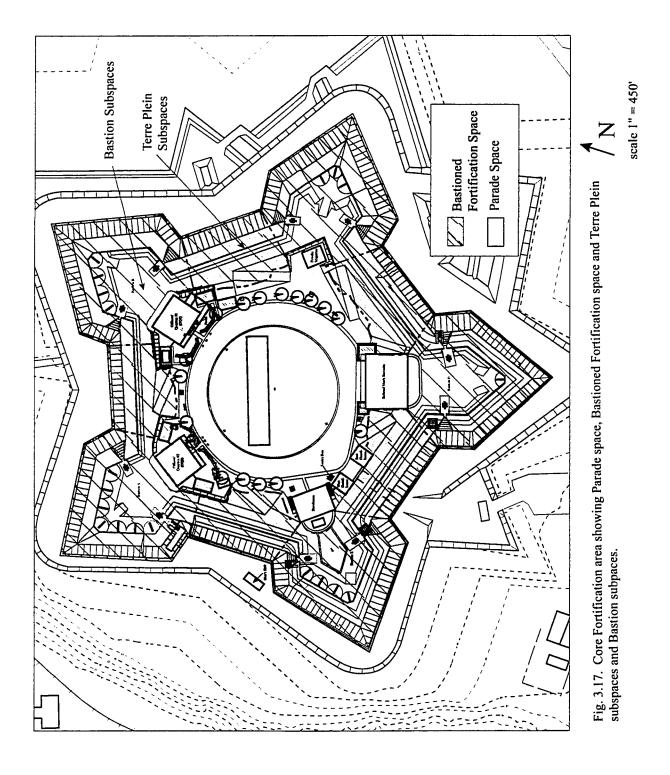
### (1) Terre Plein Subspaces

The five Terre Plein subspaces were created c. 1839-1844 and were located between the five Bastions of the Core Fortification area. They were linear, approximately 25'x 100' and each space contained an area of approximately .06 acres. The ground plane consisted of turf containing annual and perennial grasses and herbaceous vegetation. The Parapet and the change in elevation between the Terre Plein and the Parade created a defined edge and an implied edge for each space respectively; the Parapet was generally 7' high. The overhead plane was unobstructed.

#### (2) Bastion Subspaces

The five Bastion subspaces were created c. 1839-1844 and were located at each corner of the pentagonal Core Fortification area. They were generally pentagonal, approximately 70' x 75' and each space contained an area of approximately .09 acres. The ground plane consisted of turf containing annual and perennial grasses and low growing herbaceous vegetation. The Parapet and a Parade building, the latter located at the Gorge of each Bastion, created defined edges for each space; the Parapet was generally 7' high and each Parade building with the exception of the Powder Magazine rose approximately 10'





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above the Bastion ground plane; the Powder Magazine rose approximately 3' above the Bastion ground plane. The overhead plane was unobstructed.

#### 2. Outer Earthworks Area

The Outer Earthworks area is divided into three spaces to provide a comprehensive survey of all Reservation features in this historic period. The three spaces are the Ditch space, Covered Way space and Glacis space (see fig. 3.18, p. 175).

## a) Ditch Space

The Ditch space was created c. 1839-1844 and was located parallel to the Scarp wall of the Core Fortification. It was generally linear and pentagonal, varied from approximately 25' to 50' wide, was approximately 2,000' long and contained an area of approximately 1.7 acres. The ground plane consisted of areas of compacted soil and turf containing annual and perennial grasses and low growing herbaceous vegetation. The Scarp and Counterscarp created defined edges for the space; the Scarp was generally 15' to 18' high and the Counterscarp was generally 7' 6" to 9' high. The overhead plane was unobstructed.

## b) Covered Way Space

The Covered Way space was created c. 1839-1844 and was located parallel to the portion of the Ditch space along the northeast side of the Core Fortification. It was generally linear, varied from approximately 25' to 50' wide, was approximately 500' long and contained an area of approximately .4 acres. The ground plane consisted of areas of compacted soil and turf containing annual and perennial grasses and low growing herbaceous vegetation. The Covered Way Parapet and the change in elevation between the Covered Way and the Ditch created a defined edge and an implied edge for the space respectively; the Covered Way Parapet was generally 3' 9" to 4' 6" high. The overhead plane was unobstructed.

## c) Glacis Space

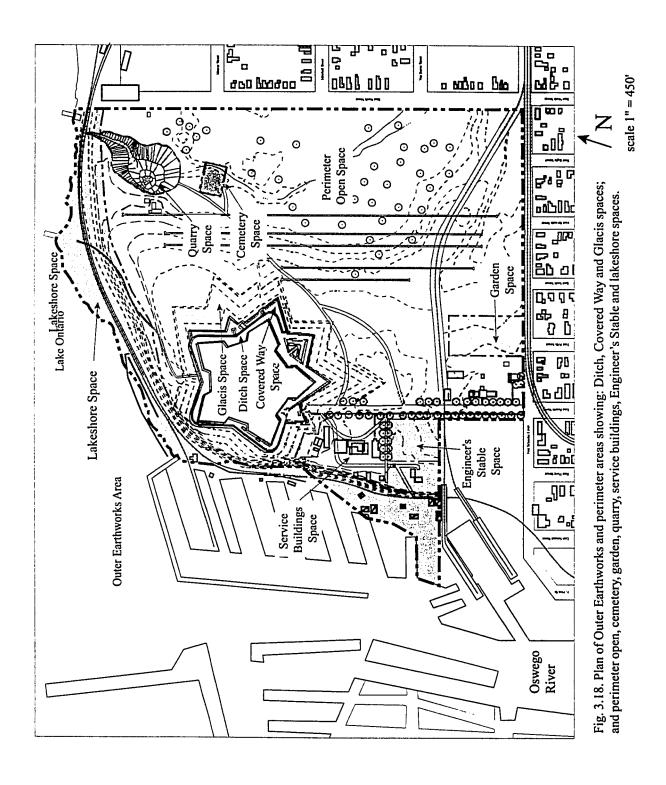
The Glacis space was created c. 1839-1844 and was located parallel to the Ditch space and Covered Way space. It was generally irregular, varied from approximately 25' to 225' wide, was approximately 2,500 long and contained an area of approximately 7.2 acres. The ground plane consisted of areas of compacted soil and turf containing annual and perennial grasses and low growing herbaceous vegetation. The change in elevation between the Glacis and Covered Way and the change in topography between the Glacis and Perimeter area created implied edges for the space. The overhead plane was unobstructed.

## 3. Perimeter Area

The perimeter area is divided into seven spaces to provide a comprehensive survey of all Reservation features in this historic period. These seven spaces are the perimeter open space, cemetery space, garden space, quarry space, service buildings space, Engineer's Stable space and the lakeshore space (see fig. 3.18, p. 175).

### a) Perimeter Open Space

The perimeter open space was created in 1814 and was located to the south and east of the Core Fortification; it was altered c. 1851 and in 1863. In 1839, it was L-shaped and contained an area of approximately 44.7 acres. The ground plane consisted of areas of compacted soil and turf containing annual and perennial grasses and low growing herbaceous vegetation. The change in elevation between the perimeter open space and the lakeshore space, and the change in topography between the perimeter open space and the Glacis created implied edges for the space to the north and west; East Schuyler Street and the garden space created an implied edge for the space to the south; and East Ninth Street created an implied edge for the space to the east. The overhead plane was unobstructed.



Circa 1851, the space was altered with the planting of trees along the east edge of the entrance road. As altered, the perimeter open space was L-shaped and contained an area of approximately 40.0 acres. The ground plane consisted of areas of compacted soil and turf containing annual and perennial grasses and low growing herbaceous vegetation. The change in elevation between the perimeter open space and the lakeshore space; East Schuyler Street and the garden space created an implied edge for the space to the south; East Ninth Street created an implied edge for the space to the east; and the change in topography between the perimeter open space and the Glacis, and the Entrance Road Trees created an implied edge for the space to the east. The overhead plane was unobstructed.

In 1863, the space was altered again with the addition of the quarry and cemetery to the east of the fort. As altered, the perimeter open space was L-shaped and contained an area of approximately 38.0 acres. The ground plane consisted of areas of compacted soil and turf containing annual and perennial grasses and low growing herbaceous vegetation. The change in elevation between the perimeter open space and the lakeshore space created an implied edge for the space to the north; East Schuyler Street and the garden space created an implied edge for the space to the south; East Ninth Street created an implied edge for the space to the east; and the change in topography between the perimeter open space and the Glacis, and the Entrance Road Trees created an implied edge for the space to the east. The overhead plane was unobstructed.

### b) Cemetery Space

The cemetery space was created c. 1843 and was located to the east of the Core Fortification. <sup>166</sup> It was rectangular, 100' x 150' and contained an area of approximately .03 acres. <sup>167</sup> The ground plane likely consisted of areas of compacted soil and turf containing annual and perennial grasses and low growing herbaceous vegetation. A fence created an implied edge for the space to the north, south, east and west. The overhead plane was unobstructed. No other information was found during the research regarding the space.

### c) Garden Space

The garden space was created prior to c. 1856 and was located to the south of the Core Fortification; the space was altered c. 1868, prior to 1885, exact date unknown, and in 1886. In 1856, it was L-shaped and contained an area of approximately 4.4 acres. <sup>168</sup> The ground plane likely consisted of cultivated earth and vegetable plants. A fence likely created an implied edge for the space to the north, south, east and west. The overhead plane was unobstructed.

Circa 1868, the space was altered with the construction of the New Post Hospital and Hospital Stewards Quarters. As altered, the garden space was rectangular, approximately 150' x 300' and contained an area of approximately 1.0 acre. <sup>169</sup> The ground plane likely consisted of cultivated earth and vegetable plants. A fence likely created an implied for the space edge to the north, south, east and west. The overhead plane was unobstructed; in 1870 the space was enlarged to 2.5 acres. <sup>170</sup> No other information was found regarding the space at this time.

Prior to 1885, the space was altered again. As altered, the garden space was L-shaped and contained an area of approximately 4.4 acres.<sup>171</sup> The ground plane consisted of cultivated earth and vegetable plants including: peas, beans, radishes, carrots, potatoes, beets, onions, parsnips, eggplant and corn.<sup>172</sup> A fence created an implied edge for the space to the north, south, east and west.<sup>173</sup> The overhead plane was unobstructed.

In 1886, the space was altered again with the construction of the New York, Ontario and Western Railroad bed through the southern portion of the Reservation. No other information was found during the research regarding the space.<sup>174</sup>

### d) Quarry Space

The quarry space was created c. 1863-1872 and was located to the east of the Core Fortification. It was generally oval, approximately 250' x 350' and contained an area of approximately 2.0 acres. <sup>175</sup> The walls of the quarry, exact height unknown, created a defined edge for the space to the north, south, east and west. The overhead plane was unobstructed. No other information was found during the research regarding the space.

### e) Service Buildings Space

The service buildings space was created c. 1845 and was located to the south of the Core Fortification; the space was altered prior to c. 1869, exact date unknown. <sup>176</sup> Circa 1851 it was generally rectangular, approximately 320' x 575' and contained an area of approximately 4.2 acres. The ground plane consisted of compacted soil and turf containing annual and perennial grasses and low growing herbaceous vegetation. The change in topography between the service buildings space and the Glacis created an implied edge for the space to the north; the Cove Property created an implied edge to the south; the trees along the west edge of the entrance road created an implied edge to the east; and the change in elevation between the service buildings space and the lakeshore space created an implied edge to the west. The overhead plane was unobstructed.

Prior to c. 1869, the space was altered when trees were planted along the northern edge of the laundress' road.<sup>177</sup> As altered, the service buildings space was generally rectangular, approximately 320' x 320' and contained an area of approximately 2.2 acres. The ground plane consisted of compacted soil and turf containing annual and perennial grasses and low growing herbaceous vegetation. The change in topography between the service buildings space and the Glacis created an implied edge for the space to the north; the trees along the northern edge of the laundress' road created an implied edge to the south; the trees along the west edge of the entrance road created an implied edge to the east; and the change in elevation between the service buildings space and the lakeshore space created an implied edge to the west. The overhead plane was unobstructed.

## f) Engineer's Stable Space

The Engineer's stable space was created prior to c. 1865, exact date unknown, and was located to the south of the Core Fortification. It was generally rectangular, approximately 255' x 320'and contained an area of approximately 1.9 acres. The ground plane consisted of areas of compacted soil and turf containing annual and perennial grasses and low growing herbaceous vegetation. The trees along the southern edge of the laundress's road created an implied edge for the space to the north; the Cove Property created an implied edge to the south; the trees along the west edge of the entrance road created an implied edge to the east; and the change in elevation between the Engineer's Stable space and the lakeshore space created an implied edge to the west. The overhead plane was unobstructed.

## g) Lakeshore Space

The lakeshore space existed prior to the creation of the first Fort Ontario in 1755 and was located to the north and west of the Core Fortification; the space was altered in 1864 and between 1885 and 1894. It was linear, varied from approximately 25' to 500'in width, was approximately 2,700 long and contained an area of approximately 2.5 acres. The ground plane consisted of gravel and rock. The lake created an implied edge for the space to the north and west; and the bluff created an implied edge to the south and east; the bluff varied from approximately 20' to 50' high. The overhead plane was unobstructed.

In 1864, the space was altered during the construction of the Oswego and Rome Railroad bed during which portions of the bluff were cut back. As altered, the lakeshore space was linear, varied from approximately 25' to 500'in width, was approximately 2,700 long and contained an area of approximately 2.8

acres. The ground plane was gravel and rock. The lake delineated the space to the north and west; and the bluff created an implied edge to the south and east. The overhead plane was unobstructed.

Between 1885 and 1894, the space was altered when a portion of the bluff was cutback to apparently allow for more space east of the wharves along the western boundary of the Reservation. As altered, the lakeshore space was linear, varied from approximately 25' to 500'in width, was approximately 2,700 long and contained an area of approximately 2.9 acres. The ground plane was gravel and rock. The lake created an implied edge for the space to the north and west; and the bluff created an implied edge for the space to the south and east. The overhead plane was unobstructed.

#### C. Circulation

- 1. Core Fortification Area
  - a) Parade Space

#### Circular Drive

The circular drive was constructed c. 1845 and was located at the perimeter of the Parade (see fig. 3.31, p. 197).<sup>179</sup> It had a radius of 97', a circumference of 609' and was generally 16' wide. The surface was rolled, crushed stone.<sup>180</sup> Pedestrian and carriage/wagon access through the Portal of Entry connected the circular drive to the entrance drive.

### Parade Walkway

The Parade walkway was constructed c. 1845 and was located at the perimeter of the circular drive (see fig. 3.31, p. 197). It was circular, had a radius of 100', a circumference of 628' and was approximately 3' wide. The surface was rectangular or square cut stone, either 3 'x 2', 3' x 3' and 3' x 4', dry laid in a random pattern. 182

### Entry Walks

The entry walks were constructed c. 1845 and were located between the Parade walkway and most of the Parade space buildings (the Storehouse, Officers' Quarters #2 [OQII], Woodshed/Privies of OQII, Officers' Quarters #1 [OQI], Woodshed/Privies of OQI). They were linear, extended from the walkway to the building entrances, were approximately 3' wide and varied in length from approximately 3' to 20'. The surface was rectangular or square cut stone, either 3 'x 2', 3' x 3' and 3' x 4', dry laid in a random pattern. 184

- b) Bastioned Fortification Space
  - (1) Terre Plein Subspaces

#### Ramps

The six Ramps were constructed c. 1839-1844 and were located along the Parade Wall; one was located between the Storehouse and OQII; one was located between OQII and OQI; one was located between OQII and the Powder Magazine; two were located between the Powder Magazine and the EMB; and one was located between the EMB and the West Guardhouse (see fig. 3.19, p. 179). They were linear, extended from the Parade to the Terre Pleins, were 10' wide, approximately 60' long with a 16 to 20% grade sloping upwards from the Parade; the Ramp located to the east of the EMB, was 8' wide, approximately 40' long with a 30% grade sloping upwards from the Parade to the Terre Plein. Their surface was cobblestone.

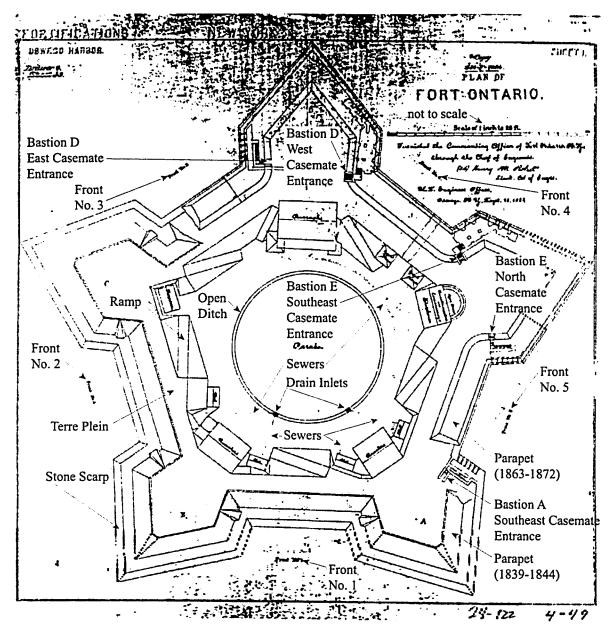


Fig. 3.19. Plan, "Plan of Fort Ontario," showing various features of fort, Lt. Col. Henry M. Robert, 1884. Reproduced from copy on file at Fort Ontario State Historic Site.

Original located in RG 77, Dr. 4, Sh. 49, National Archives, Washington, D.C. Altered and annotated by R. Hetzler, SUNY ESF, 2002.

#### Terre Plein Paths

The Terre Plein paths were constructed c. 1839-1844 and were located between the five Bastions (fig. 3.19). They were linear, extended between two adjacent bastions, were approximately 25' wide and approximately 100' long. The surface was turf containing annual and perennial grasses and low growing herbaceous vegetation.

(2) Bastion Subspaces

Not applicable.

2. Outer Earthworks Area

Not applicable for all spaces in this area.

- 3. Perimeter Area
  - a) Perimeter Open Space

Entrance Road

The entrance road was constructed prior to 1851, exact date unknown, and was located to the south of the Core Fortification (see fig. 3.20, p. 181). <sup>186</sup> It was linear, extended between East Schuyler Street and the Demilune entrance, was approximately 15' wide, 1,000' long and was aligned along a N/S axis. <sup>187</sup> The surface was crushed stone or compacted soil. <sup>188</sup> No other information was found during the research regarding the entrance road.

Quarry Road

The quarry road was constructed prior to 1894, exact date unknown, and was located to the southeast of the Core Fortificaiton (see fig. 3.21, p. 182). It was generally linear, extended between the entrance road and the quarry, was approximately 15' wide, 1,500' long and was aligned along a N/S axis. Two spurs were located off the road; one leading to the cemetery and one leading to a more southern location along the entrance road. The spurs were approximately 15' wide, 150' and 650' long respectively and were aligned along a NE/SW and N/S axis respectively. No other information was found during the research regarding the quarry road or the two spurs.

New York, Ontario and Western Railroad

The New York, Ontario and Western Railroad (NYOWRR) was constructed c. 1886 and was located near the southern boundary of the Reservation. (see fig. 3.21, p. 182).<sup>190</sup> It was curvilinear, extended between the southeast corner of the Reservation to the northeast corner of the Cove Property, was approximately 40' wide, approximately 1,650' long and generally aligned along an E/W axis.<sup>191</sup> No other information was found during the research regarding the NYOWRR.

b) Cemetery Space

Not applicable.

c) Garden Space

Not applicable.

d) Quarry Space

Not applicable.

1839-1903

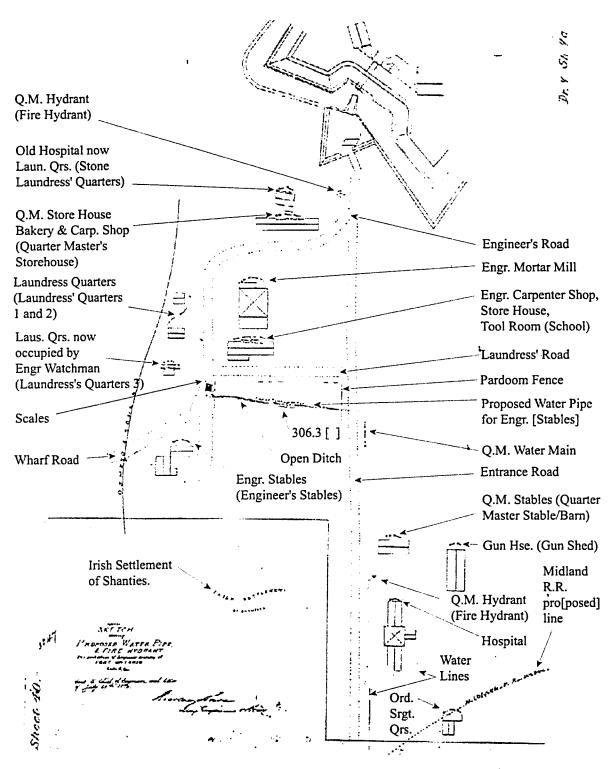


Fig. 3.20. Plan, "Approximate Sketch Showing Proposed Water Pipe & Fire Hydrant for Protection for Engineer Property at Fort Ontario," [] Bowan, 1870. Reproduced from copy on file at Fort Ontario State Historic Site. Original located in RG 77, Dr. 4, Sh. 40, National Archives, Washington, D.C. Annotated by R. Hetzler, SUNY ESF, 2002.

N scale 1" = appr. 120'

cale 1" = 400'

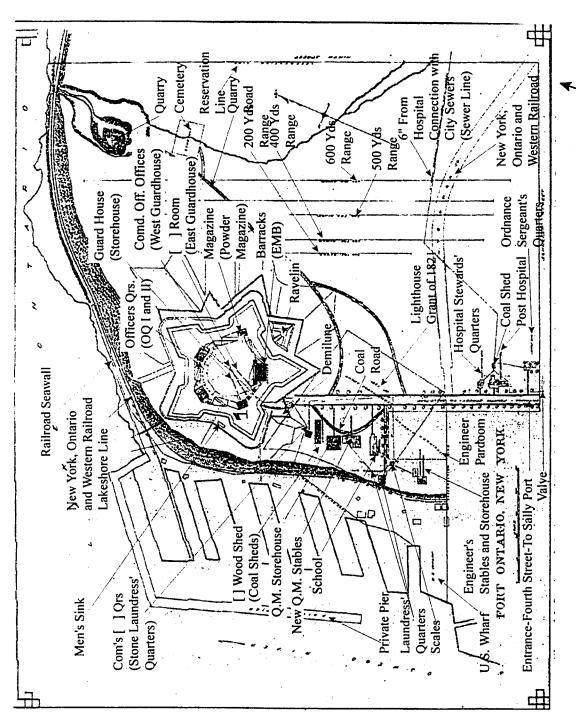


Fig. 3.21. Map, portion of "Fort Ontario, New York," showing NYO&WRR, buildings and area of cutback along bluff, unknown author, 1894. Reproduced from copy on file at Fort Ontario State Historic Site. Original located in RG 77, National Archives, Washington, D.C. Altered and annotated by R. Hetzler, SUNY ESF, 2002.

## e) Service Buildings Space

### Engineer's Road

The engineer's road was constructed prior to 1870, exact date unknown, and was located east of the entrance road; it was removed prior to 1894, exact date unknown (see fig. 3.20, p. 181). 192 It was curvilinear, extended between a point along the entrance road near the Ravelin to the Engineer's Stable, was approximately 15' wide, approximately 500' long and generally aligned along a N/S axis. No other information was found during the research regarding the engineer's road.

#### Laundress' Road

The laundress' road was constructed prior to 1869, exact date unknown, and was located east of the entrance road (see fig. 3.20, p. 181). 193 It was linear, extended between a centrally located point along the entrance road to a point east of the laundress quarters, was approximately 10' wide, approximately 500' long and generally aligned along a E/W axis. No other information was found during the research regarding the laundress's road.

## Entrance Road Walkway

The entrance road walkway was constructed prior to 1890, exact date unknown, and was located west of and parallel to the entrance road (see fig. 3.22, p. 184). It was linear, was approximately 30" wide and was aligned along a N/S axis. The surface was wood planking. No other information was found during the research regarding the entrance road walkway.

## Coal Road

The coal road was constructed prior to 1894, exact date unknown, and was located west of the entrance road (see fig. 3.21, p. 182).<sup>194</sup> It was curvilinear, was approximately 15' wide, approximately 500' long and was generally aligned along a N/S axis. No other information was found during the research regarding the coal road.

## f) Engineer's Stable Space

#### Wharf Road

The wharf road was created prior to 1864, exact date unknown, and was located to the west of the engineer's road; the road was altered in 1864 (see fig. 3.20, p.181). 195 It was linear, extended from a point along the engineer's road to the base of the U.S. wharf, was approximately 20' wide, approximately 265' long and was aligned along a NE/SW axis. In 1864, the road was altered when a portion of its southwestern half was removed during the construction of the Rome and Oswego Railroad. No other information was found during the research regarding the wharf road.

## g) Lakeshore Space

# NYOWRR Lakeshore Tracks/Oswego and Rome Railroad

Two NYOWRR lakeshore tracks were constructed c. 1864 and prior to 1891, and were located parallel to and within the northern and western boundaries of the Reservation (see fig. 3.21, p. 182); the 1864 track was altered prior to 1867, exact date unknown. <sup>196</sup> The 1864 track was curvilinear, extended between the northeast and southwest corners of the Reservation, was approximately 4' wide, approximately 2,650' long and generally aligned along a N/S axis. Prior to 1867 a branch track was added near the northwest-

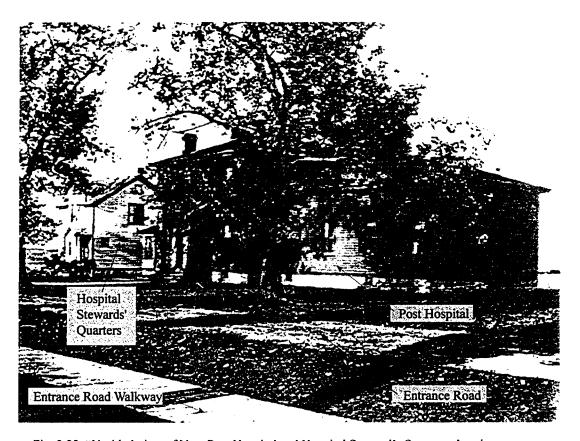


Fig. 3.22. "Untitled view of New Post Hospital and Hospital Steward's Quarters showing entrance road and entrance walkway looking northeast, 1890. Reproduced from copy on file at Fort Ontario State Historic Site. Original photograph courtesy of Yale University Library Archives. Annotated by R. Hetzler, SUNY ESF, 2002.

ern corner of the Reservation. It was linear, extended between the NYOWRR lakeshore track and the west end of the northern-most wharf in Grampus Bay, was approximately 4' wide, approximately 400' long and generally aligned along a E/W axis. Prior to 1891 a second track was constructed north of the 1864 track. It was curvilinear, extended between the northeast corner of the Reservation and the branch track near the northwest corner of the Reservation, was approximately 4' wide, approximately 2100' long and generally aligned along an E/W axis.

#### Gravel Beach Road

The gravel beach road was created prior to 1864, exact date unknown, and was located on the bluff north of the Core Fortification area; the road was altered in 1864. 197 It was curvilinear, extended from a point along the top of the bluff north of the fort to the base of the rocky point wharf, was approximately 10' wide, approximately 530' long and was aligned along a NE/SW axis. In 1864, the road was altered when a portion of its northern half was removed during the construction of the Rome and Oswego Railroad. No other information was found during the research regarding the gravel beach road.

## Footpath

The footpath was created prior to 1845, exact date unknown, and was located on the bluff northwest of the fort; the path was altered in 1864. It was linear, extended from a point along the top of the bluff to the base of the government pier, was approximately 6' wide, approximately 100' long and was aligned along a NE/SW axis. In 1864, the path was altered when a portion of its northern half was removed during the construction of the Rome and Oswego Railroad at the base of the bluff. No other information was

found during the research regarding the footpath.

## D. Topography

- 1. Core Fortification Area
  - a) Parade Space

The Parade space topography was generally flat (see fig. 3.26, p. 191).<sup>199</sup>

- b) Bastioned Fortification Space
  - (1) Terre Plein Subspaces

Terre Plein

For each of the five Terre Plein spaces the topography was generally flat along the length of the Terre Plein except for the spaces between Bastion A and B, and Bastions B and C, which had an approximate 5 to 8% grade sloping upwards to the Bastions. For each of the five Ramps the topography had an approximate 20 to 40% grade (see fig. 3.26, p. 191).

(2) Bastion Subspaces

**Bastions** 

For each of the five Bastion spaces the topography was generally flat.

- 2. Outer Earthworks Area
  - a) Ditch Space

The Ditch space topography was generally flat; however, the Scarp and Counterscarp, which created defined edges for the space, were steep with an approximately 40% grade sloping downwards from the crest of the Scarp and Counterscarp to the ground plane of the Ditch.

b) Covered Way Space

The Covered Way topography was generally flat; however, the Glacis Parapet, which created a defined edge for the space, was steep with an approximately 40% grade sloping downwards from the crest of the Covered Way Parapet to the ground plane Covered Way.

c) Glacis Space

The Glacis space topography was sloped with a 10% to 25% grade sloping downwards from the crest of the Covered Way Parapet to the perimeter open space.

- 3. Perimeter Area
  - a) Perimeter Open Space

The perimeter open space topography was sloped with an approximately 8% grade generally sloping downwards from the western to the eastern edge of the space.<sup>200</sup> However, small knolls and depressions existed near the southern and eastern edges of the space.

### b) Cemetery Space

The cemetery space topography was gently sloping with an approximately 2% grade sloping downwards from the western to the eastern edge of the space.<sup>201</sup>

#### c) Garden Space

The garden space topography was gently sloping with an approximately 3% grade sloping downwards from the southwestern to the northeastern corner of the space.<sup>202</sup>

#### d) Quarry Space

The quarry space topography was sloped. No other information was found during the research regarding the topography of the quarry space.

### e) Service Buildings Space

No information was found during the research regarding the topography of the service buildings space.

#### f) Engineer's Stable Space

No information was found during the research regarding the topography of the Engineer's Stable space.

## g) Lakeshore Space

The lakeshore space topography was generally flat. The bluff was steeply sloped with a 6% to 35% grade sloping upwards from the base of the bluff to the top of the bluff.

### E. Vegetation

#### 1. Core Fortification Area

## a) Parade Space

#### Lombardy Poplar

One Lombardy poplar (Populus nigra) was planted prior to 1869, exact date unknown.<sup>203</sup> It was located between the East Guardhouse and the Enlisted Men's Barracks (EMB). It was approximately 15 to 18" (dbh) and was approximately 30 to 35' high (see fig. 3.23, p. 187).

#### **OQI Lombardy Poplars**

Two Lombardy poplars (Populus nigra) were planted c. 1870 and removed prior to 1884, exact date unknown. <sup>204</sup> They were located south of Officers' Quarters #1 (OQI) (see fig. 3.24, p. 188). They were approximately 1" (dbh) and were approximately 12' high.

#### Common Lilacs

Seven common lilacs (Syringa vulgaris) were planted c. 1870; they were likely removed c. 1891.<sup>205</sup> Four were located west of the entry walk to Officers' Quarters #2 (OQII) and three were located east of the walk (see fig. 3.25, p. 189). The lilacs were planted in informal clumps; they ranged from 3 to 5' wide and 10 to 12' high.



Fig. 3.23. Untitled view of Storehouse with Guardhouses with Lombardy poplar looking southwest from Parade, 1890. Photograph courtesy of Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

## Horse Chestnuts

Three horse chestnuts (Aesculus hippocastanum) were planted c. 1869 and 1870.<sup>206</sup> They were respectively located: to the southeast of OQII; between OQI and OQII; and to the west of the entry walk to OQII (see figs. 3.5, p. 155, 3.6, p. 157, and 3.25, p. 189).<sup>207</sup> They ranged from approximately 6 to 10" dbh and were 15' to 25' high.

### **Border Privets**

Approximately sixty-three border privets (Ligustrum obtusifolium) were planted c. 1869 and were likely removed c.1891.<sup>208</sup> They were located along the interior of the front fencing of OQ1 and OQ2 (see figs. 3.24, p. 188, and 3.25, p. 189). They were planted in a row and ranged from approximately 2' to 4' wide and ranged from approximately 2'½' to 10' high.<sup>209</sup>

### Climbing Rose

Two climbing rose (Rosa species) were planted c. 1869 and were likely removed c.1891.<sup>210</sup> They were located to the east and west of the trellis which surrounded the entry of OQI. They were approximately 5' high.

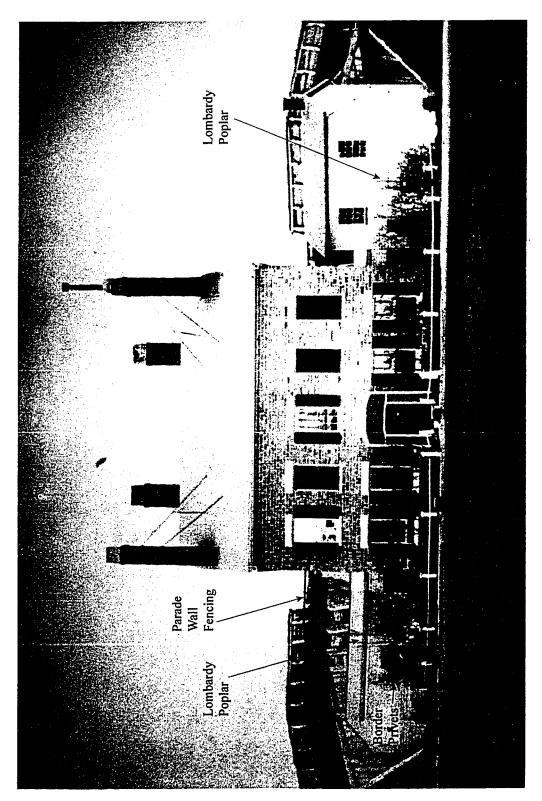


Fig. 3.24. "Officers Quarters #1," looking north from Parade, U.S. Army Signal Corps, 1870. Photograph courtesy of Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

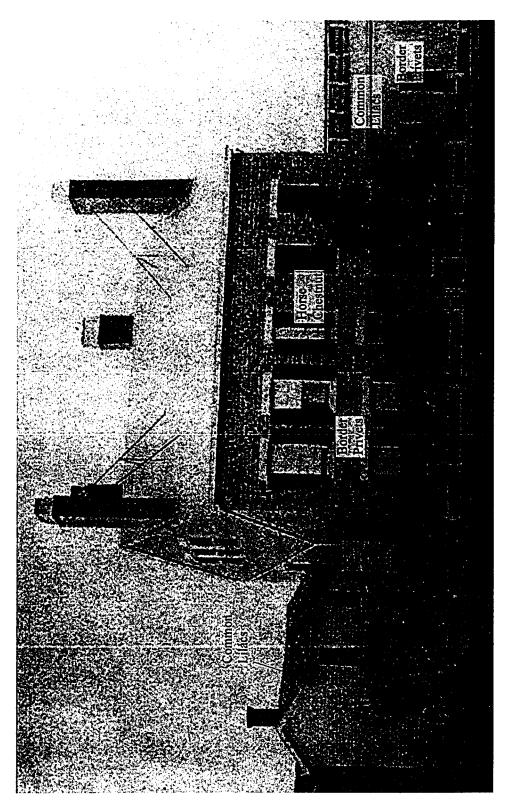


Fig. 3.25. "Officers Quarters #2," looking west from Parade U.S. Army Signal Corps, 1870. Photograph courtesy of Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

#### Parade Walkway Trees

Eleven parade walkway trees were planted prior to 1891. They were located along the Parade walkway between the Storehouse and OQII, and OQI and the EMB (see fig. 3.26, p. 191). They ranged from approximately 6 to 8" dbh and ranged from approximately 10' to 20' high.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation had been established within the Parade and between the Parade walkway and the Parade Wall. The vegetation was trimmed to a height of approximately 2 ½" to 3" and formed a dense mat throughout.

### b) Bastioned Fortification Space

## (1) Terre Plein Subspaces

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation had been established on the Terre Plein, Superior Slope of the Parapet and the Parade Wall. The vegetation was trimmed to a height of approximately 2 ½" to 3" and formed a dense mat.

### (2) Bastion Subspaces

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation had been established on the Bastion ground plane and Superior Slope. The vegetation was trimmed to a height of approximately 2 ½" to 3" and formed a dense mat.

#### 2. Outer Earthworks Area

#### a) Ditch Space

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation had been established in the Ditch (see fig. 3.26, p. 191). The vegetation was trimmed to a height of approximately 6" to 12" and formed a dense stand.

### b) Covered Way Space

No information was found during the research regarding vegetation on the Covered Way. However, it is likely that annual and perennial grasses and low growing herbaceous vegetation had been established on the Covered Way.

### c) Glacis Space

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation had been established on the Glacis. The vegetation was trimmed to a height of approximately 2" to 3" and formed a dense stand on the Glacis.

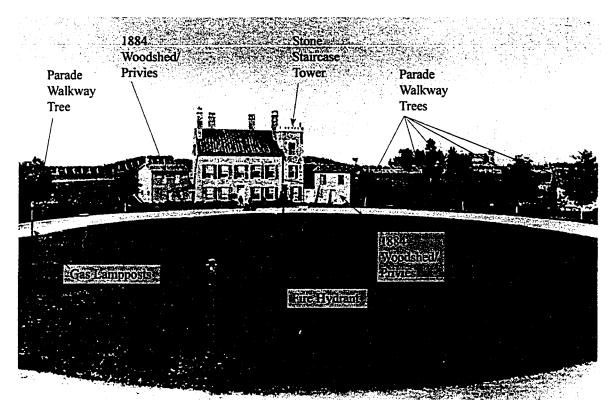


Fig. 3.26. Untitled view of Officers' Quarters I looking north over Parade and showing stone staircase and lampposts, 1891. Photograph courtesy of Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

#### 3. Perimeter Area

#### a) Perimeter Open Space

#### Perimeter Trees

Approximately 40 trees and/or shrubs were established prior to c. 1869. They were located throughout the perimeter open space (see fig. 3.28, p. 193).<sup>211</sup> They were approximately 10' high. No other information was found during the research regarding the trees.

### **Entrance Trees**

Approximately 25 trees were planted c. 1851, with some replaced prior to c. 1869, exact date unknown.<sup>212</sup> They were located on either side of the entrance road (see fig. 3.28, p. 193). Prior to c. 1869, approximately 11 of the c. 1851 trees south of the laundress' road, on the east side of the entrance road, were replaced by trees of a different genus, and approximately 4 of the c. 1851 trees north of the laundress' road, on the west side of the entrance road, were replaced by trees of a different genus.<sup>213</sup> The c. 1851 trees ranged from approximately 40' to 70' high; the c. 1869 trees ranged from approximately 35' to 40' high.<sup>214</sup>

### Ordnance Sergeant's Trees

Three trees were planted prior to 1894, exact date unknown.<sup>215</sup> They were located along the south and west elevations of the Ordnance Sergeant's Quarters (see fig. 3.21, p. 182). No other information was found during the research regarding the Ordnance Sergeant's Trees.

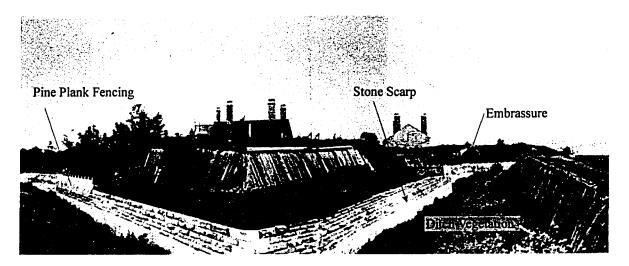


Fig. 3.27. Untitled view of Ditch vegetation, stone Scarp and breach fencing looking northwest from Glacis, c. 1900. Photograph courtesy of Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

## Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation had been established on the perimeter open space. The vegetation was trimmed and formed a dense mat. No other information was found during the research regarding the annual and perennial grasses and low growing herbaceous vegetation of the perimeter open space.

### b) Cemetery Space

No information was found during the research regarding the cemetery space vegetation. However, it is likely that annual and perennial grasses and low growing herbaceous vegetation had been established in the cemetery space.

## c) Garden Space

Vegetables were planted c. 1844. They were located throughout the garden and in 1870 they included peas, beans, radishes, carrots, potatoes, beets, onions, parsnips, eggplant and corn.<sup>216</sup>

## d) Quarry Space

No information was found during the research regarding the establishment of vegetation in the quarry space following its abandonment c. 1872.

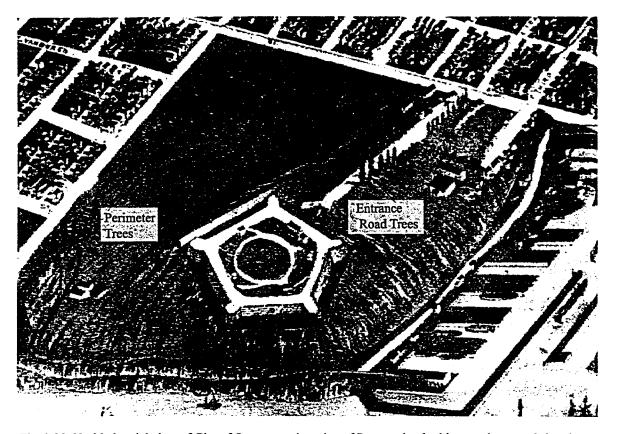


Fig. 3.28. Untitled aerial view of City of Oswego and portion of Reservation looking southeast and showing perimeter trees, c.1869. Photograph of original painting; painting courtesy of Onondaga Historical Society Collections. Annotated by R. Hetzler, SUNY ESF, 2002.

### e) Service Buildings Space

### Laundress' Trees

Ten trees were planted prior to c. 1869, exact date unknown.<sup>217</sup> They were located on either side of the laundress' road. They ranged from approximately 35' to 40' high. No other information was found during the research regarding the feature.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation had been established in the service buildings space.<sup>218</sup> The vegetation was trimmed to a height of approximately 3" to 4" and formed a dense mat. No other information was found during the research regarding the annual and perennial grasses and low growing herbaceous vegetation of the service buildings space.

## f) Engineer's Stable Space

No information was found during the research regarding the Engineer's Stable space vegetation.

### g) Lakeshore Space

Vegetation had been established along the Bluff. No other information was found during the research regarding vegetation along the lakeshore.

## F. Buildings and Structures

- 1. Core Fortification Area
  - a) Parade Space

The East and West Guardhouses

The East and West Guardhouses were constructed in 1867 and 1868 respectively, and were built into the Ramparts on either side of the Portal of Entry (see fig. 3.6, p. 157).<sup>219</sup> The mirror-image buildings were rectangular, 1-story tall, 2 bays wide by 2 bays deep (18'x 20') with an entry placed within the first bay closest to the Portal of Entry of the north elevation. They were aligned along an N/S axis. They were constructed of coursed-ashlar, Onondaga limestone and surmounted by a slate, hipped roof; c. 1890s the slate roof was replaced with a standing seam, metal, hipped roof.<sup>220</sup>

# Enlisted Men's Barracks (EMB)

The EMB was constructed c. 1842 and was built into Bastion D and flanked by the turf-covered slopes of the Parade Wall (fig. 3.29); additions were constructed c. 1868, 1869, 1885 and 1893.<sup>221</sup> Circa 1841-42 it was rectangular, 2 ½-stories tall, 10 bays wide by 2 bays deep (62' x 39') with entries symmetrically placed on the first and second floors within the third and eighth bays of the north elevation. It was aligned along an E/W axis. It was constructed of coursed-ashlar, Onondaga limestone, surmounted by a metal, side-gabled roof and characterized by a prominent 2-story frame portico, whitewashed, with a tin shingle, shed roof; <sup>222</sup> in 1887 the tin roof of the EMB was replaced with a standing-seam, tin roof; in 1889,



Fig. 3.29. "Enlisted Mens Barracks," looking southeast from Parade and showing c. 1868 and c. 1869 1-story additions, U.S. Army Signal Corps, 1870. Photograph courtesy of Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

dormers were constructed onto the north face of the EMB side-gabled roof.<sup>223</sup>

A 1-story addition was constructed c. 1868 and was located at the northeast corner of the building.<sup>224</sup> It was rectangular, 1-story tall, 7' 6" x 9' 1" with an entry placed close to the northwest corner of the west elevation.<sup>225</sup> It was aligned along an N/S axis. It was constructed of vertical planking, surmounted by a plank, shed roof and not painted. A 1-story addition was constructed onto the first addition c. 1870 and was located parallel to and adjoining the north elevation.<sup>226</sup> It was 4' 7" x 13' 8" with an entry placed near the southwest corner of the south elevation of the addition.<sup>227</sup> It was aligned along an E/W axis. It was constructed of vertical planking and surmounted by a plank, shed roof.

A second 1-story addition was constructed in c. 1869, altered c. 1870, and was located at the northwest corner of the building.<sup>228</sup> It was L-shaped, 1-story tall, 11' 8" x 11' 8" with entries placed on the east and south elevations closest to the portico.<sup>229</sup> It was aligned along an N/S axis. It was constructed of vertical planking and surmounted by a plank, shed roof and not painted; in 1870 the addition was enlarged. The new 1-story addition was L-shaped, 1-story tall, 14' x 14' with entries placed on the east and south elevations closest to the portico.<sup>230</sup> It was aligned along an N/S axis. It was constructed of vertical planking and surmounted by a plank, shed roof and not painted

In 1885, the addition constructed at the northeast corner of the EMB was removed and replaced with a stone building.<sup>231</sup> It was generally rectangular, 1-story tall, 19' x 22' with an entry centrally placed on the west elevation.<sup>232</sup> It was aligned along an N/S axis. It was constructed of coursed-ashlar sandstone and surmounted by a tin, flat-hipped roof. <sup>233</sup>

In 1893, the addition constructed at the northwest corner of the EMB was removed and replaced with a stone building.<sup>234</sup> It was generally rectangular, 1-story tall, 19' x 22' with an entry centrally placed on the east elevation.<sup>235</sup> It was aligned along an N/S axis. It was constructed of coursed-ashlar sandstone and surmounted by a tin, flat-hipped roof.

#### EMB Retaining Wall

The EMB retaining wall was constructed in 1889 and was built into Bastion D south of the EMB and extended between the southeast and southwest corners of the EMB.<sup>236</sup> It was curvilinear, 1 ½' thick, 62' long and 15' high. It was constructed of random-ashlar sandstone with a limestone cap. It was surmounted by a wooden roof. It was accessed by two entries placed within the south wall of the EMB.<sup>237</sup> It created a space 13' wide, 58' long and 15' below the surrounding grade of Bastion E.

# Powder Magazine

The Powder Magazine was constructed c. 1843 and was built within the Gorge of Bastion C, partially surrounded by the Powder Magazine Revetment (see fig. 3.43, p. 219). It was rectangular, 1-story tall, 20' wide by 25' long with an entry centrally placed on the southeast elevation. It was aligned along an NW/ SE axis. It was constructed of coursed-ashlar, Onondaga limestone and surmounted by a slate, side-gabled roof; in the 1880s, exact date unknown, the slate roof was replaced with a tin, standing-seam roof.<sup>238</sup>

## Powder Magazine Revetment

The Powder Magazine Revetment was constructed c. 1841 and was built into the Parade Wall surrounding the magazine. It was generally rectangular, approximately 33' wide and 50' long. The northeast and southeast Revetments were linear and approximately 15' high; the northwest and southwest Revetments were linear with their top edge sloping down from the top of the Parade Wall to the ground plane of the Parade. The Revetment was aligned along a NW/SE axis. It was constructed of wood planking and timber and whitewashed.

#### Officers' Quarters #1 (OQI)

OQI was constructed c. 1841-1844 and was built into Bastion B and flanked by the OQI Revetments (fig. 3.30); an addition was constructed in 1884.<sup>240</sup> Circa 1841-44 it was rectangular, 2 ½-stories tall, 5 bays wide by 3 bays deep (42' x 38') with an entry centrally placed on the first floor within the third bay of the south elevation; an entry placed on the first floor within the north bay of the east elevation; and an entry placed on the first floor within the north bay of the west elevation. It was aligned along an E/W axis. It was constructed of coursed-ashlar, Onondaga limestone and surmounted by a tin, side-gabled roof; in 1887 the tin roof was replaced with a tin, standing-seam roof.<sup>241</sup>

A 3-story addition was constructed in 1884 and was located parallel to and adjoining the east elevation. It was rectangular, 3-stories tall, 1 bay wide by 1 bay deep (12' x 12') with an entry placed close to the southwest corner on the south elevation. It was aligned along an E/W axis. It was constructed of coursed-ashlar, Onondaga limestone, surmounted by a tin, flat-hipped roof and characterized by a crenellated parapet. Circa 1891 a 1-story porch was constructed and was located along the south elevation of OQI and the addition. It was rectangular, 1-story tall, approximately 42' wide by 7' deep with entries placed parallel to the entries along the south elevation of OQI and the addition. It was aligned along an E/W axis. It was constructed of wood and surmounted by a wood shingled, hipped roof and characterized by two pediment gables over its entrances.

## **OQI** Revetments

Two OQI Revetments were constructed c. 1841 and were built into the Parade Wall flanking OQI; one was altered in 1884.<sup>243</sup> They were L-shaped and approximately 58' long (see fig. 3.31, p. 197). Each Revetment consisted of two sections; a main body and a wing. The main body of each Revetment was located closest to OQI, was approximately 42' long and generally 15' high;<sup>244</sup> the wing of each Revetment was located at the end of the main body, furthest from OQI, was approximately 16' long with its top edge sloping down from the top of the Parade Wall to the ground plane of the Parade. The Revetments were

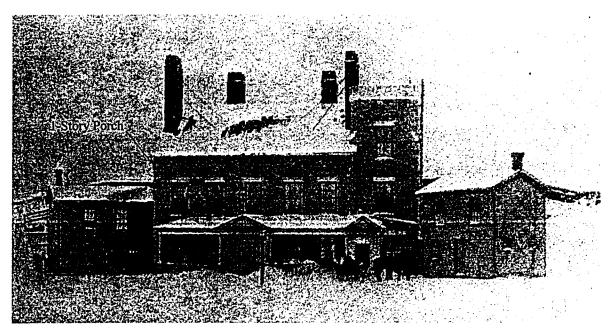


Fig. 3.30. Untitled view of OQI looking north from Parade and showing 3-story stone staircase and porch, c. 1891. Reproduced from copy on file at Fort Ontario State Historic Site. Original photograph courtesy of Yale University Library Archives. Annotated by R. Hetzler, SUNY ESF, 2002.

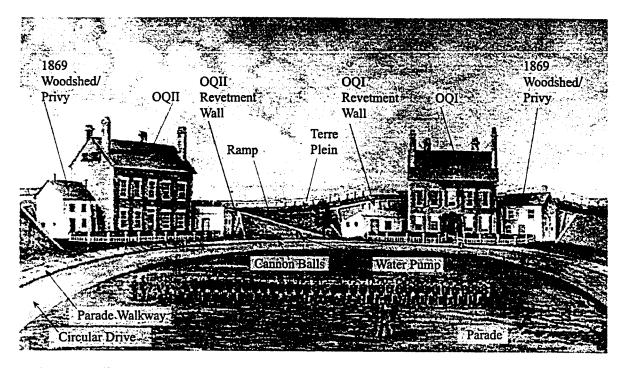


Fig. 3.31. "Officers Quarters I and II" looking north over parade and showing Company F, 42<sup>nd</sup> Veteran Reserve Corps Captain Robert L. Kilpatrick, 1869. Reproduced from copy on file Fort Ontario State Historic Site. Original painting located in Henry Ford Museum at Greenfield Village, Michigan. Annotated by R. Hetzler, SUNY ESF, 2002.

generally aligned along an E/W axis. They were constructed of wood planking and timber and white-washed; a wooden fence surmounted each Revetment. In 1884, the Revetment to the east of OQI was altered to accommodate for the construction of the 1884 3-story addition constructed on the east elevation of OQI. No other information was found during the research regarding the OQI Revetments.

## **OQI** Retaining Wall

The OQI retaining wall was constructed in 1849 and was built into Bastion B north of OQI and extended between the two OQI Revetment Walls.<sup>245</sup> It was curvilinear, 2' thick, approximately 50' long and 15' high. It was aligned along an E/W axis. It was constructed of brick and concrete and surmounted by a wooden board roof.<sup>246</sup> It created a space 5' wide, 50' long and 15' below the surrounding grade of Bastion B.

#### Shot Furnace

The shot furnace was constructed c. 1843 and was located within the Gorge of Bastion A; it was removed in 1869.<sup>247</sup> It was rectangular, 1-story tall and 8' wide by 9' deep.<sup>248</sup> It was aligned along an NW/SE axis. It was constructed of stone and surmounted by a front-gabled roof.<sup>249</sup>

# Officers' Quarters #2 (OQII)

OQII was constructed c. 1845 and was built into Bastion A and flanked by the OQII Revetments (fig. 3.31). Essentially a mirror image of OQI, it was rectangular, 2 ½-stories tall, 5 bays wide by 3 bays deep (42' x 38') with an entry centrally placed on the first floor within the third bay of the southeast elevation;

an entry placed on the first floor within the north bay of the east elevation; and an entry placed on the first floor within the north bay closes of the west elevation. It was aligned along an NE/SW axis. It was constructed of coursed-ashlar Onondaga limestone and surmounted by a tin, side-gabled roof; in 1887 the tin roof was replaced with a tin, standing-seam roof. Circa 1891 a 1-story porch was constructed and was located along the southeast elevation. It was rectangular, 1-story tall, approximately 42' wide by 7' deep with entries placed parallel to the entries along the southeast elevation of OQII. It was aligned along an SW/NE axis. It was constructed of wood and surmounted by a wood shingled, hipped roof with a pediment gable over the entrances.

## **OQII** Revetments

Two OQII Revetments were constructed in c. 1845 and were built into the Parade Wall flanking OQII (see fig. 3.31, p. 197). <sup>250</sup> In 1845 they were L-shaped and approximately 76' long. Each Revetment consisted of two sections; a main body and a wing. The main body of each Revetment was located closest to OQII, were approximately 53' long and generally 15' high; the wing of each Revetment was located at the end of the main body furthest from OQII, was approximately 23' long with its top edge sloping down from the top of the Parade Wall to the ground plane of the Parade. The Revetments were generally aligned along an NE/SW axis. They were constructed of wood planking and timber and whitewashed.

### **OQII** Retaining Wall

The OQII retaining wall was constructed in 1849 and was built into Bastion A northwest of OQII; it extended between the two OQII revetment walls creating a space 5' wide, 50' long and 15' below the surrounding grade of Bastion A. The retaining wall was curvilinear, 2' thick, approximately 50' long and 15' high. It was aligned along an NE/SW axis. It was constructed of brick and concrete and surmounted by a wooden board roof with furring strips; the color unknown.<sup>251</sup>

### Woodshed/Privies

The woodshed/privies were constructed c. 1844 and were located flanking OQI and OQII (see fig. 3.13, p. 166); additions were constructed prior to 1869 and 1884, exact dates unknown, and the woodshed/privies were removed prior to 1900, exact date unknown.<sup>252</sup> Circa 1844 they were rectangular, 1-story tall, 3 bays wide by 2 bays deep (20' x 12') with entries centrally placed on the south elevation. They were generally aligned an E/W or NE/SW axis. They were constructed of wood, surmounted by a metal-shingle, sidegabled roof and painted white.<sup>253</sup>

Second story additions were constructed prior to 1869 and were located on top of the woodshed/privies to the east and southwest of OQI and OQII respectively (see fig. 3.31, p. 197). They were rectangular, 1-story tall and 3 bays wide by 2 bays deep (20' x 12').<sup>254</sup> They were constructed of wood and surmounted by a metal-shingle, side-gabled roof and painted white.<sup>255</sup>

A second story addition was constructed prior to 1884, exact date unknown, and was located on top of the woodshed/privy to the west of OQI (see fig. 3.26, p. 191). It was rectangular, 1-story tall and 3 bays wide by 2 bays deep (20' x 12'). It was constructed of wood, surmounted by a metal-shingle, side-gabled roof and painted white; by 1891 the metal-shingled roof was replaced with a metal, standing-seamed roof.<sup>256</sup>

# OQI Shed

The OQI shed was constructed c. 1900 and was located to the west of OQI. It was aligned along a NE/SW axis. It was constructed of wood and surmounted by a shed roof. No other information was found during the research regarding this building.

### Screening Walls

The screening walls were constructed c. 1845 and were located between woodshed/privies and OQI, and the woodshed/privies and OQI (see fig. 3.13, p. 166); they were removed prior to 1884, exact date unknown. They were linear, 1-story tall, approximately 6' wide with an entry centrally placed on their southern elevation. They were generally aligned an E/W or NE/SW axis. They were constructed of wood and painted white. 257

#### Storehouse

The Storehouse was constructed c. 1844 and was built into Bastion E and flanked by the turf-covered slopes of the Parade Wall (fig. 3.32). It was rectangular, 2 ½-stories tall, 5 bays wide by 3 bays deep (42' x 30') with an entry centrally placed on the first floor of the northeast elevation and entries centrally placed on the second floor of the northwest and southeast elevations. It was constructed of coursed-ashlar, Onondaga limestone and surmounted by a wood-shingle, side-gabled roof; in 1887, the wood-shingle roof was replaced with a standing-seamed, tin roof. Two wooden stair-cases extended from the Parade to the second story entrances; the southeast elevation staircase had an enclosed upper landing.

### Storehouse Retaining Wall

The Storehouse retaining wall was constructed in 1884 and was built into Bastion E southwest of the Storehouse and extended between the west and southwest corners of the Storehouse. It was semi-circular, had a radius of 23', was 2' thick, approximately 72' long and 15' high. It was aligned along a NW/SE axis. It was constructed of random-ashlar sandstone with a limestone cap. It was accessed by an entry centrally placed on the first floor of the southwest elevation of the Storehouse. It created a space with a

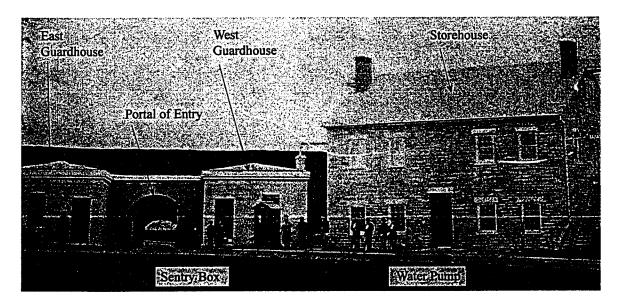


Fig. 3.32. "Storehouse with Sentry Box" looking southwest from Parade, U.S. Army Signal Corps, 1870. Photograph courtesy of Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

radius of 21' and 15' below the surrounding grade of Bastion E.

## Storehouse Privy

The Storehouse privy was located to the southwest of the Storehouse within the Gorge of Bastion E; it was removed in 1869 and placed in the Ditch.<sup>259</sup> No other information was found during the research regarding this building.

## Sentry Box

The sentry box was constructed c. 1869 and was located to the north of the West Guardhouse (see fig. 3.32, p. 199); it was removed prior to 1890, exact date unknown.<sup>260</sup> It was 3' 4" square, 8' 6" tall with an entry placed on the north elevation. It was aligned along a N/S axis. It was constructed of wood with vertical plank siding, surmounted by a metal sheathed, front-gabled roof and was painted green.

#### Parade Ground Barracks

The Parade Ground Barracks was constructed 1861 and was located in the center of the Parade; it was removed prior to 1863. It was 150 long.<sup>261</sup> No other information was found during the research regarding this building.

## b) Bastioned Fortification Space

### Parapet

The Parapet was constructed c. 1839-1844 and was located along the edge of each Terre Plein and Bastion, parallel to the Scarp wall; it was altered c. 1863-1872. In 1844 it was linear and angled, approximately 25' wide and approximately 7' high (see fig. 3.19, p. 179). It was constructed of earth and stone and characterized by sloped, timber-revetted Breast Heights and Exterior Slopes; the Superior Slope had earth and stone covering the surface; one timber-revetted Embrasure was located along the Parapet at the flank of each Bastion. Circa 1863-1872, the Parapet between Bastions A and E, C and D, and D and E was reshaped. The altered portions of the Parapet were linear and angled, approximately 35' wide and approximately 7' high. They were constructed of earth and stone with turf containing annual and perennial grasses and low growing herbaceous vegetation covering the surface of the sloped Breast Height, Exterior Slope and Superior Slope. 263

# Stone Scarp/Scarp Revetment

The Scarp Revetment was constructed c. 1839-1844 and was located along the exterior of the Core Fortification (see fig. 3.27, p. 192); it was altered c. 1863-1872.<sup>264</sup> In 1844 it was linear and angled, sloped, approximately 12" thick and generally 15' high. It was constructed of planking and timber with an entry placed along the curtain wall between Bastions D and E; access was through the Portal of Entry. Circa 1863-1872 a new stone Scarp was constructed in order to improve the defenses of the Core Fortification and was located at the base of the plank-and-timber Scarp Revetment.

The new stone Scarp was linear and angled, vertical, 7' 6" thick and generally 15' to 18' high. It was constructed of rusticated sandstone blocks and surmounted by limestone capstone blocks with an entry placed along the curtain wall between Bastions D and E; access was through the Portal of Entry. Only the stone Revetment sheathing the southern half of the Core Fortification was completed to its proposed height. The area behind the completed portion of the Scarp was filled in with earth and stone which covered the plank-and-timber Scarp Revetment. The Scarp sheathing the northern half of the fort was never completed to its proposed height and five breaches existed along its length; one was located at the north Flank of Bastion A; one at the north Flank of Bastion B; one at the north Flank of Bastion C; and one at the south Flank of Bastion C. 265 C. 1880 pine or hemlock

plank fencing was installed and was located along the top of the stone Scarp where the breaches were located. The fencing was linear, approximately 30' to 45' long and approximately 8' high; it had rotted away by c. 1903.<sup>266</sup>

## (1) Terre Plein Subspaces

#### Terre Plein

The five Terre Pleins were constructed c. 1839-1844 and abutted and joined the Bastions of the Core Fortification (see fig. 3.28, p. 193); the Terre Pleins between Bastions A and E, C and D, and D and E were altered c. 1863-1872. In 1844 they were linear, approximately 60' wide, 100' long and generally 15' high. They were constructed of earth, stone and timber, and had a Parapet, Scarp, and Ramp or Ramps; the surface of the Terre Plein was turf containing annual and perennial grasses and low growing herbaceous vegetation. From 1863 to 1872 the Terre Pleins between Bastions A and E, C and D, and D and E were altered by the reshaping of the Parapet and the construction of the stone Scarp Revetment.<sup>267</sup>

### Portal of Entry

The Portal of Entry was constructed c. 1839-1844 and was built into and through the Terre Plein which extended between Bastions D and E (see fig. 3.19, p. 179); it was altered c. 1863-1872 and 1877. It was linear, 15' wide, 60' long, 12' high and was situated along a N/S axis. It was constructed of timber. In 1872 the timber lining of the Portal of Entry was replaced with a sandstone lining having a barrel-vaulted ceiling; in 1877, a gate was installed at the south end of the entry.

#### (2) Bastion Subspaces

### **Bastions**

The five Bastions were constructed c. 1839-1844 and abutted and joined the Terre Pleins of the Core Fortification (see fig. 3.19, p. 179); Bastions C, D and E were altered c. 1863-1872, and Bastion E was again altered in 1884. In 1844 they were generally pentagonal, approximately 160' wide, 160' long and generally 12' to 15' high. They were constructed of earth, stone and timber with turf containing annual and perennial grasses and low growing herbaceous vegetation covering their ground plane; they had Parapet and a Scarp; Bastion E had an open center with a ground plane at the same level of the Parade Space. The space created by the open center was generally pentagonal, 30' x 60' and approximately 15' below the surrounding grade of Bastion E; the walls of the open Bastion were supported by a timber Revetment. From 1863 to 1872 Bastion C, D and E were altered by the reshaping of the Parapet and construction of the stone Scarp Revetment. For In 1884, Bastion E was filled with stone and earth and became similar in appearance and size to the other four Bastions.

## **Bastion A South Casemate Entrance**

Bastion A south Casemate entrance was constructed c. 1863-1872 and was built into the earthen Parapet along the south Flank of Bastion A (see fig. 3.19, p. 179). It was rectangular, 5' 2" wide and 8' deep with 6 steps descending to a landing, which connected to another set of stairs perpendicular to the first set and leading to the casemate. It was generally aligned along a N/S axis. It was constructed of limestone and had two retaining walls flanking the staircase. In 1880, a plank covering was constructed over the entrance.<sup>270</sup> No other information was found during the research regarding the plank covering.

### Bastion D East Casemate Entrance

The Bastion D east Casemate entrance was constructed c. 1863-1872 and was built into the earthen parapet along the east flank of Bastion D (see fig. 3.19, p. 179). The entrance was rectangular, 5' 2"

wide and 8' deep with 6 steps descending to a landing, which connected to another set of stairs perpendicular to the first set and leading to the casemate. It was generally aligned along an E/W axis. It was constructed of limestone and had two retaining walls flanking the staircase. In 1880, a wooden penthouse was constructed over the entrance. <sup>271</sup> No other information was found during the research regarding the entrance or penthouse.

### **Bastion D West Casemate Entrance**

The Bastion D west Casemate entrance was constructed c. 1863-1872 and was built into the earthen parapet along the west flank of Bastion D (see fig. 3.19, p. 179). The entrance was rectangular, 10' wide and 10' deep with 12 steps descending to a landing, which connected to another set of stairs perpendicular to the first set and leading to the casemate. It was generally aligned along an E/W axis. It was constructed of limestone and had two retaining walls flanking the staircase. In 1880, a wooden penthouse was constructed over the entrance. No other information was found during the research regarding the entrance or penthouse.

#### Bastion E North Casemate Entrance

The Bastion E north Casemate entrance was constructed c. 1863-1872 and was built into the earthen parapet along the north flank of Bastion E (see fig. 3.19, p. 179). The entrance was rectangular, 5' 2" wide and 8' deep with 6 steps descending to a landing, which connected to another set of stairs perpendicular to the first set and leading to the casemate. It was generally aligned along an N/S axis. It was constructed of limestone and had two retaining walls flanking the staircase. In 1880, a wooden penthouse was constructed over the entrance. No other information was found during the research regarding the entrance or penthouse.

# Bastion E Southeast Casemate Entrance

The Bastion E southeast Casemate entrance was constructed c. 1863-1872 and was built into the earthen parapet along the southeast flank of Bastion E (see fig. 3.19, p. 179). It was rectangular, 8" wide and 9' 4" deep with 12 steps descending to a landing, which connected to another set of stairs perpendicular to the first set and leading to the casemate. It was aligned along a NE/SW axis. It was constructed of limestone and had two retaining walls flanking the staircase. In 1880, a wooden penthouse was constructed over the entrance. No other information was found during the research regarding the entrance or penthouse.

#### 2. Outer Earthworks Area

a) Ditch Space

Men's Sink

The Men's Sink was constructed c. 1844 and was located in the Ditch between Bastions A and E (see fig. 3.21, p. 182); it was removed c. 1885.<sup>272</sup> It was rectangular and 30' x 42'. It was aligned along a N/S axis. No other information was found during the research regarding this building.

## Ditch

The Ditch was constructed c. 1839-1844 and was located parallel to the Scarp (see fig. 3.33, p. 203). It was generally linear and pentagonal, varied from approximately 25' to 50' wide, was approximately 2,000' long and was generally 7' 6" to 9' deep.<sup>273</sup> It was dug into the earth, and timber revetments protected its Scarp and Counterscarp.

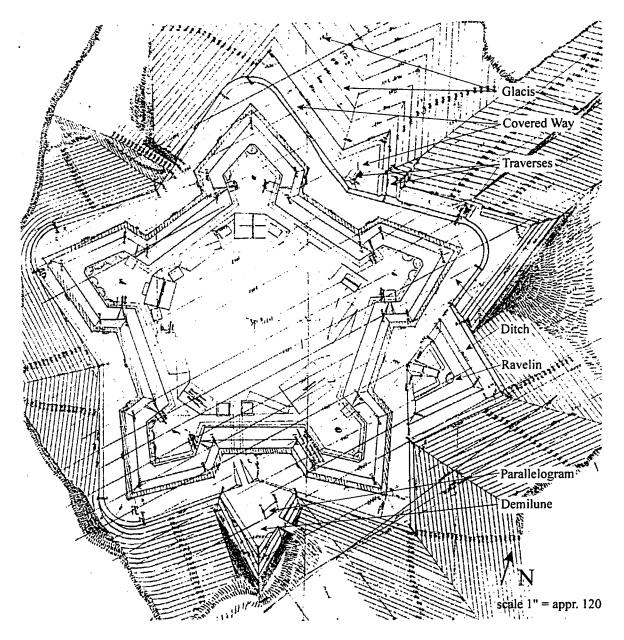


Fig. 3.33. Plan, "Counterscarp-Covert Way and Glacis," unknown author, 25 April 1866. Reproduced from copy on file at Fort Ontario State Historic Site. Original located in RG 77, National Archives, Washington, D.C. Annotated by R. Hetzler, SUNY ESF, 2002.

#### Ravelin

The Ravelin was constructed c. 1839-1844 and was located opposite the curtain wall between Bastions C and D (see fig. 3.33, p. 203). It was triangular, approximately 125' on two sides and 150' on the third side with an entry placed on the west side; it had a ramp, parapet and 18-Pound Flank Howitzers en Barbette with Traverse Circle. It was constructed of wood and earth. No other information was found during the research regarding the Ravelin.

#### Demilune

The Demilune was constructed c. 1839-1844 and was located opposite the curtain wall between Bastions D and E (see fig. 3.33, p. 203). It was triangular, approximately 100' on each side with an entry placed on the northwest and southeast sides. It was constructed of wood and earth.

## Parallelogram

The Parallelogram was constructed c. 1839-1844 and was located near the entrance of the Demilune (see fig. 3.33, p. 203). It was rectangular and 10' x 30'. No other information was found during the research regarding the Parallelogram.<sup>274</sup>

### b) Covered Way Space

## Covered Way

The Covered Way was constructed c. 1839-1844 and was located parallel to the portion of the Ditch space along the northeast side of the Core Fortification (see fig. 3.33, p. 203). It was generally linear, varied from approximately 25' to 50' wide, was approximately 500' long and was generally 3' 9" to 4.5' above the ground plane of the Ditch.<sup>275</sup> It was constructed of soil and timber revetments protected its Banquet.

# Traverses

Three Traverses were constructed c. 1839-1844 and were located within the Covered Way (see fig. 3.33, p. 203). They were generally rectangular, varied from approximately 25' to 35' wide, varied from approximately 25' to 35' long and were approximately 4' high.<sup>276</sup> They were generally aligned along a N/S axis. No other information was found during the research regarding the traverses.

### c) Glacis Space

#### Glacis

The Glacis was constructed c. 1839-1844 and was located parallel to the Ditch and Covered Way (see fig. 3.33, p. 203). It was generally linear and pentagonal, varied from approximately 25' to 225' wide, sloped away from the Covered Way to the ground plane of the perimeter open space with a grade varying from approximately 10 to 25 percent.<sup>277</sup> It was constructed of soil.

#### 3. Perimeter Area

# a) Perimeter Open Space

#### Ordnance/Gun Shed

The Ordnance/Gun Shed was constructed in 1843 and was located south of the Core Fortification and east of the entrance road (see fig. 3.34, p. 205); it was removed prior to 1894, exact date unknown.<sup>278</sup> It was rectangular, 1-story tall, 75' 0" x 32' 6" with entries centrally placed on the north and south elevations.<sup>279</sup> It

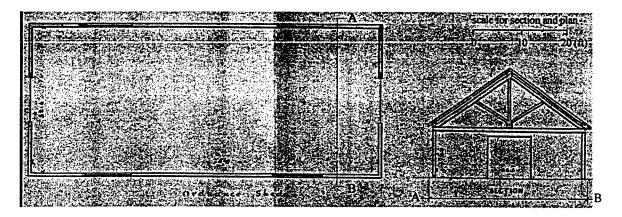


Fig. 3.34. Portion of "Magazine, Ordnance Shed and Barn," showing 1843 Ordnance/Gun Shed, unknown author, c. 1869. Reproduced from copy on file at Fort Ontario State Historic Site. Original located in RG 77, Dr. 24, National Archives, Washington, D.C. Annotated by R. Hetzler, SUNY ESF, 2002.

was aligned along an N/S axis. It was constructed of wood and surmounted by a side-gabled roof.<sup>280</sup> No other information was found during the research regarding the building.

### Ordnance Sergeant's Quarters

The Ordnance Sergeant's Quarters was constructed c. 1843 and was located south of the Core Fortification and east of the entrance road (fig. 3.35); it was altered prior to 1880 and additions were constructed prior to 1885 and 1894, exact dates unknown. Circa 1843 it was L-shaped and consisted of two distinct sections. The southern section was rectangular, 2 ½-stories tall, 2 bays wide by 2 bays deep (17' 2" x 23' 11") with an entry placed within the first bay closest to the southwest corner on the south elevation. It was aligned along a N/S axis. It was constructed of wood, surmounted by a side-gabled roof and painted an unknown color. 282

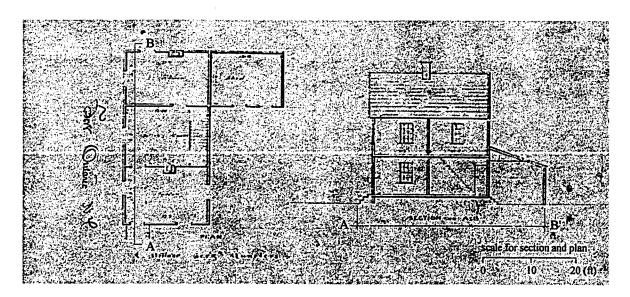


Fig. 3.35. Portion of "Ordnance Sergeant's Quarters," unknown author, c. 1869. Reproduced from copy on file at Fort Ontario State Historic Site. Original located in RG 77, National Archives, Washington, D.C. Annotated by R. Hetzler, SUNY ESF, 2002.

The northern section was located parallel to and adjoining the northern elevation of the southern section. It was rectangular, 1-story tall and 4 bays wide by 1 bay deep (32'2" x 11'0"). It was aligned along an E/W axis. It was constructed of wood, surmounted by a shed roof and painted an unknown color.

Prior to 1880, the northern section was altered, or possibly removed with a new section constructed in its place, and no longer extended beyond the east elevation of the southern section.<sup>283</sup> Prior to 1885 a small shed with a shed roof was constructed against the east elevation of the building.<sup>284</sup> Prior to 1894 an addition or additions were constructed parallel to and adjoining the west elevation of the building.<sup>285</sup> An entry was placed near the southwest corner of the west elevation of the addition. No other information was found during the research regarding this building.

#### First Bake House

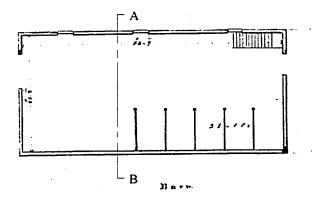
The First Bake House was constructed c. 1845 and removed by 1867.<sup>286</sup> No other information was found during the research regarding this building.

## Quartermaster's Stable/Barn

The Quartermaster's Stable/Barn was constructed c. 1845 and was located south of the Core Fortification and east of the entrance road (fig. 3.36); it was removed c. 1885.<sup>287</sup> It was rectangular, 1-story tall, 25' x 52' with entries placed on the east and west elevations.<sup>288</sup> It was aligned along an E/W axis. It was constructed of wood and surmounted by a side-gabled roof. No other information was found during the research regarding the building.

## Pigpen

The pigpen was and was located south of the Core Fortification and east of the entrance road.<sup>289</sup> No other information was found during the research regarding the building.



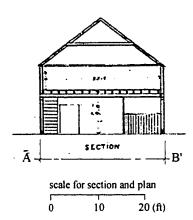


Fig. 3.36. Portion of "Magazine, Ordnance Shed and Barn" showing 1843 Quarter Master Stable/Barn, unknown author, c. 1869. Reproduced from copy on file at Fort Ontario State Historic Site. Original located in RG 77, National Archives, Washington, D.C. Annotated by R. Hetzler, SUNY ESF, 2002.

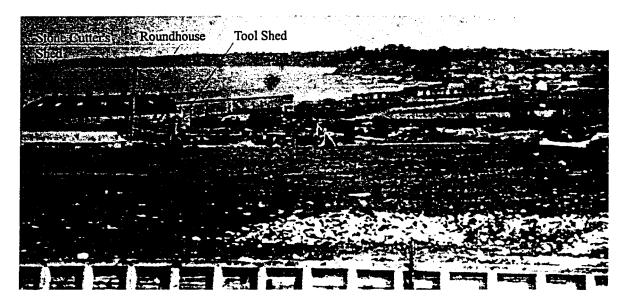


Fig. 3.37. Untitled view looking east from Terre Plein showing Stone Cutters Shed and Tool Shed, c. 1869". Reproduced from copy on file at Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

### Blacksmith Shop

The Blacksmith Shop was constructed c. 1863 and was located east of the Core Fortification and west of the quarry (see fig. 3.14, p. 168); it was removed prior to 1884, exact date unknown.<sup>290</sup> It was square, 1-story tall and 25' x 25'.<sup>291</sup> It was aligned along an N/S axis. It was constructed of wood and surmounted by a side-gabled roof. No other information was found during the research regarding this building.

## Stone Cutters Shed

The Stone Cutters Shed was constructed c. 1863 and was located east of the Core Fortification and west of the quarry (fig. 3.37); it was removed prior to 1885, exact date unknown.<sup>292</sup> It was L-shaped and consisted of two distinct sections. The western section was rectangular, 1-story tall and 10' x 50'. It was aligned along a N/S axis. It was constructed of wood and surmounted by a side-gabled roof. The eastern section was located parallel to and adjoining the eastern elevation of the western section. It was rectangular, 1-story tall and 25' x 35'. It was aligned along an E/W axis. It was constructed of wood and surmounted by a shed roof. No other information was found during the research regarding this building.

# Tool Shed

The Tool Shed was constructed c. 1863 and was located east of the Core Fortification and west of the quarry (fig. 3.37); it was removed prior to 1885, exact date unknown.<sup>293</sup> It was square, 1-story tall and 25' x 25'. It was aligned along an E/W axis. It was constructed of wood and surmounted by a side-gabled roof. No other information was found during the research regarding this building.

## Barn

The barn was constructed c. 1867 and was located south of the Core Fortification and east of the entrance road (see fig. 3.14, p. 168); it was removed prior to 1869, exact date unknown.<sup>294</sup> It was square 22' x 22'. It was aligned along an N/S axis. It was constructed of wood and surmounted by a side-gabled roof. No other information was found during the research regarding this building.

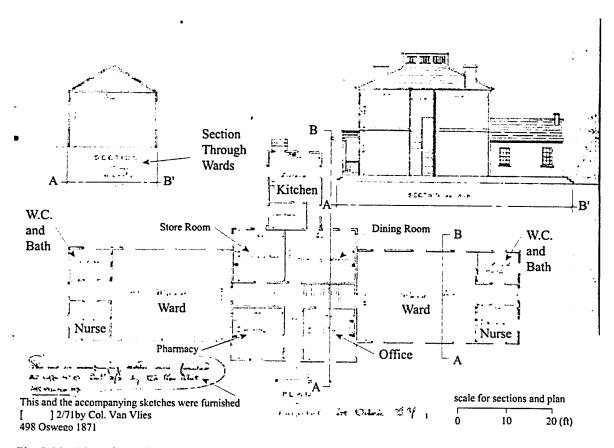


Fig. 3.38. "Plan of Hospital" showing plan, elevation and section of New Post Hospital, Col. Van Vlies, c. 1871. Reproduced from copy on file at Fort Ontario State Historic Site. Original located in RG 77, Dr. 24, National Archives, Washington, D.C. Annotated by R. Hetzler, SUNY ESF, 2002.

# Hospital

The Hospital was constructed c. 1868 and was located south of the Core Fortification and east of the entrance road (fig. 3.38); it was altered c. 1885 and c. 1886.<sup>295</sup> Circa 1868 it was generally rectangular, with a centrally located main body and three wings. The main body was rectangular, 2 ½-stories tall, 3 bays wide by 3 bays deep (32' x 34 ½') with an entry centrally placed on the first floor of the west elevation. It was aligned along a N/S axis. It was constructed of wood and surmounted by a flat-topped, hipped roof capped by a square cupola and had a 1-story entrance porch, supported by two columns, which extended over the central entry.

The three wings were located on the north, south and east elevations of the main body. The northern and southern wings were rectangular, 1 ½-stories tall and 4 bays wide by 3 bays deep (45' x 23'). They were aligned along a N/S axis. They were constructed of wood and surmounted by a shallow, hipped roof. Circa 1885, the northern wing was removed and by 1886 a 1-story entrance porch supported by two columns, and painted, was constructed on the northern elevation and extended over a centrally placed entry (see fig. 3.39, p. 209). 296

The eastern wing was rectangular, 1-story tall, 2 bays wide by 3 bays deep (14' x 19 ½') with an entry placed within the first bay from the northeast corner of the east elevation. It was aligned along an E/W axis. It was constructed of wood and surmounted by a side gabled roof. Circa 1886 the eastern wing was widened to 18' 9" and a 1-story entrance porch, supported by two columns, and painted, was constructed onto the eastern elevation and extended over the entry.

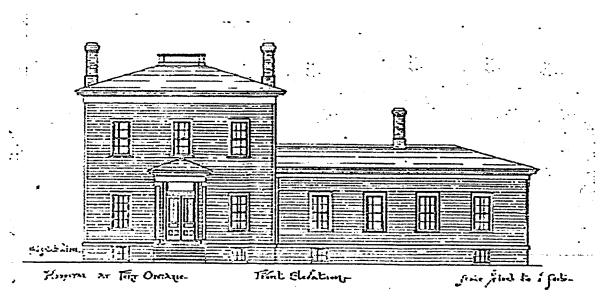


Fig. 3.39. "Hospital at Fort Ontario-Front Elevation" showing New Post Hospital with north wing removed, unknown author, 1885. Reproduced from copy on file at Fort Ontario. Original located in National Archives, Washington, D.C. Annotated by R. Hetzler, SUNY ESF, 2002.

## Hospital Stewards' Quarters

The Hospital Stewards' Quarters was constructed c. 1886 and was located south of the Core Fortification and east of the entrance road (see fig. 3.22, p. 184). <sup>297</sup> It was generally rectangular and consisted of two distinct sections. The western section was rectangular, 2 ½-stories tall, 3 bays wide by 3 bays deep (22' x 26') with an entry centrally placed on the west elevation. It was aligned along an E/W axis. It was constructed of wood, surmounted by a side-gabled roof, painted an unknown color and had by a front-gabled, entrance porch. The southeast section was located parallel to and adjoining the southern and eastern elevations of the western section. It was L-shaped and 18' x 18'. It was constructed of wood, surmounted by a wood, shed roof and painted an unknown color. <sup>298</sup> No other information was found during the research regarding this building.

### Coal Shed

The Coal Shed was constructed c. 1885 and was located south of the Core Fortification and east of the entrance road (see fig. 3.21, p. 182).<sup>299</sup> It was rectangular and 12' x 18'. It was aligned along an E/W axis. No other information was found during the research regarding this building.

## **Privies**

A number of privies were constructed throughout the historic period but no information was found during the research regarding their dates of their construction and location. In 1884, five privies were reported to have existed and were located near the Ordnance Sergeant's Quarter, Commissary Sergeant and the three wooden Laundress' Quarters and one at the Quartermaster's Stables. Those of the Ordnance Sergeants Quarter and Commissary Sergeant were reported in good shape while the others were reported to be in ruins. No other information was found during the research regarding this building.

### Rifle Range

The rifle range was constructed c. 1880 and was located east of the Core Fortification between the cemetery and Glacis (see fig. 3.21, p. 182). It was linear and consisted of six lanes approximately 10' wide and varying in lengths from approximately 500' to 1,500'; each lane was approximately 50' to 100' apart. They were generally aligned along a N/S axis. Each lane consisted of a firing platform and a target mound; both were made of earth and a pit was located behind each target mound from which targets were replaced. The topography between the firing platform and target mound was leveled if necessary in order to provide a clear line of fire; a firing platform was located at the south end of each lane and a target mound was located at the north end.

b) Cemetery Space

Not applicable.

c) Garden Space

Not applicable.

d) Quarry Space

Not applicable.

e) Service Buildings Space

Stone Laundress' Quarters (Post Hospital/Keeper's Cottage)

The Stone Laundress' Quarters was constructed c. 1821 and was located south of the Core Fortification and west of the entrance road; an addition was constructed prior to 1839, and another addition was constructed prior to 1851, exact dates unknown. In 1839 it was rectangular, 1 ½-stories tall, 3 bays wide by 2 bays deep (45' x 25') with an entry centrally placed on the south elevation and an entry placed within the first bay at the southeast corner of the east elevation. It was aligned along an E/W axis. It was constructed of coursed-ashlar, Onondaga limestone and surmounted by a tin, side-gabled roof; in 1889 the tin roof was replaced with a tin, standing-seam roof.<sup>302</sup> A 1-story addition was constructed prior to 1839 and was located parallel to and adjoining the east elevation of the quarters.<sup>303</sup> It was rectangular, approximately 12' x 25.' It was aligned along an E/W axis. It was removed prior to c. 1851, exact date unknown.<sup>304</sup> No other information was found during the research regarding the addition.

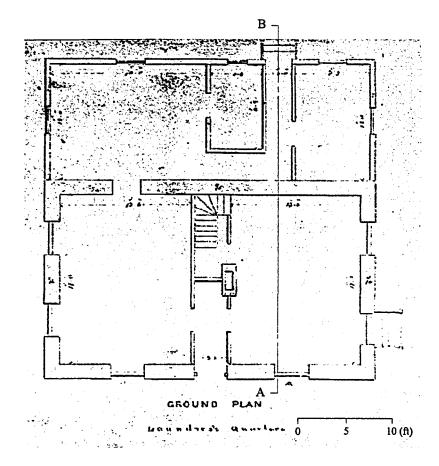
A 1-story addition was constructed prior to 1851 and was located parallel to and adjoining the north elevation of the quarters (see fig. 3.40, p. 211).<sup>305</sup> It was rectangular, 1-story tall, 3 bays wide by 2 bays deep (45' x 25') with an entry placed within the first bay closest to the northeast corner of the north elevation. It was aligned along an E/W axis. It was constructed of wood, surmounted by a tin, shed roof and painted white; in 1889 the tin roof was replaced with a tin, standing-seam roof.<sup>306</sup>

## Laundress' Outbuilding

The Laundress' Outbuilding was located south of the Core Fortification and west of the stone Laundress's Quarters.<sup>307</sup> It was rectangular and 1-story tall. It was aligned along an N/S axis. It was surmounted by a shed roof. No other information was found during the research regarding this building.

School/Carpenter Shop

The School was constructed in 1844 and was located south of the Core Fortification and west of the entrance road (see fig. 3.20. p. 181); an addition was constructed prior to 1894, exact date unknown.<sup>308</sup> In



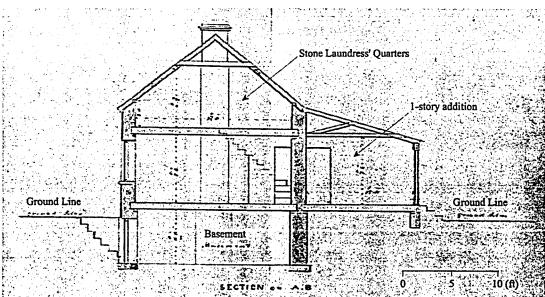


Fig. 3.40. "Laundress's Quarters-Ground Plan and Section," unknown author c. 1869. Reproduced from copy on file at Fort Ontario State Historic Site. Original located in National Archives, Washington, D.C. Annotated by R. Hetzler, SUNY ESF, 2002.

1844 it was generally rectangular and consisted of two distinct sections. The northern section was rectangular, 1-story tall and 18' x 80' It was aligned along an E/W axis. It was constructed of wood and surmounted by a side-gable roof. The southern section was located parallel to and adjoining the southern elevation of the northern section. It was rectangular and 10' x 40'. It was aligned along an E/W axis. It was constructed of wood and surmounted by a shed roof. <sup>309</sup> An addition was constructed prior to 1894 and was centrally located along the east elevation of the northern section. It was square, 15' x 15' with an entry centrally placed on the east elevation. No other information was found during the research regarding the building.

## Laundress' Quarters 1

Laundress' Quarters 1 was constructed c. 1853 and was located south of the Core Fortification and west of the entrance road (see fig. 3.20, p.181); it was removed prior to 1894, exact date unknown.<sup>310</sup> It was square, 1-story tall and 20' x 20'.<sup>311</sup> It was aligned along a N/S axis. It was constructed of wood and surmounted by a side-gabled roof. No other information was found during the research regarding this building.

## Laundress' Quarters 2

Laundress' Quarters 2 was constructed c. 1853 and was located south of the Core Fortification and west of the entrance road (see fig. 3.2, p.152); it was altered prior to 1870 and removed prior to 1894, exact dates unknown. In 1853 it was rectangular and consisted of two sections. The eastern section was rectangular, 1-story tall and 18' x 32'. It was aligned along an E/W axis. It was constructed of wood and surmounted by a side-gabled roof. The western section was rectangular, 1-story tall and 15' x 18'. It was aligned along an N/S axis. It was constructed of wood and surmounted by a shed roof. Prior to 1870 the western section was

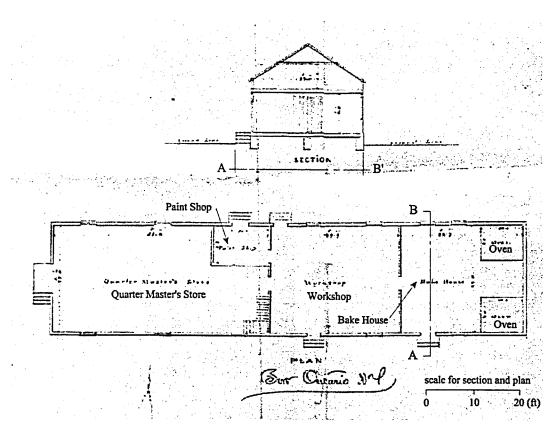


Fig. 3.41. "Plan and Section of Quartermaster's Store/Workshop/Bake House," unknown author, c. 1869. Reproduced from copy on file at Fort Ontario State Historic Site. Original located in National Archives, Washington, D.C. Annotated by R. Hetzler, SUNY ESF, 2002.

removed.312 No other information was found during the research regarding this building.

### Laundress' Quarters 3

Laundress' Quarters 3 was constructed c. 1853 and was located south of the Core Fortification west of the entrance road (see fig. 3.20, p.181); it was altered prior to 1894, exact date unknown. In 1853 it was square, 1-story tall and 20' x 20'. It was aligned along a N/S axis. It was constructed of wood and surmounted by a side-gabled roof. Prior to 1893, the quarters was altered and then measured 16'x 20'. No other information was found during the research regarding this building.

## Quartermaster's Storehouse

The Quartermaster's Storehouse was constructed in 1863 and was located south of the Core Fortification and west of the entrance road (see fig. 3.41, p. 212); an addition was constructed c. 1867.<sup>314</sup> In 1863 it was rectangular, 1 ½-stories tall, 22' x 81' with an entry placed closest to the northwest corner of the north elevation, two entries centrally placed on the south elevation and one entry centrally placed on the east elevation. It was aligned along an E/W axis. It was constructed of wood, surmounted by a side-gabled roof and painted an unknown color.<sup>315</sup>

A 1-story addition was constructed in 1867 and was located parallel to and adjoining the west elevation of the Quartermaster Storehouse.<sup>316</sup> It was rectangular, 1 ½-stories tall, 25 x 30' with an entry placed near the northeast corner of the north elevation. It was aligned along an E/W axis. It was constructed of wood and surmounted by a side-gabled roof; in 1886 the roof of the entire building was replaced with a tin roof. No other information was found during the research regarding this building.

## Engineer Mortar Mill

The Engineer Mortar Mill was constructed in 1863 and was located south of the Core Fortification and west of the entrance road (see fig. 3.20, p.181); it was removed prior to 1894, exact date unknown.<sup>317</sup> It was generally square, with a central main body and two small wings. The main body was square, 1-story and 50' x 50'.<sup>318</sup> It was aligned along a N/S axis. It was constructed of wood and surmounted by a hipped roof. The two wings were located on the north and south elevations of the main body. The north wing was rectangular, 1-story tall and approximately 10' x 35'. It was aligned along an E/W axis. It was constructed of wood and surmounted by a shed roof. The south wing was rectangular, 1-story tall and approximately 15' x 50'. It was aligned along an E/W axis. It was constructed of wood and surmounted by a shed roof. No other information was found during the research regarding this building.

## Coal Sheds

The Coal Sheds were constructed in 1885 and were located south of the Core Fortification and east of the entrance road (see fig. 3.42, p. 214).<sup>319</sup> They were rectangular and consisted of two mirror image sections separated by an enclosed open area.<sup>320</sup> The northern and southern section were rectangular, 1-story tall and 15' x 50'. They were aligned along an E/W axis. They were constructed of wood and surmounted by a shed roof. The enclosed open area was centrally located between the two sections. It was rectangular, 20' x 50' with entrances located at either end. It was aligned along an E/W axis. No other information was found during the research regarding this building.

## New Quartermaster Stables

The New Quartermaster Stables was constructed c. 1887 and was located south of the Core Fortification and west of the entrance road (see fig. 3.21, p. 182).<sup>321</sup> It was L-shaped and consisted of two distinct sections. The northern section was rectangular, 1 ½-stories tall and 24' x 56'. It was aligned along a N/S axis. The southwest section was located parallel to and adjoining the western elevation of the northern section. It was rectangular, 1 ½-stories tall and 24' x 18'. It was aligned along an E/W axis. No other



Fig. 3.42. Untitled portion of view showing vegetation and buildings south of Core Fortification looking east from the west side of the Oswego River, c. 1890. Photograph courtesy of Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

information was found during the research regarding this building.

## f) Engineer's Stable Space

# Engineer's Stables and Storehouse

The Engineer's Stables and Storehouse was constructed c. 1867 and was located south of the Core Fortification and west of the entrance road (see fig. 3.22, p. 184); it was altered prior to 1894, exact date unknown. Circa 1867 it was generally L-shaped and consisted of two distinct sections and a small addition. The southern section was rectangular, 1-story tall and 26' x 33'. It was aligned along a N/S axis. It was constructed of wood and surmounted by a side-gabled roof. The northern section was located diagonally to the southern section and joined its northeast corner. It was rectangular, 1-story tall and 20' x 39'. It was aligned along an E/W axis. It was constructed of wood and surmounted by a side-gabled roof. A small addition was located parallel and adjoining the southern section along its east elevation. It was square, 1-story tall and 10' x 10'. It was aligned along an N/S axis. It was constructed of wood and surmounted by a shed-gabled roof; prior to 1894, the addition was removed. No other information was found during the research regarding this building.

## g) Lakeshore Space

### Life Saving Station Building

The Life Saving Station Building was constructed prior to 1880, exact date unknown, and was located southeast of the east pier.<sup>324</sup> It was T-shaped and generally aligned along an E/W axis. No other information was found during the research regarding this building.

### Railroad Pump House

The railroad pump house was constructed prior to 1880, exact date unknown, and was located at the northeast corner of the Reservation; it was removed prior to 1894, exact date unknown.<sup>325</sup> It was square, aligned along a N/S axis and was approximately 25' wide. No other information was found during the research regarding this building.

### Lake Seawall

The lake seawall was constructed c. 1845 and was located to the east of the government pier; it was removed in 1864. It was linear and angled, aligned along an E/W axis, was 6' wide, 546' long and 6' high.<sup>326</sup> It was constructed of stone. In 1864, the wall was removed and a new one proposed during the construction of the Rome and Oswego Railroad at the base of the bluff.<sup>327</sup> A new seawall was constructed prior to 1885, exact date unknown, and was located to the east of the government pier.<sup>328</sup> It was linear, aligned along an E/W axis, was approximately 6' to 10' wide and approximately 400' long. No other information was found during the research regarding these structures.

#### Outer Harbor Seawall

The outer harbor seawall was constructed c. 1843 and was located to the south of the government pier; it was altered c. 1845 and removed in 1864. In 1843 it was linear and angled, aligned along a N/S axis, was 6' wide, 301' long and 6' high.<sup>329</sup> It was constructed of stone. Circa 1845 the wall was lengthened to 566' and in 1864, the wall was removed during the construction of the Rome and Oswego Railroad at the base of the bluff.<sup>330</sup> No other information was found during the research regarding this structure.

### Railroad Seawall

The railroad seawall was constructed c. 1864 and was located along the lakeshore west of the east Reserva-

tion boundary line (see fig. 3.21, p. 182); it was removed prior to 1894, exact date unknown.<sup>331</sup> It was linear, aligned along an E/W axis, was approximately 10' wide and 200' long. No other information was found during the research regarding this structure.

## Rocky Point Wharf

The rocky point wharf was constructed prior to 1864, exact date unknown, and was located along the lakeshore west of the east Reservation boundary line.<sup>332</sup> No other information was found during the research regarding this structure.

#### Railroad Wharf

The railroad wharf was constructed prior to 1880, exact date unknown, and was located at the northeast corner of the Reservation (see fig. 3.10, p. 162); it was removed prior to 1894, exact date unknown.<sup>333</sup> It was linear, aligned along a N/S axis, was approximately 25' wide and 75' long. No other information was found during the research regarding this structure.

#### G. Views and Vistas

- 1. Core Fortification Area
  - a) Parade Space

#### Parade

The views within the Parade space were established c. 1845 and extended across the Parade from any position along its circumference to the various Parade buildings and the Ramparts. An additional view was provided through the Portal of Entry to the Earthworks area.

- b) Bastioned Fortification Space
  - (1) Terre Plein Subspaces

The views from the Terre Plein subspaces were established c. 1845 and were extensive in all directions. To the north they extended over the Glacis and Lake Ontario to the horizon; to the south they extended over the Glacis, perimeter open space, service buildings space and Engineer's Stable space to the Cove Property and the City of Oswego; to the east over the Glacis and perimeter open space to the City of Oswego; and to the west over the Glacis and Oswego River to the City of Oswego, and over Lake Ontario to the horizon. The views also extended into the adjoining Bastion spaces as well as across the Parade space to the various Parade space buildings and segments of the Ramparts.

## (2) Bastion Subspaces

The views from the Bastion subspaces were established c. 1845 and were extensive in all directions. To the north they extended over the Glacis and Lake Ontario to the horizon; to the south over the Glacis, perimeter open space, service buildings space and Engineer's Stable space to the Cove Property and the City of Oswego; to the east over the Glacis and perimeter open space to the City of Oswego; and to the west over the Glacis and Oswego River to the City of Oswego, and over Lake Ontario to the horizon. The views also extended down the adjoining Terre Plein spaces as well as across the Parade space to the various interior buildings and segments of the Ramparts.

#### 2. Outer Earthworks Area

### a) Ditch Space

The views within the Ditch space were established c. 1845 and extended along the Ditch space to the Flanks of the Bastions or Counterscarp opposite the Salient of the Bastions.

## b) Covered Way Space

The views within the Covered Way space were established c. 1845 and extended along the Covered Way space to the Banquet, Traverses, Ravelin or down into the Ditch space.

### c) Glacis Space

The views from the Glacis space were established c. 1845 and extended in all directions; the south view was altered c. 1851-1864. In 1844 the view north extended across the Glacis and over Lake Ontario to the horizon; to the south across the Glacis and perimeter open space to the Cove Property and the City of Oswego; to the east over the Glacis and perimeter open space to the City of Oswego; and to the west across the Glacis and over the Oswego River to the City of Oswego and over Lake Ontario to the horizon. Circa 1851-1864, the view south from the Glacis space was altered when trees were planted along the entrance road (c. 1851) and along the laundress' road (prior to 1864); the c. 1851-64 view south extended across the Glacis and perimeter open space the City of Oswego and across the Glacis and through the service buildings space to the trees along the northern edge of the laundress' road.

#### 3. Perimeter Area

### a) Perimeter Open Space

The views from the perimeter open space were established c. 1845 and extended in all directions; the views south and west were altered c. 1851. In 1844 the view north extended over Lake Ontario to the horizon; to the south to the Cove Property and the City of Oswego; to the east to the City of Oswego; and to the west across the Glacis to the Core Fortification and over the Oswego River to the City of Oswego and over Lake Ontario to the horizon. Circa 1851 the view south and west from the space was altered when trees were planted along the entrance road; the c. 1851 view south extended to the City of Oswego; to the west across the Glacis space to the Core Fortification and the trees along the eastern edge of the entrance road.

## b) Cemetery Space

The views from the cemetery space were established c. 1863 and extended in all directions. To the north they extended over Lake Ontario to the horizon; to the south across the perimeter open space to the City of Oswego; to the east across the perimeter open space to the City of Oswego; to the west across the perimeter open space to the Core Fortification.

## c) Garden Space

The views from the garden space were established c. 1844 and extended in all directions; the view south was altered c. 1851. In 1844 the view north extended across the perimeter open space and Glacis space to the Core Fortification; to the south to the City of Oswego; to the east across the perimeter open space to the City of Oswego; to the west across the perimeter open space to the Cove Property. Circa 1851 the view west from the space was altered when trees were planted along the entrance road; the c. 1851 view west extended to the trees along the eastern edge of the entrance road.

### d) Quarry Space

The views within the quarry space were established c. 1863-1872 and extended across the quarry from any position along its circumference to the quarry walls. An additional view was provided through the outlet at the north end of the quarry across Lake Ontario to the horizon.

## e) Service Buildings Space

The views from the service buildings space were established c. 1851 and extended in all directions; the south view was altered c. 1864. Circa 1851 the view north extended across the Glacis space to the Core Fortification; to the south to the Cove Property and the City of Oswego; to the east between the trunks of the entrance road trees across the perimeter open space to the City of Oswego; to the west over the Oswego River to the City of Oswego. Circa 1864, the view south from the space was altered when trees were planted along the laundress' road; the c. 1864 view south extended between the trunks of the laundress' road to the Engineer's stable space.

## f) Engineer's Stable Space

The views from the Engineer's stable space were established c. 1864, and extended in all directions. To the north they extended between the trunks of the laundress's road to the service buildings space; to the south to the Cove Property and the City of Oswego; to the east between the trunks of the entrance road trees across the perimeter open space to the City of Oswego; to the west over the Oswego River to the City of Oswego.

## g) Lakeshore Space

The views from the lakeshore space existed at the beginning of the historic period and extended to the north and west. To the north they extended across Lake Ontario to the horizon; to the west they extended across the Oswego River to the City of Oswego and across Lake Ontario to the horizon.

## H. Small-Scale Features

### 1. Core Fortification Area

#### a) Parade Space

# Water Pumps

Five water pumps were installed c. 1850 and were located at various points between the Parade walkway and the Parade Walls (see fig. 3.31, p.197); they were removed c. 1890.<sup>334</sup> They had a curvilinear handle, an L-shaped spout and were approximately 4' 6" high. They were made of metal and mounted on a flat, slate base 3' 5" square.

### Mounting Blocks and Hitching Posts

The mounting blocks and hitching posts were installed c. 1870 and were located within the circular drive in front of OQI and OQII (see figs. 3.24, p. 188 and 3.25, p. 189).<sup>335</sup> The blocks were rectangular, approximately 12" wide, 18" to 36" long, approximately 12" high and parallel with their respective building; they were constructed of limestone. The hitching posts were approximately 6" square and approximately 30" high. They were made of wood, painted white and surmounted by a hipped cap.

# Front Fencing

Five sections of front fencing were installed prior to 1869, exact date unknown, and were located on

either side of the entry walks to OQI and OQII (see figs. 3.24, p. 188 and 3.25, p. 189); they were removed prior to 1884, exact dates unknown.<sup>336</sup> The fencing was linear and angled, varied from 8' to 56' in length and were 2' 6" high. It was made of wood; posts were located approximately 6' to 8' o.c.; two, 2 by 6" rails were attached to the posts; 1 ½" square pickets were mounted to the rails approximately 8" o.c. The posts and rails were painted white; the pickets were painted a dark color. The posts flanking the entry walks of each building are surmounted with an approximately 5" diameter ball painted black; a 2" high, hipped cap surmounts the other posts.

#### Cannon Balls

The cannon balls were installed prior to 1869 exact dates unknown, and were located northeast of the EMB and northeast of OQII (see fig. 3.31, p. 197); they were removed prior to 1884, exact date unknown.<sup>337</sup> They were stacked in a pyramid approximately 2 ½ wide, approximately 2' high and were aligned along a NE/SW and E/W axis respectively. They were made of metal and black. The balls were surrounded by a wooden frame constructed of board approximately 3" square and painted white.

## OQ1 Trellis

The OQ1 trellis was constructed c. 1850, exact date unknown, and was located over the main entry of OQ1 (see fig. 3.24, p. 188); it was removed prior to 1891, exact date unknown.<sup>338</sup> It was generally rectangular, approximately 6' wide, approximately 3' deep and approximately 11' high. It was constructed of wood with wood latticework; the latticework was painted a dark color and the trim was painted white.

## Gas Lampposts

Three gas lampposts were installed prior to 1891, exact date unknown, and were located at the edge of the Parade (see fig. 3.26, p. 191).<sup>339</sup> The lamps were cylindrical and mounted on an approximately 5" diameter post resulting in an overall height of approximately 6' high; the posts were painted black.<sup>340</sup> No other

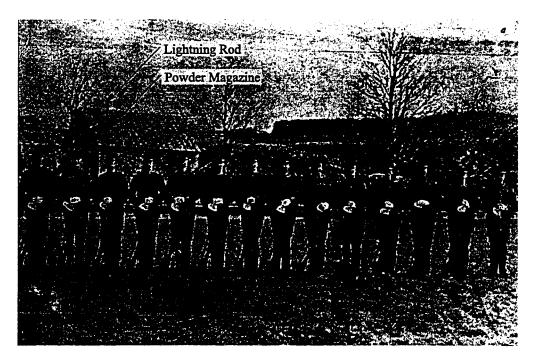


Fig. 3.43. Untitled view of Powder Magazine and Company C looking southeast from Parade, 1890. Photograph courtesy of Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

information was found during the research regarding the gas lampposts.

## Fire Hydrant

One fire hydrant was installed in 1869 and was located at the center of the Parade (see fig. 3.26, p. 191).<sup>341</sup> It was cylindrical, approximately 5" in diameter and approximately 3' high. It was painted black. No other information was found during the research regarding the fire hydrant.

## Lightning Rod

The lightning rod was installed prior to 1890, exact date unknown, and was located north of the Powder Magazine (see fig. 3.43, p. 219).<sup>342</sup> It was 39' high. It was constructed of wood with an attached metal rod. No other information was found during the research regarding the lightning rod.

#### Cisterns

A number of cisterns were constructed throughout the historic period and were located near the store-house, at the southeast corner of the EMB, and near OQI and OQII.<sup>343</sup> In 1871, the officers' quarters and EMB were connected to the city water supply and by 1884 a number of the cisterns had been abandoned. By 1888 the city water supply was almost exclusively being used.<sup>344</sup>

#### Water Line

A water line was constructed 1869 and was centrally located (buried) across the Parade.<sup>345</sup> The main feed of the line extended through the Portal of Entry and continued to a fire hydrant located at the center of the Parade.<sup>346</sup> From the fire hydrant three secondary feeds of the line extended to the north and northwest elevations of OQI and OQII respectively, and to the north and west elevations of the EMB.

## Sewer Lines

A main sewer line was constructed prior to 1863, exact date unknown and was located along the northwest edge of the Parade; it was altered c. 1871, c. 1884 and 1885. In 1863 from the northwest edge of the Parade it extended underneath the Terre Plein between Bastions A and E. Circa 1871, four secondary sewer lines were constructed and connected to the woodshed/privies of the Officers' Quarters.<sup>347</sup> Circa 1884, a fifth secondary sewer line was constructed and connected to the 1-story, northeast addition of the EMB.<sup>348</sup> In 1885, a new main sewer line was constructed. The 1885 main sewer line was located along the edge of the Parade walkway in front of the Storehouse, OQII, OQI and the EMB and extended out of the Portal of Entry and then turned west where it continued to the Bluff.<sup>349</sup> The sewers were constructed of masonry.

### Drain

One open surface drain was constructed prior to 1863, exact date unknown, and was located along the perimeter of the Parade.<sup>350</sup> It was circular, had a radius of 80' and a circumference of 502'. It was stone lined and emptied into two drain inlets located along the northwest arc of the Parade.<sup>351</sup>

# b) Bastioned Fortification Space

#### (1) Terre Plein Subspaces

## Main Gate

The main gate was installed in 1877 and was located at the south end of the Portal of Entry.

It was generally rectangular, aligned perpendicular to the Portal of Entry, approximately 15' wide and

approximately 12' high. It was constructed of wood. 352

# (2) Bastion Subspaces

#### 18-Pound Flank Howitzers en Barbette with Traverse Circle

Twenty 18-pound flank howitzers en barbette with traverse circles were installed c. 1839-45 and were located at the Salient, Shoulders and Faces of the Bastions and on the Salient of the Ravelin; the howitzers were removed prior to 1861, exact date unknown, and the barbettes and traverse circles had decayed prior to 1867, exact date unknown.<sup>353</sup> The howitzers were approximately 20' long; they were made of metal; the barbettes were constructed of wood with metal strapping; the traverse circles had a 9.5' radius; they were constructed of wood with metal strapping. No other information was found during the research regarding these features.

## 12-Pound Siege Guns

Ten 12-pound siege guns were installed c. 1839-1845 and were located at the Flanks of the Bastions; they were removed prior to 1867, exact date unknown.<sup>354</sup> They were approximately 10' long and made of metal.<sup>355</sup> They were mounted on wheeled siege carriages.



Fig. 3.44. Untitled view of members of Company C and 12-Pound Field Gun" looking north from Parapet, c. 1899. Reproduced from copy on file at Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

#### 12-Pound Field Gun

A 12-pound field gun was installed prior to 1892, exact date unknown, and was located along the north Flank of Bastion E and west of the Casemate entrance (see fig. 3.44, p. 221); it was removed prior to 1900, exact date unknown.<sup>356</sup> It was approximately 5' wide, 11' long and 4' 6" high. The gun was metal and the carriage was wood with metal strapping.

### Gun Platforms

Ten gun platforms were constructed c. 1839-1845 and were located along the Flanks of the Bastions; they were removed prior to 1867, exact date unknown. They were rectangular, aligned perpendicular to the flanks of the Bastions, 12'6" wide and 18' 0" long.<sup>357</sup> They were constructed of wood. By 1867, the platforms had decayed and were not replaced.<sup>358</sup> Prior to 1892, exact date unknown, one gun platform was constructed along the north Flank of Bastion E and west of the Casemate entrance (see fig. 3.44, p. 221).<sup>359</sup> Prior to 1900, exact date unknown, the platform was removed.<sup>360</sup>

#### Parade Wall Fencing

Two sections of Parade Wall fencing were installed c. 1870 and were located surmounting the Parade Wall behind the OQI revetments (see fig. 3.24, p. 188). They were linear, approximately 30' long and approximately 3' high. They were made of wood, not painted; posts were located approximately 7' o.c. and two rails, approximately 2" by 4", were attached to the posts.

## Flagpole

The flagpole was installed in 1844 and was located in Bastion A; it was relocated in 1844, removed prior to 1884, exact date unknown, and replaced c. 1884.<sup>361</sup> In 1844 the flagpole was approximately 110' high.<sup>362</sup> It was made of wood. In 1844 the flag was relocated to Bastion E after it was blown over in a storm. Prior to 1884 the flagpole was removed; c. 1884 it was replaced. The circa 1884 flagpole was approximately 90' high.<sup>363</sup> It was made of wood and whitewashed.

### 2. Outer Earthworks Area

## a) Ditch Space

#### **Drains**

Two open surface drains were constructed prior to 1863, exact date unknown, and one was located parallel to the faces of Bastion B and one was located parallel to the southwest Face of Bastion A, the Terre Plein between Bastions A and E, and the Faces of Bastion E; the drain located parallel to the faces of Bastion B was altered prior to 1885, exact date unknown.<sup>364</sup> The drain located parallel to the faces of Bastion B was linear and angled and approximately 150' in length. Prior to 1885, the drain was altered and located along between the salient of Bastion A and the shoulder angle of Bastion B.<sup>365</sup> The drain located parallel to the southwest Face of Bastion A, the Terre Plein between Bastions A and E, and the Faces of Bastion E was linear and angled and approximately 400' in length; this drain tied into the c. 1863 sewer extending from the Ditch to the Bluff. No other information was found during the research regarding the drains.

# Ventilator

A ventilator was installed in 1885 and was located at the southeast shoulder angle of Bastion E.<sup>366</sup> It was approximately 15' to 20' high. No other information was found during the research regarding the ventilator.

b) Covered Way Space

Not applicable.

c) Glacis Space

Sewer Line

A sewer line was constructed c. 1863 and was located near Bastion A. It extended from the Ditch to a point along the bluff located near the northwest corner of the Reservation.<sup>367</sup> In 1885, a new main sewer line was constructed making this line obsolete.

### 3. Perimeter Area

a) Perimeter Open Space

Hospital Fence

The Hospital fence was installed in 1869 and was located around the Hospital; it was altered prior to 1888 and removed prior to 1890, exact dates unknown.<sup>368</sup> It was constructed of wooden posts and rails. Prior to 1888, it was altered when wire was use in place of missing rails. No other information was found during the research regarding the feature.

Fire Hydrant

A fire hydrant was installed c. 1871 and was located northwest of the New Post Hospital (see fig. 3.20, p. 181). No other information was found during the research regarding the feature.

Electric Lights

Electric lights were installed prior to 1889, exact date unknown, and were located along the entrance road between the New Post Hospital and East Schuyler Street.<sup>370</sup> No other information was found during the research regarding the feature.

Water Line

A main water line was constructed 1869 and was located (buried) diagonally along the length of the entrance road (see fig. 3.20, p. 181); it was altered prior to 1894, exact date unknown.<sup>371</sup> Four secondary lines extended off the main water line to the south and east elevations of the New Post Hospital; to a fire hydrant located northwest of the New Post Hospital; to the east elevation of the Engineer's Stables; and to a fire hydrant located northeast of the Stone Laundress Quarters.<sup>372</sup> Prior to 1894, secondary lines were extended between the main water line and the west elevation of the Ordnance Sergeant's Quarters.

Sewer Line

A sewer line was constructed prior to 1884, exact date unknown, and was located southeast of the Hospital; it was altered c. 1884 and 1886, exact dates unknown. It extended between the Hospital and a point approximately 512' SE of the Hospital where it emptied onto the Reservation.<sup>373</sup> It was constructed of tile.<sup>374</sup> Circa 1884, a secondary sewer line was constructed and connected to the Ordnance Sergeant's House.<sup>375</sup> Circa 1886, the Hospital sewer line was extended underneath the New York, Ontario and Western Railroad and then continued eastward where it connected to a city sewer line at the intersection of East Ninth and Van Buren Streets.<sup>376</sup>

## b) Cemetery Space

#### Picket Fence

The picket fence was installed prior to 1863, exact date unknown, and was located along the perimeter of the space.<sup>377</sup> It was 100' x 150' with an overall length of 500'.<sup>378</sup> It was constructed of wood and whitewashed.

# c) Garden Space

#### Garden Fence

The garden fence was constructed prior to c. 1856, exact date unknown, and was located along the perimeter of the garden space; it was altered c. 1868, prior to 1870 (exact date unknown), prior to c. 1885 (exact date unknown), and in 1886. Circa 1856 it was approximately 350' x 400' with an overall length of approximately 1,500'.<sup>379</sup> Circa 1868, the fence was altered when the size of the garden was changed. The c. 1868 fence was approximately 150' x 300' with an overall length of approximately 900'.<sup>380</sup> It was constructed of wood.<sup>381</sup> In 1870 the fence was altered when the size of the garden was again changed. The c. 1885 fence was approximately 500' x 550' with an overall length of 2,100'.<sup>383</sup> In 1886, the size of the garden was changed with the construction of the New York, Ontario and Western Railroad bed through the northern portion of the garden. No other information was found during the research regarding the feature.

### d) Quarry Space

Not applicable.

### e) Service Buildings Space

## Scales

Scales were constructed c. 1871 and were located at the northeast corner of the Engineer's Pardoom.<sup>384</sup> They were approximately 25' x 25'. No other information was found during the research regarding the feature.

#### Laundress' Fence

The Laundress' fence was constructed prior to 1890, exact date unknown, and was located to the north and west of the quarters (see fig. 3.42, p. .214). No other information was found during the research regarding the feature.

#### Fire Hydrant

A fire hydrant was installed c. 1871 and was located northeast of the Stone Laundress's Quarters.<sup>385</sup> No other information was found during the research regarding the feature.

#### Drain

One open surface drain was constructed prior to 1870, exact date unknown, and was located south of the laundress' road. 386 It was linear and approximately 100' long. No other information was found during the research regarding the feature.

#### Laundress' Quarters Well

A well was located near one of the Laundress' Quarters. No other information was found during the research regarding the feature.<sup>387</sup>

#### Water Line

A tertiary water line was installed prior to 1894, exact date unknown, and extended between the scales and the west elevation of the Quartermaster's Stables (see fig. 3.24, p. 188).

#### Sewer Lines

Two sewer lines were constructed prior to 1894 and extended between the north foundation walls of the Stone Laundress' Quarters and the Quartermaster's Storehouse, to the bluff where they emptied (see fig. 3.24, p. 188).

# f) Engineer's Stable Space

#### Pardoom Fence

The pardoom fence was constructed prior to 1870, exact date unknown, and was located along the perimeter of the Engineer's pardoom.<sup>388</sup> It was approximately 200' x 250' with an overall length of approximately 900'. No other information was found during the research regarding the feature.

#### Water Line

A secondary water line was installed prior to 1894, exact date unknown, and extended between the main water line beneath the entrance road to the scales (see fig. 3.24, p. 184). A tertiary line extended off the secondary water line to the north elevation of the Engineer's Stables.

# g) Lakeshore Space

#### Fence

Two sections of fence were installed prior to 1864, exact date unknown, and were located at the base of the bluff along the western boundary of the Reservation.<sup>389</sup> They were linear and varied from 200' and 450' in length. No other information was found during the research regarding the feature.

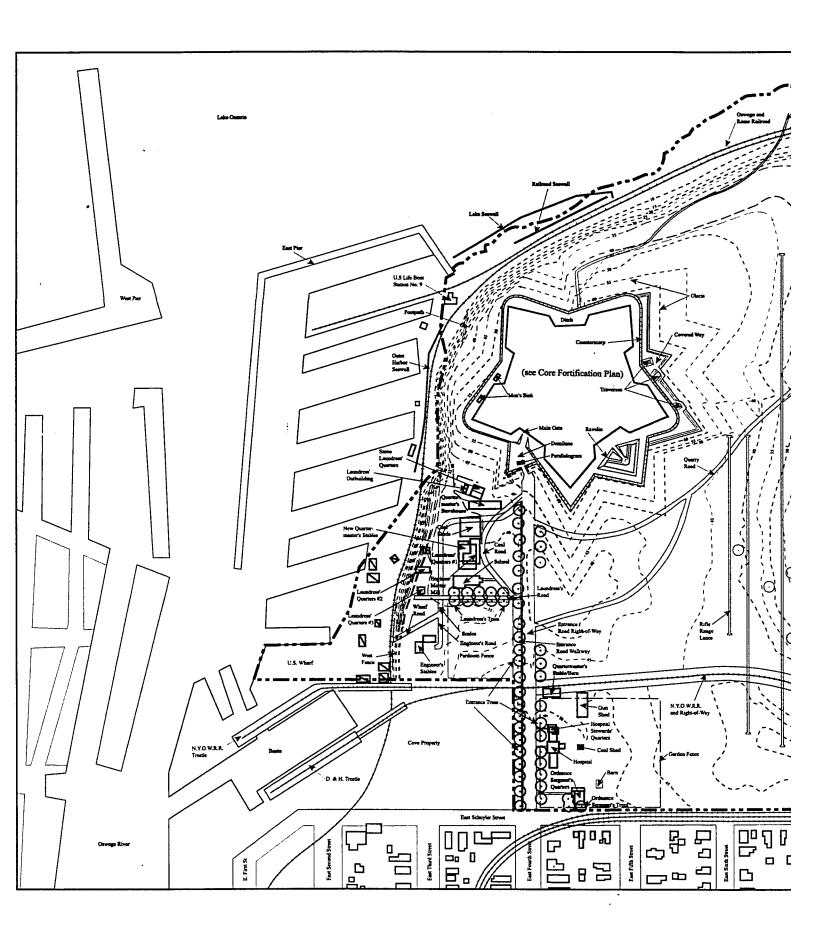
## I. Archeological Reservations

No information was found during the research regarding archeological surveys conducted during this period. However, it is known that the ramparts and possibly portions of the foundations of the parade buildings of the second Fort Ontario were buried beneath the Ramparts of the third Fort Ontario and remain there relatively undisturbed.

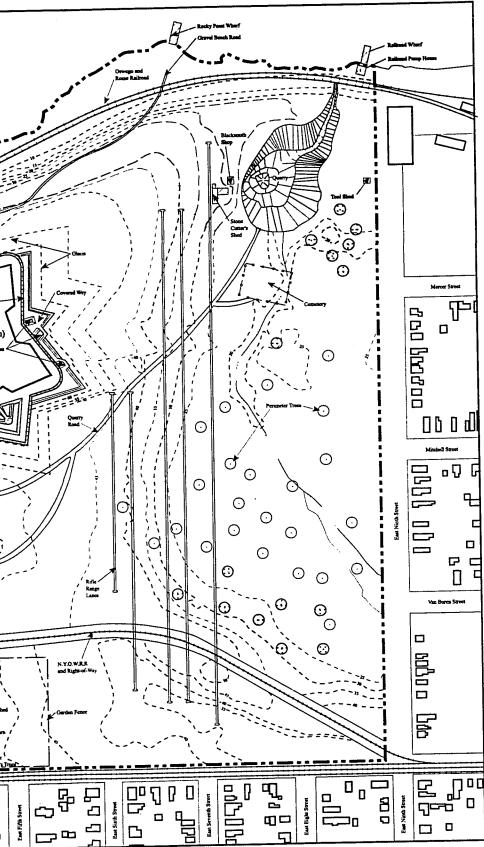
## Summary

At the beginning of the historic period the Reservation consisted of the ruins of the second Fort Ontario and a number a small buildings housing settlers and squatters. Construction on the third Fort Ontario began in 1839 and continued until 1845. The third fort consisted of a Core Fortification, outer earthworks and a perimeter area containing open fields and a number of support buildings. As the importance of the fort grew during the Civil War years (1861-65), in 1863 work was begun on the strengthening of the defenses of the fort and the construction of additional support buildings to the south of the fort. As a result of these activities, a quarry was created to the east of the fort in order to provide stone for the construction of a vertical, stone Scarp wall around the

Core Fortification. In 1872, work on the various improvements to the fort was discontinued when Congress ended the allocation of funds for the project. After 1872, the fort was continuously garrisoned until 1880. In 1884, the fort was re-garrisoned and a number of minor alterations occurred to some of the existing buildings. Around 1885, a railroad bed was laid across a portion of the southern half of the Fort Ontario Military Reservation and during the 1890s, the fort was periodically abandoned. In 1903, the entire Reservation was decommissioned along with a number of other installations across the country.



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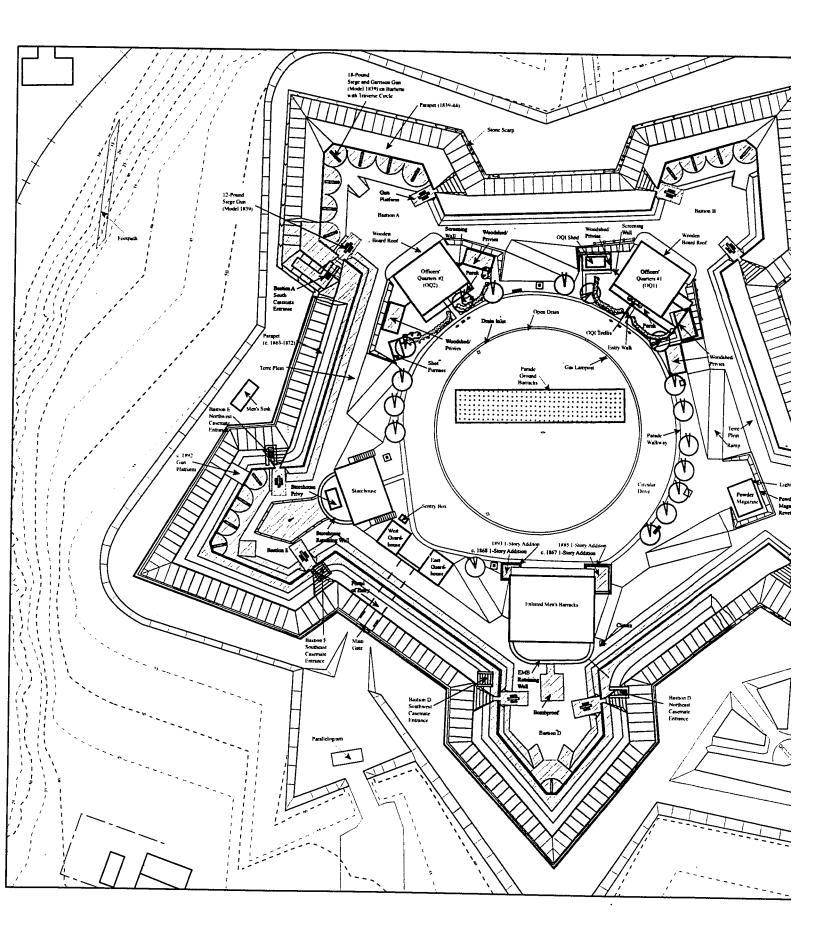


 $\square$ N.Y.O.WR.R. Fort Octario, New York (NA, RG 77, 1894) CULTURAL LANDSCAPE REPORT FORT ONTARIO STATE HISTORIC SITE NORTH scale 1"=300 feet Third Historic Period 1839-1903 Site Plan

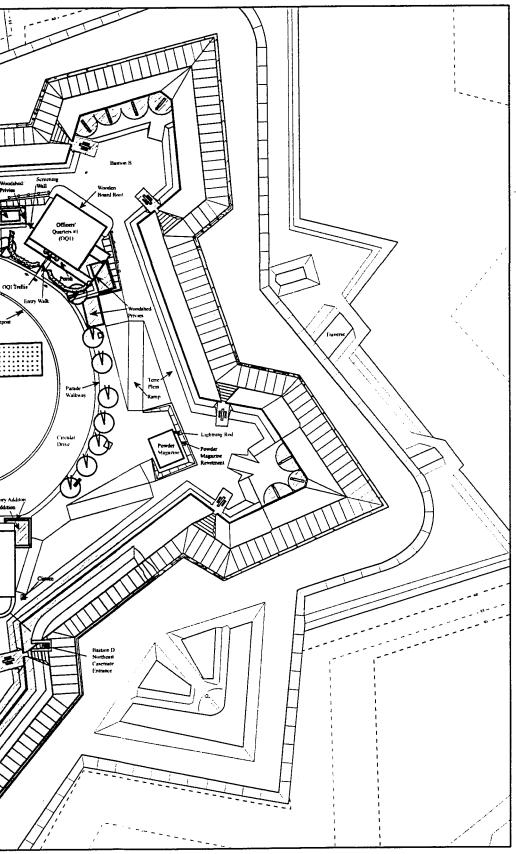
**LEGEND** 

Note: 1. The northern Reservation boundary follows the 1903 low water level and the southern, eastern and western boundary follows the 1839 servey.

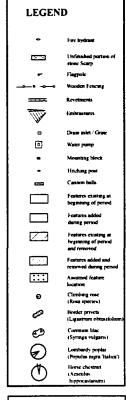
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Notes: 1. All features added to the Reservation from 1839 to 1844 are depicted as existing at the beginning of this historic period. Any features added and/or removed after 1844 are depicted accordingly.



#### Map Sources

"Sketch of Fort Ontario - Oswego, NY Showing Traverses of the Covered Way and ..." (D. Leadbetter, 1o April 1842)

"Plan of Fort Omario" Henry M. Robert, 18 September 1884

"Landscape Restoration (Hase Plans) Interior of Fort Grounds Preliminary Walkway Restoration Plan" (Wendy Van Der0Hogart, I March 1999)

Wendy Van Derfilliogart, 1 March 1999; Drawn by R. J. Hetzler / August 2002

> CULTURAL LANDSCAPE REPORT

FORT ONTARIO STATE HISTORIC SITE



repared for the New York State Office of Part Recreation and Historic Preservation.

State I neversity of New York
Lullege of Lavrenmental Science and Furency,
why of Landscape Architecture, Svracuer, New York

Research Assessmit Robert J. Hotzler

NORTH
scale 1" = 300 feet

Third Historic Period 1839-1903 Core Fortification Plan

Features removed during the historic period but difficult to depict on this plan include the superior slope Revoluents beneath the c 1863-1872 Parapet, front fencing and camoro balls.

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# Chapter 4 - Establishment of the Training Installation (1903-1946)

### Introduction

As in the previous historic period, the Reservation experienced a number of physical and use changes throughout this period. As part of the reorganization of the United States Army at the turn of the twentieth century, it was determined that the Fort Ontario Military Reservation would be used as a site for infantry training. The redevelopment of the Reservation from a defensive installation to a training installation began in 1903 and was completed in 1905. During that time the outer earthworks and most of the buildings outside the Core Fortification area were removed, while the Core Fortification area and the buildings and structures within it remained. The Reservation served as an infantry training installation until the outbreak of World War I. At that time it was converted into a medical training facility and served as a hospital base for wounded soldiers until 1920. In 1921 a regular garrison was reassigned to the Reservation. By 1925, National Guard troops were annually using the Reservation as a base for their training exercises. While some new construction occurred over the next fifteen years, it was not until 1940 that major changes once again began. From 1940 to 1941, sixty-eight new buildings were constructed on the Reservation to accommodate anti-aircraft training units. During World War II, the type training activities at the Reservation changed a number of times. Towards the end of the war, it became home to a number of refugees fleeing Nazi persecution in Europe. By spring 1946, all the refugees had been allowed to leave and with their departure the United States government returned the Reservation to the State of New York.

### I. Historic Context

## A. City of Oswego

At the turn of the twentieth century, the population of the City of Oswego remained stable and while some of its industries folded new ones arose. By 1910, the population of the city was approximately 23,400 and a number of industries that had previously enjoyed success at Oswego such as lumber fabrication, furniture making and woodworking generally faltered and failed as the import of timber to the port dried up.\(^1\) The cornstarch industry, which had been Oswego's leading industry since around the middle of the nineteenth century, disappeared altogether when the Kingsford Starch Company was purchased by the Corn Products Refining Company and moved to the Midwest.\(^2\) However, some established industries remained viable within the Oswego economy including those involved in the production of matches, iron and steel products, and textiles. In addition, new industries were added to the economy such as included those involved in the production of brass and iron products, boilers, railroad cars, candy, and silk products.\(^3\)

While the port activity at the end of the nineteenth century had declined, for the first fifteen years of the twentieth century it remained stable.<sup>4</sup> During that period the port handled somewhere between 600,000 to 800,000 tons of goods a year even though the shipment of old staples such as wheat, corn and barley steadily declined.<sup>5</sup> Offsetting the decline in the shipment of various agricultural products through the port was the shipment of anthracite coal; which by 1913 had reached all time high of 770,000 tons.<sup>6</sup> After 1915, port activity entered a period of general decline. This was partially the result of the slowdown in the shipment of goods through the Welland Canal while improvements were being made to it, and also partly due to improvements in canal boat technology that allowed the boats to continue their journey along the Great Lakes without having to load their cargoes onto larger, lake going vessels at the port.<sup>7</sup>

While the port activity was declining during the later part of the 1910s and early 1920s, it did however see the return of some products as well as the arrival of new ones. In 1921, wholly foreign grain shipments once again began entering the port. By 1923, gasoline, kerosene, sulfur, chemicals, wood pulp and raw and refined sugar were entering the port for the first time. Most of these products arrived by way of the Great Lakes while those arriving by way of the canal were minimal. With the increase in the shipment of grain, in 1924 the state of New York completed the construction of a million bushel grain elevator on the west side of the port. In

addition to grain imports, package freight was also an important cargo passing through the port and aiding the Oswego economy.<sup>11</sup>

New industries continued to be added to Oswego through the 1920s and into the following decades. These included the production of paper and paper bags, packing machinery and composition insulating board.<sup>12</sup> With the importance of electrical power growing, two hydroelectric power plants were constructed along the Oswego River and were partly responsible for drawing these new industries to the area.<sup>13</sup> During the 1930s the port was deepened to twenty-one feet and a second one million bushel grain elevator was constructed on the west side of the port. Also during this period, Oswego industries were producing boilers, matches, textiles and shade cloth. At the time the Fitzgibbon Boiler Works and Ames Iron Works were the major employers and Oswego was home to largest paper bag plant in the world.<sup>14</sup>

By 1940 the population of Oswego had dropped to about 22,100 and the employment of its citizens was generally divided between manufacturing and agriculture.<sup>15</sup> When the troops of the Fort Ontario Military Reservation were withdrawn in 1944, traditionally an important source of revenue for local merchants and industries, the economic environment within the city was negatively impacted. In an effort to prevent the Reservation from being permanently closed, local business leaders petitioned the federal government to use the Reservation as a place to house a group of Holocaust refugees that the government was bringing to the United States.<sup>16</sup> While the refugees did stay at the Reservation, by the spring of 1946 the last of the refugees had departed and the War Department closed the Reservation. The Oswego economy once again was stressed and local business leaders again looked for ways to improve the business environment.

#### **B. Fort Ontario**

On 12 June 1903 Secretary of War Elihu Root recommended that Fort Ontario Military Reservation be converted into training installation. Shortly afterwards, ads were placed in various newspapers nationwide asking for the submittal of construction bids for the proposed changes to the Reservation.<sup>17</sup> Government authorities in Washington reviewed the submitted bids and the lowest responsible bidder was selected. Work on the new Reservation began in October of 1903.<sup>18</sup>

The overall transformation of the Reservation required re-grading, installation of new utilities, the construction of roadways and walkways, and the construction of twenty-one brick buildings.<sup>19</sup> It also required that most of the nineteenth century buildings and all the outer earthworks needed to be removed. The only buildings that remained were the Stone Laundress' Quarters and the Hospital; the latter was relocated within the Reservation.<sup>20</sup> The Core Fortification area and the buildings and structures within it remained.

The new training installation was completed in September 1905. It was capable of accommodating two companies, or one battalion, which was approximately 300 to 400 men. The focal point of the Reservation was a large Parade Ground east of the Core Fortification area around which the new circulation systems and buildings were organized. Service buildings were located along a secondary road system, located behind the officers' quarters and the barracks. An additional roadway, most likely used for pleasure, was constructed around the Core Fortification area and three entrances provided access to the Reservation. The Parade Ground and main roadway were capable of being enlarged in order to accommodate two additional companies or one additional battalion (see fig. 4.1, p. 229).

From 1905 to 1917 the Reservation served as an infantry training post with only a few changes occurring. The most significant modification was the extension of the main roadway circling the Parade Ground. Following the United States declaration of war on Germany in April 1917, a series of inspections were conducted which determined that the Reservation would best be used as a medical training center and hospital base. Subsequently, the regular garrison at the Reservation was transferred and following its departure, Captain A. R. Edwards and a staff of seventy-five men took over the Reservation and worked on converting it into a base hospital. After their arrival, the Reservation was referred to as General Hospital No. 5. Shortly afterwards, it was garrisoned by the Flower Hospital Unit, Army Medical Corps.

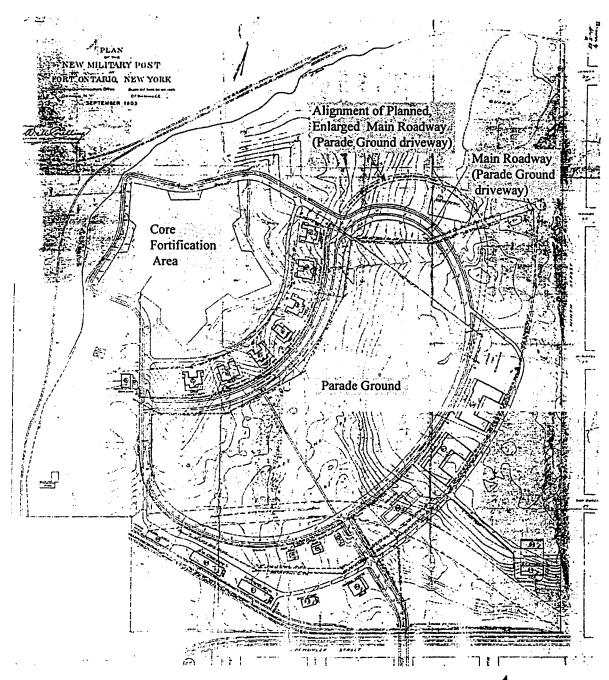


Fig. 4.1. Plan, "Plan of the New Military Post at Fort Ontario, New York," showing
Fort Ontario Military Reservation, O.F. Bellows, 1903. Reproduced from copy on file at
Fort Ontario State Historic Site. Original located in RG 92, National Archives, Washington, D.C. Annotated by R. Hetzler, SUNY ESF, 2002.

/ 1N scale 1" = appr. 300'

The first group of recruits for medical training arrived in July 1917 and was put through an intensive training course in field hospital work.<sup>24</sup> The next month there were more than 400 recruits in training and with the exception of a small group of Quartermaster Corps, the Reservation was completely in the hands of the Army Medical Corps.<sup>25</sup> As the number of recruits approached 1,000, it was necessary to erect tents and temporary barracks. To provide for better accommodations, Congress appropriated \$200,000 for constructing new buildings. The majority of these buildings were built to the north and east of the barracks constructed c. 1903-1905.<sup>26</sup> On 5 September 1917 the first soldiers wounded in Europe arrived at the Reservation by train via New York City and Syracuse.<sup>27</sup> With the arrival of an Army Nurse Unit later in September, a separate ward was constructed for them north of the Core Fortification area. In 1918, following the end of WWI, the need for General Hospital No. 5 ended when the Veterans Administration authorized the building of Veteran Hospitals throughout the nation.<sup>28</sup>

After the departure of the Army Medical Corp c. 1921, the Reservation once again became the training grounds for infantry and was garrisoned by the 28th Infantry. Beginning in 1925, the New York, Illinois, and Delaware National Guard Anti-Aircraft Regiments began training at the Reservation while the regular garrison was training at Stony Point Rifle Range near Watertown, New York or Camp Perry in Ohio. Training for as long as two weeks at a time, the artillery practice also took place at Jones Farm located east of Oswego. There, the anti-aircraft regiments fired on targets towed behind planes. While the National Guard units spent a large portion of their time training, some time was spent performing for the citizens of Oswego. These performances included demonstrations by the Searchlight units and concerts by the regimental band.

During the latter part of the 1920s and throughout the 1930s the Reservation was constantly in use. In 1926 four regiments of the National Guard and two regiments of the regular Coast Artillery were scheduled for training exercises at the Reservation. With the increased number of training activities, discussions began to expand the facilities.<sup>33</sup> As early as 1927, the EMB was converted into an officers' club and a number of the other buildings within the Core Fortification were converted into apartments (see fig. 4.2, p. 231).<sup>34</sup> In addition, a number of Mess Halls were constructed north of the Core Fortification for the National Guard units. Beginning in 1933, the Reservation was garrisoned by two battalions of the 28th Infantry and also accommodated a company of the 1st Brigade of the regular army.<sup>35</sup> During the latter part of the 1930s the Reservation was used as a base for winter training activities. Soldiers were trained in the use of snowshoes and skis and sent on forced marches through deep snow for days at a time.<sup>36</sup>

While alternative uses were considered, in 1940 the Reservation continued to be used as a training center for artillery units. After the passage of the Selective Service Act of 1940, the War Department considered using the Reservation as an induction center for new draftees.<sup>37</sup> While that proposal was not accepted, it was decided in October of 1940 that the Reservation would be an ideal location for the establishment of a permanent anti-aircraft artillery unit. To accommodate the unit, sixty additional buildings were constructed on the Reservation.<sup>38</sup> Before the work was finally completed, over a million dollars had been spent on updating the installation and the Fort Ontario Military Reservation was capable of accommodating 3,000 men.<sup>39</sup>

Two anti aircraft battalions were garrisoned at the Reservation prior to the outbreak of World War II (WWII). On 15 January 1941, 122 men of the all African-American, 369th Coast Artillery Regiment arrived at the Reservation and began readying it for the remainder of their 2,000-man regiment. The entire regiment assembled at the Reservation on 23 January 1941 and consisted of two anti-aircraft gun battalions and a searchlight battalion. Ton 4 September 1941 the 369th was transferred to Camp Edwards, Massachusetts for further training. The 198th Anti-Aircraft Regiment replaced them the same month. With the outbreak of WWII in December 1941, the 198th was transferred. Following their departure, the 1212th Service Battalion was sent to the Reservation and the installation became a training center for military police; a use that lasted for only a few months. Afterwards a detail of the Quartermaster Corps joined the 1212th Service Battalion.

In 1943, men earlier rejected for military service for reasons of illiteracy were reconsidered. The recruits selected from the group were sent to the Reservation, where they were put through a six-week training session that provided them with enough education to verbally understand and read military orders.<sup>46</sup> On 15 March 1944 the program was transferred to Pine Camp located near Watertown, New York.<sup>47</sup> Shortly afterwards the



Fig. 4.2. Untitled view of OQI looking north from Parade following its conversion to apartments, c. 1927. Photograph courtesy of Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

Quartermaster Corps and the 1212th Service Unit were transferred to other locations.

During the summer of 1944, the Reservation was abandoned except for a small caretaker force.<sup>48</sup> The Oswego Chamber of Commerce petitioned the President of the United States and the War Refugee Board to locate a group of Holocaust refugees at the Reservation.<sup>49</sup> On 1 August 1944, a group of hand-selected refugees from Europe were brought to the Reservation under the orders of President Franklin D. Roosevelt.<sup>50</sup> The refugee group consisted of 982 men, women and children of 18 different nationalities; ninety percent of them were Jewish.<sup>51</sup> Serving as the only wartime refugee camp in American history, the Reservation was referred to as the Fort Ontario Emergency Refugee Shelter.<sup>52</sup> The War Relocation Authority, an agency of the United States Department of Interior, operated the Shelter.<sup>53</sup>

The refugees were initially housed in the wooden barracks constructed c. 1941 near the cemetery (see fig. 4.3, p. 232). Families were housed together and those traveling alone were provided a single room.<sup>54</sup> During the first month, the refugees were not allowed to leave the Reservation. However, in time they were given greater freedom and allowed to visit the city of Oswego.<sup>55</sup> On the Reservation, the refugees were given access to a community store and recreational and entertainment programs. Adult educational needs were provided for on the Reservation while the children were allowed to attend the local public schools.<sup>56</sup>

While it was understood that the refugees were to return to their homelands at the end of the war, a group of individuals known as the Friends of Fort Ontario's Guest Refugees actively sought United State citizenship for the refugees. On 22 December 1945 President Harry S. Truman signed an executive order which granted the refugees their freedom and allowed them to apply for United States citizenship. By April 1946, all the refugees had either chosen to go to other countries or became legal immigrants. During the eighteenth-month stay at the Reservation, thirteen refugees died, twenty-three children were born, and in the end, 899 of the



Fig. 4.3. Untitled view of WWII refugees near wooden-Barracks looking north from barracks driveways, c. 1944. Photograph courtesy of Fort Ontario State Historic Site.

refugees became legal immigrants.<sup>59</sup> Following their departure the War Relocation Authority returned the Reservation to the War Department.<sup>60</sup> Having no further need of the Reservation, the War Department formally returned the property to the State of New York at noon on 3 April 1946.<sup>61</sup>

## II. Site Narrative

#### A. Landscape Context

Changes to the immediate context of the Reservation during this period were minor. To the north throughout the period the New York Ontario and Western Railroad (NYOWRR) acquired various parcels of land along the southern and western boundaries of the Reservation. By 1903, they either leased or owned a large portion of the property previously known as the Cove Property, and in 1923 they were acquiring properties along the western boundary of the Reservation. At the northeast corner of the Reservation, the Fitzgibbon Boiler Works purchased the land previously owned by first the Oswego & Rome Railroad Company, and then later by the Oswego Milling Company.<sup>62</sup> In 1925, the Fitzgibbon Boiler Works began construction of a structural steel, glass and concrete boiler plant on that parcel. 63 By the end of the period, the NYOWRR had acquired all the land previously contained within the Cove Property and the remainder of the lands along the west boundary of the Reservation. To the east and south of the Reservation, residential and small business buildings lined the street front along the east and south edges of East Ninth Street and East Schuyler Street respectively; the west edge of East Ninth Street and the north edge of East Schuyler Street still abutted the Reservation. Along East Schuyler Street were four railroad tracks belonging to the NYOWRR. Near the southwest corner of the Reservation, the portion of the NYOWRR holdings previously referred to as the Cove Property contained a combination of approximately three trestles and storage sheds serviced by railroad tracks that extended across a portion of the southern part of the Reservation. Located parallel to the Basin were four large buildings.<sup>64</sup> A few other small buildings existed at various locations throughout the NYOWRR holding west of the Reservation.

#### **B. Site Development**

#### 1. Core Fortification Area

During the reconstruction of the Reservation from October 1903 to September 1905 the Core Fortification area remained intact. According to Captain William M. Coulling the constructing quartermaster, the Core Fortification area seemed "picturesque" and worthy of being saved. He also believed that it would serve as a needed windbreak for the rest of the Reservation. However, while the Core Fortification area remained, it was not until around 1927 that the War Department found a use for it by converting the Enlisted Men's Barracks (EMB) into an officers' club, and Officers' Quarters #1 (OQI) and the Storehouse into quarters for junior officers and their families. During the conversion of the EMB and the Storehouse additions were constructed on their east and north elevations respectively. Prior to 1938, a three-car garage was constructed to the north side of Officers' Quarters #2 (OQII). Circa 1940, a second story was added to the addition on the north elevation of the Storehouse.

#### 2. Outer Earthworks Area

The outer earthworks were removed from 1903 to 1905.<sup>69</sup> While some of the earth and debris from the earthworks was deposited in the quarry, some was also used to fill low spots located throughout the Reservation.<sup>70</sup>

#### 3. Perimeter Area

Work on the perimeter area began in October 1903.71 At that time, the work mainly focused on the initial grading of the Reservation and the digging of trenches for the water, drain and sewer lines. In the spring of 1904, the actual construction of the buildings began and towards the end of the month it was reported that the fifth building for the Reservation had begun.72 By May, the construction of seven of the twenty-one buildings had begun or was completed and it was hoped that the remaining sixteen buildings could be far enough along so that by winter they would be ready for heat.73 While work on the sanitary systems continued, by July most of those to the east of the Parade Ground had been completed.74 In July, Captain Coulling stated that he hoped enough progress was made during the construction season that the final grading activities could be carried out before winter so the roadways had time to settle prior to the following spring.75 He also mentioned that trees, shrubs and flowers would be planted throughout the Reservation at that time. Also during July, it was reported that two hundred to three hundred men were at work on the Reservation, and that four of the officers' quarters had been completed to their second story (see fig. 4.4, p. 234); the cellars for four other buildings had been dug as well.76 In addition, the hospital foundation had been completed, but the foundations for the two Barracks and a set of stables had not.

Towards the end of July progress on the construction of the new Reservation continued according to plan. By 21 July 1904 demolition of the majority of the nineteenth century buildings located in the perimeter area of the Reservation was in progress.<sup>77</sup> The foundations for all the new buildings had begun with the exception of the Commissary and Quartermaster Storehouses.<sup>78</sup> Construction of these had to wait until the NYOWRR tracks extending through the southern part of the Reservation were removed.<sup>79</sup> Laying of the new NYOWRR tracks along and within the southern boundary of the Reservation were completed.<sup>80</sup> Work on the sewers had advanced to a point where six of the twenty-six manholes had been constructed, and plans were being developed for the final grading of the Reservation.<sup>81</sup> On 27 July a group consisting of NYOWRR officials, an engineer to the State Railroad Commission, Captain Coulling and city officials met at the Reservation to discuss the possibility of having the 7th Street entrance extend below grade and beneath the NYOWRR tracks along East Schuyler Street. Since New York State had recently passed a law requesting the elimination of all railroad crossings at grade, it was hoped that the State Railroad Commission would allow state funds to finance the work.<sup>82</sup> No information was found during the research regarding who paid for the below grade crossing, but the crossing was completed either in 1904 or 1905.

The entire Reservation was completed in September 1905 and was capable of accommodating one battalion



Fig. 4.4. "Views Showing Progress of Work at Fort Ontario, Oswego," looking west towards four officers' quarters from East Ninth Street, Perrette, c. 1904. Photograph courtesy of Fort Ontario State Historic Site.

of infantry. The twenty-three buildings that had been constructed were organized so that the seven officers' quarters, known as Officers' Row (bldgs. 5, 6, 7, 8, 9, 10 and 11), and the Administration Building (bldg. 3) were located on high ground to the west of the Parade Ground, separate from the Barracks (bldgs. 21 and 24). <sup>83</sup> The two Barracks (bldgs. 21 and 24), three Non-Commissioned Staff Houses (bldgs. 17, 18 and 19), a Post Exchange (bldg. 25) and a Hospital (bldg. 20) were located to the east of the Parade Ground, opposite Officers' Row. Separate from these buildings were a number of service buildings somewhat more distance and to the east and south of the Parade Ground. These included a Bake House (bldg. 23), Guard House (bldg. 22), Quartermaster Stables (bldg. 32), Wagon Shed (bldg. 33), Quartermaster Storehouse (bldg. 30), Commissary Storehouse (bldg. 31) and a Coal Shed (bldg. 29) (see fig. 4.5, p. 236). <sup>84</sup>

The circulation system within the Reservation consisted of separate systems for vehicles and pedestrians. Both of these systems circled the Parade Ground and the Core Fortification. Service roads extended behind Officers' Row, and between the Barracks (bldgs. 21 and 24) the various service buildings. A service road also led to the Quartermaster Stables (bldg. 32) located near the southeast corner of the Reservation. Entrances to the Reservation were located at the north end of East Seventh Street, along East Ninth Street and at the north end of East Fourth Street. A walkway was located across the Parade Ground and extended from a point near the 7th Street entrance to Officers' Row. Railway access to the Reservation was provided by branch tracks of the NYOWRR which extended from the tracks along East Schuyler Street to the Quartermaster Storehouse (bldg. 30), Commissary Storehouse (bldg. 31) and Coal Shed (bldg. 29). Trees were planted along sections of the main circulation routes extending around the Parade Ground (Parade Ground driveway) and Core Fortification area (Fort driveway). Trees were also planted at various points along the 7th Street entrance and at various locations within the open turf areas of the Reservation.

By 1910 several changes had occurred to the Reservation. A new service building, the Post Shops (bldg. 34), had been constructed behind the Barracks (bldgs. 21 and 24) and the roadway (Parade Ground driveway) and walkway (Parade Ground walkway) circling the Parade Ground had been extended. Extending these circulation systems allowed both the Reservation and Parade Ground to accommodate two battalions of infantry. With the Parade Ground thus enlarged, a second walkway (Parade Ground walk) was constructed across it which extended from a point near the Post Exchange (bldg. 25) to Officers' Row. In addition, an oval running track was constructed within the Parade Ground north of the second walkway. Possibly in preparation for extending the Parade Ground driveway and walkway, the cemetery had been relocated to a location along the bluff near the northern boundary of the Reservation. To accommodate visitors to the cemetery, a road (cemetery road) was constructed which extended from the Parade Ground walkway to the cemetery (see fig. 4.6, p. 237). See

With the entrance of the United States into World War I, new buildings were added to the Reservation to accommodate the training of medical field personnel and the care of wounded soldiers. Five new barracks were constructed behind the Hospital (bldg. 20); a Nurses Ward was constructed near the Core Fortification area; and a Red Cross Home, Boiler House, Officers' Ward and five one and two story wards were constructed north of the Post Exchange (bldg 25) (see fig. 4.6, p. 237). In addition, a total of twelve buildings were constructed behind the Barracks (bldgs. 21 and 24) and three buildings were constructed near the Bake House (bldg. 23). These buildings included six wards, a kitchen, two mess halls, a garage, a barracks and three other unidentified buildings, one of which may have been a gymnasium. In all twenty-eight buildings were constructed c. 1917, which brought the total number of buildings in the perimeter area of the Reservation to fifty-two.

While many new buildings were constructed at this time, only a few changes occurred to the circulation system. Two of these changes included the construction of a second service road (Barracks service road) behind the Barracks (bldgs. 21 and 24) and Hospital (bldg. 20), and the addition of a vehicular entrance (9th Street entrance) along the east boundary of the Reservation near Mitchell Street (see fig. 4.6, p. 237). Many walkways were constructed around the new buildings as well as near the Quartermaster and Commissary Storehouses (bldgs. 30 and 31).

With the end of World War I, 11 November 1918, the importance of the Reservation as a medical training

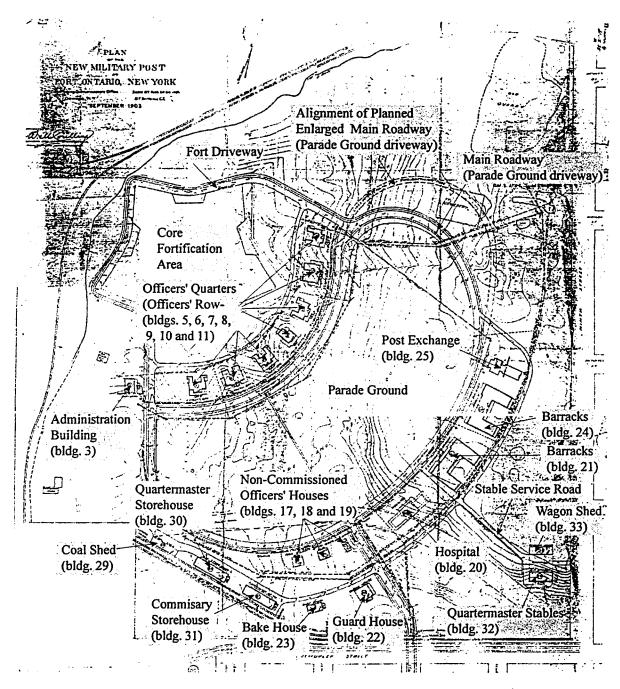


Fig. 4.5. Plan, "Plan of the New Military Post at Fort Ontario, New York," showing location of new buildings and circulation systems, O.F. Bellows, 1903. Reproduced from copy on file at Fort Ontario State Historic Site. Original located in RG 92, National Archives, Washington, D.C. Annotated by R. Hetzler, SUNY ESF, 2002.

N scale 1" = appr. 300'

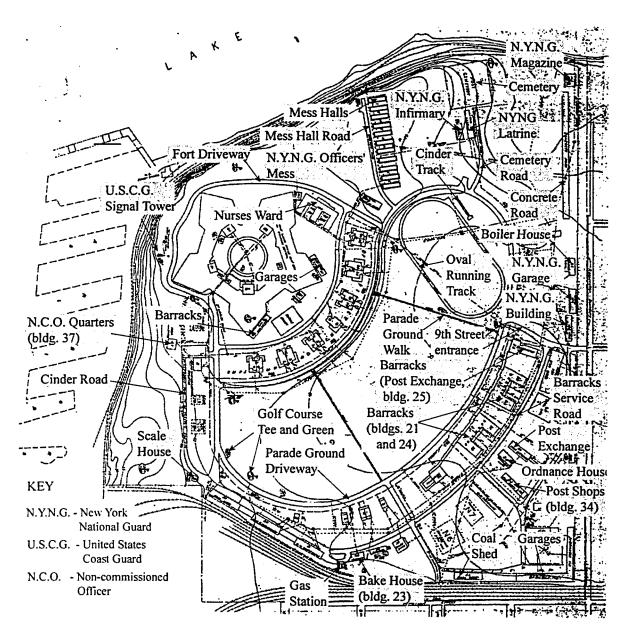


Fig. 4.6. Plan, "Fort Ontario, Oswego, New York, Existing and Proposed Construction," showing addition of new buildings, structures and circulation systems, L. Scott, 1938. Reproduced from copy on file at Fort Ontario State Historic Site. Original located in RG 92, National Archives, Washington, D.C.
Annotated by R. Hetzler, SUNY ESF, 2002.

N scale 1" = appr. 300'

center and base hospital gradually declined and the physical appearance and use of the Reservation once again changed. Sometime between the end of the War and 1924, some of the c. 1917 wards and barracks behind the Barracks were removed. By 1925 National Guard troops were training at the Reservation. As the number of guard units increased more buildings were constructed. By 1924 two garages and a New York National Guard (N.Y.N.G.) Officers' Mess had been constructed along the east side of the Core Fortification. In 1926 a N.Y.N.G. Gun Shed was constructed along the east boundary of the Reservation, north of the 9th Street entrance; no information was found during the research regarding its exact location. By 1927 eleven Mess Halls had been constructed north of the Parade Ground driveway near where the National Guard troops normally set up their tents during summer training. To the west of the Mess Kitchens, a concrete road (Mess Hall Road) was constructed, and water lines and overhead electric service extended to the area (see fig. 4.6, p. 237).

By 1938 a number of new buildings, features and structures had been added to the Reservation, and some of the buildings constructed earlier in the period had been removed. The new buildings constructed were a N.Y.N.G. Latrine, Infirmary and Magazine, all located near the cemetery. Two N.Y.N.G. buildings had also been constructed north of the 9th Street entrance; one these was a garage. 95 No information was found during the research stating the use of the other building. The Post Exchange (bldg. 25) located immediately south the 9th Street entrance was used as a Barracks, and a new Post Exchange was located north of the Post Shops (bldg. 34) along with a new Ordnance House. At the southeast corner of the Reservation additional garages were constructed, as well as a second coal shed. A gas station was constructed west of the Bake House (bldg. 23), and a Scale House was located west of the Coal Shed (bldg. 29). A few other smaller buildings were constructed at various locations throughout the Reservation including a barracks along the east Scarp of the Core Fortification area. Circulation changes included a new roadway (Cinder Road) extending between the Coal Shed (bldg. 29) and the NCO Quarters (bldg. 37); an alteration in vehicular circulation along the secondary service road near the southeast corner of the Reservation; and the construction of a concrete road near the northeast corner of the Reservation and a cinder track north of the oval running track. A radio signal tower was constructed west of the Core Fortification area and a makeshift golf course stretched across both the Core Fortification area and the perimeter area (see fig. 4.6, p. 237). By this time too, a fence, enclosed both the cemetery and Reservation, and a few more of the c. 1917 buildings had been removed, including the Red Cross House.

From 1940 to 1941 the Reservation was expanded and converted into a training center for anti-aircraft artillery units. Needing to accommodate approximately 3,000 men, by 1941 sixty-eight new buildings were constructed on the site. These included a theater, service club, a number of officers' quarters and warehouses, as well as numerous barracks and mess halls near the north boundary of the Reservation (fig. 4.7). Most of these wood-frame buildings were considered temporary structures. In addition, ten of the eleven N.Y.N.G. Mess Halls constructed c. 1927 had been altered by joining every two parallel buildings with an addition. Yearious other buildings constructed earlier in the period had been removed and these included the N.Y.N.G. Infirmary, Boiler House, N.C.O. Quarters, N.Y.N.G. Gun Shed and Drill Hall. With the construction of so many new buildings, the circulation system of the Reservation was enhanced by the addition of new roadways and walkways around these buildings. In particular, a new roadway was constructed west of the Parade Ground and led to the various officers' buildings located south of the of the Core Fortification area. In addition, a section of land near the southeast corner of the Reservation was converted into vehicular parking. With the exception of the Parade Ground, a large portion of the Reservation was now either occupied by buildings or the circulation system.

From 1944 to 1946 the Reservation was temporarily abandoned, housed refugees from the Nazi Holocaust, and was ultimately turned over to the State of New York. In 1944, the Reservation was temporarily abandoned during a portion of the summer. From 1 August 1944 to April 1946 a group of refugees from the war in Europe were housed at the Reservation. During their stay, only existing buildings within the perimeter area were used and no new ones were constructed. The Guard House (bldg. 22) located near the 7th street entrance was used by the War Relocation Authority as an administration office overseeing the Fort Ontario Emergency Refugee Shelter. By April 1946 the refugees had left the Reservation. With their departure the Reservation was returned to the War Department which then returned it to the State of New York.

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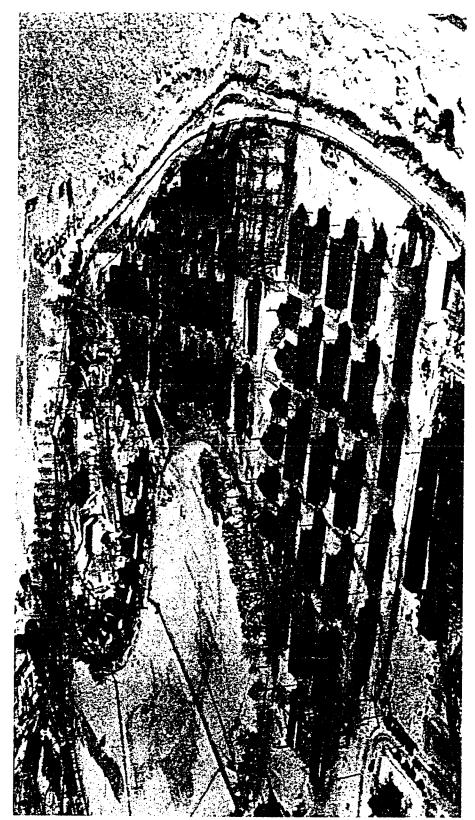


Fig. 4.7. Untitled winter scene of some of the buildings constructed on the Reservation from 1940 to 1941 looking west, c. 1941. Photograph courtesy of Fort Ontario State Historic Site.

#### C. Site Boundaries

The boundaries of the Reservation remained unchanged from the previous historic period until 1912. In May 1912 the Oswego Dock and Land Company deeded to the United States Government a small and irregular shaped parcel located near the northwest corner of the Reservation. <sup>100</sup> Consisting of less than .1 acre, this parcel contained a portion of one of the buildings used by the United States Life Saving Station (see Site Plan located at the end of this chapter). <sup>101</sup> The remainder of the United States Life Saving Station building was located on land belonging to the Oswego Dock and Land Company. In June 1932, a portion of the Reservation along the southwestern boundary was deeded to the State of New York. <sup>102</sup> Consisting of approximately 3.0 acres, this parcel contained the Government Wharf which had been part of the Reservation since 1839. In June 1944 a portion of city owned land along the east boundary of the Reservation, contained within the right-of-way of East Ninth Street, was deeded to the United States Government. Consisting of approximately 1.3 acres of land this parcel was 34' wide and approximately 1,000' long and ran parallel to the Reservation north of Mercer Street. No other information was found during the research regarding any other changes to the boundaries during this historic period.

### III. Landscape Characteristics

During the reconstruction of the Reservation from 1903 to 1905 the outer earthworks area and the spaces and features contained within it were removed. The spaces removed were: the Ditch space, Covered Way space and Glacis space. The features removed were the: Ditch, Ravelin, Demilune, Parallelogram, Covered Way, Traverses, Glacis, drains and ventilator. In addition, within the perimeter area the perimeter open space, garden space and Engineer's Stable space were removed and the service building space was relocated. Features associated with these spaces that were removed were the: laundress' road, entrance road, entrance walkway, coal road, wharf road, laundress' trees, annual and perennial grasses and low growing herbaceous vegetation, Stone Laundress' Quarters, Laundress' Outbuilding, School, Laundress' Quarters 3, Quartermaster's Storehouse. Coal Sheds, New Quartermaster Stables, scales, laundress' fence, fire hydrant, drain, and Laundress' Quarters well; wharf road, Engineer's Stables, and pardoom fence.

## A. Natural Systems and Features

During the grading of the Reservation at the beginning of the period the watercourse located east of the Core Fortification area was filled in. No other information was found during the research regarding any other changes to the natural systems and features of the Reservation during this historic period.

#### **B. Spatial Organization**

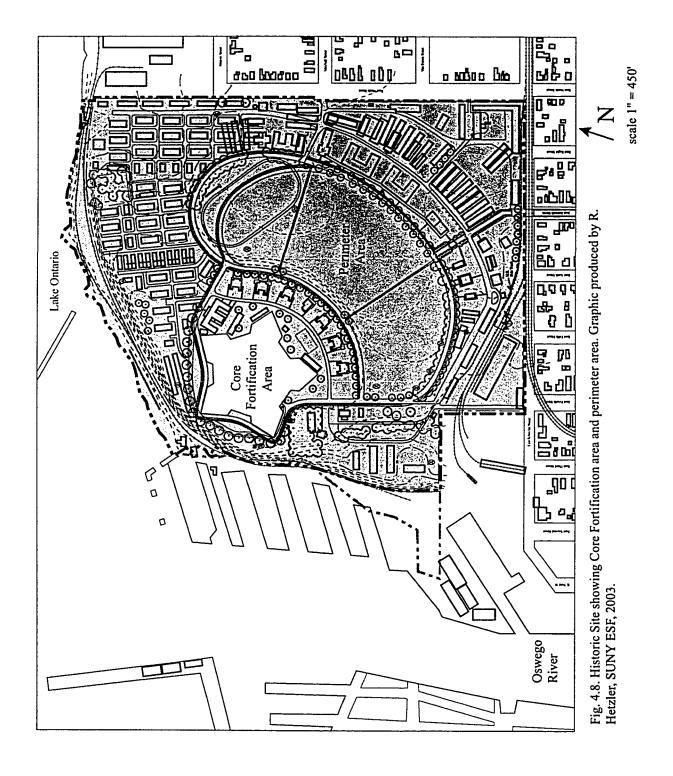
The Reservation is divided into two major spatial areas to provide a comprehensive survey of all Reservation features in this historic period. The two major spatial areas are the Core Fortification area and the perimeter area (see fig. 4.8, p. 241). The Core Fortification area consists of the space contained within the outer surface of the Scarp; the perimeter area consists of the space between the outer surface of the Scarp and the boundaries of the Reservation.

#### 1. Core Fortification Area

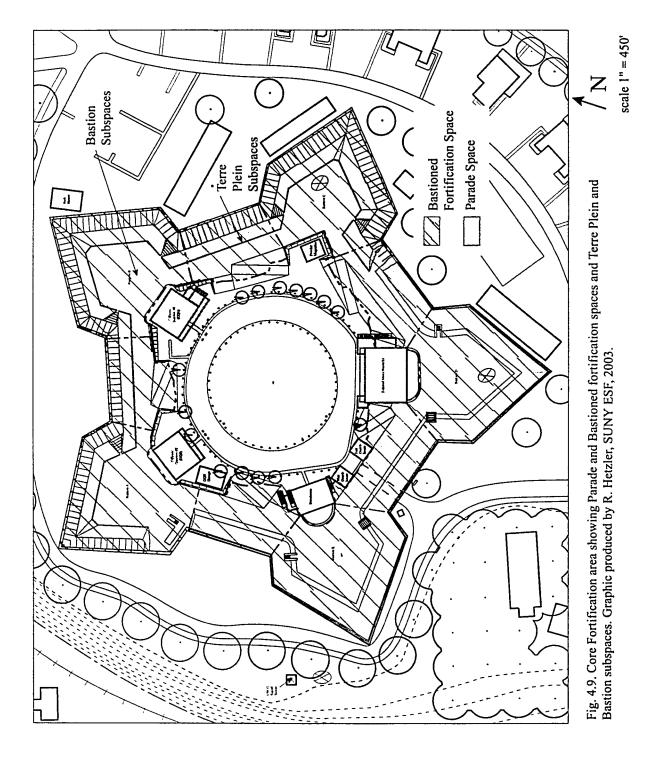
The Core Fortification area is divided into two spaces to provide a comprehensive survey of all Reservation features in this historic period. The two spaces are the Parade space and the Bastioned Fortification space (see fig. 4.9, p. 242).

#### a) Parade Space

No information was found during the research regarding changes to the Parade space which was created c. 1839-1844.



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### b) Bastioned Fortification Space

The Bastioned Fortification space is divided into two spaces to provide a comprehensive survey of all Reservation features in this historic period. The two spaces are the Terre Plein and the Bastion subspaces (see fig. 4.9, p. 242).

#### (1) Terre Plein Subspaces

No information was found during the research regarding changes to the five Terre Plein subspaces which were created c. 1839-1844.

#### (2) Bastion Subspaces

No information was found during the research regarding changes to the five Bastion subspaces which were created c. 1839-1844.

#### 2. Perimeter Area

The perimeter area is divided into eleven spaces to provide a comprehensive survey of all Reservation features in this historic period. The eleven spaces are the overlook space, west overlook space, cemetery space, quarry space, service buildings space, administration space, Parade Ground space, officers' space, signal tower space, tennis court space and the lakeshore space (see fig. 4.10, p. 244).

## a) Overlook Space

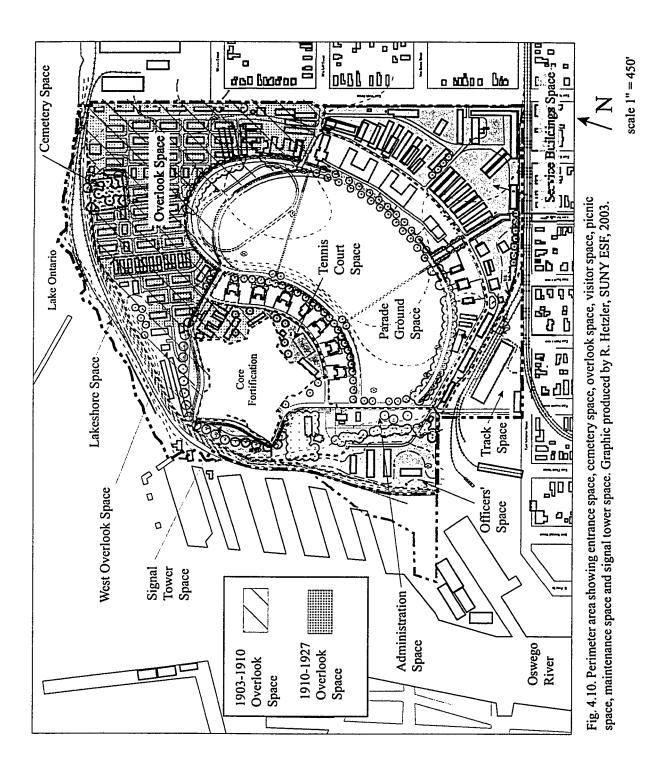
The overlook space was created c. 1903-1905 and was located north and east of the Core Fortification area; it was altered prior to 1910, exact date unknown, and c. 1927. In 1905 it was irregular, approximately 780' x 1200' and contained an area of approximately 21.5 acres. The ground plane was turf containing annual and perennial grasses and low growing herbaceous vegetation. A change in elevation between the overlook space and the lakeshore space created an implied edge for the space to the north and west; the Core Fortification and the Parade Ground driveway created an implied edge to the south; and East Ninth Street created an implied edge to the east. The overhead plane was unobstructed.

Prior to 1910 the space was altered when the Parade Ground was enlarged. In 1910 the space was irregular, approximately 600' x 1200' and contained an area of approximately 16.5 acres. The ground plane was turf containing annual and perennial grasses and low growing herbaceous vegetation. A change in elevation between the overlook space and the lakeshore space created an implied edge for the space to the north and west; the Core Fortification and the Parade Ground driveway created an implied edge to the south; and East Ninth Street created an implied edge to the east. The overhead plane was unobstructed.

Circa 1927 the space was again altered when N.Y.N.G. Kitchens and Mess Halls were constructed within the space. In 1927 the space was irregular, approximately 600' x 730' and contained an area of approximately 10.1 acres. The ground plane was turf containing annual and perennial grasses and low growing herbaceous vegetation. A change in elevation between the overlook space and the lakeshore space created an implied edge for the space to the north; the Parade Ground driveway created an implied edge to the south; East Ninth Street created an implied edge to the east; and the N.Y.N.G. Kitchens and Mess Halls created a defined edge to the west. The overhead plane was unobstructed.

## b) West Overlook Space

The west overlook space was created c. 1927 and was located north of the Core Fortification area. It was irregular, approximately 330' x 420' and contained an area of approximately 3.2 acres. The ground plane was turf containing annual and perennial grasses and low growing herbaceous vegetation. A change in



elevation between the west overlook space and the lakeshore space created an implied edge for the space to the north and west; the Core Fortification created an edge to the south; and the N.Y.N.G. Kitchens and Mess Halls created a defined edge to the east. The overhead plane was unobstructed.

## c) New Cemetery Space (Cemetery Space)

The cemetery space was created c. 1843 and was located east of the Core Fortification area; c. 1903-1905 the cemetery space was removed when the cemetery fence was dismantled and the graves and cemetery markers contained within the space were moved to a new location within the Reservation. The new cemetery space was created c. 1903-1905 and was located east of the Core Fortification area and north of the old cemetery space. It was rectangular in shape, 170'x 180' and contains an area of approximately .7 acres. The ground plane was turf containing annual and perennial grasses and low growing herbaceous vegetation. The bluff created an implied edge for the space to the north and a fence created an implied edge to the south, east and west. An overhead plane was created by the canopy of trees located throughout the space.

#### d) Quarry Space

The quarry space was created c. 1863-72 and was located east of the Core Fortification area; it was filled-in c. 1903-1905. No other information was found during the research regarding the space.

## e) New Service Buildings Space (Service Buildings Space)

The service buildings space was created c. 1845 and was located south of the Core Fortification area; c. 1903-1905 the service buildings space was removed when the service buildings were demolished; a new service buildings space constructed at another location within the Reservation. The new service building space was created c. 1903-1905 and located southeast of the Core Fortification area, parallel to East Schuyler and East Ninth Streets; it was altered c. 1918 and c. 1941. Circa 1905 it was generally L-shaped, approximately 330' x 2,000'and contained an area of approximately 15.2 acres. The ground plane consisted of walkways, roadways and turf containing annual and perennial grasses and low growing herbaceous vegetation. The Barracks service road created an implied edge for the space to the north and west; East Schuyler and the NYOWRR tracks created and implied edge to the south; and East Ninth Street created an implied edge to the east. The overhead plane was unobstructed.

Circa 1918 the space was altered when the 9th Street entrance was constructed and a number of buildings were constructed between the Barracks service road and the secondary service road. Circa 1918 it was L-shaped, approximately 120' x 2,000'and contained an area of approximately 5.5 acres. The ground plane consisted of walkways, roadways and turf containing annual and perennial grasses and low growing herbaceous vegetation. The 9th Street entrance, secondary service road and Barracks service road created an implied edge for the space to the north and west; East Schuyler and the NYOWRR tracks created and implied edge to the south; and East Ninth Street created an implied edge to the east. The overhead plane was unobstructed.

Circa 1941 the space was altered when a number of buildings were constructed between the Barracks service road and the secondary service road, and a number of c. 1917 buildings were removed and a parking lot constructed in their place. Circa 1941 it was L-shaped, approximately 130' x 2,000'and contained an area of approximately 6.0 acres. The ground plane consisted of walkways, roadways and associated expanses of asphalt, and turf containing annual and perennial grasses and low growing herbaceous vegetation. The 9th Street entrance, secondary service road and Barracks service road created an implied edge for the space to the north and west; East Schuyler and the NYOWRR tracks created and implied edge to the south; and East Ninth Street created an implied edge to the east. The overhead plane was unobstructed.

#### f) Officers' Space

The officers' space was created c. 1903-1905 and was located south of the Core Fortification area. It was irregular, approximately 250' x 600' and contained an area of approximately 2.6 acres. The ground plane consisted of walkways, roadways and turf containing annual and perennial grasses and low growing herbaceous vegetation. A ridge created an implied edge to the north and east; a fence created an implied edge to the south; and the change in elevation between the Officers' space and the lakeshore space created an implied edge to the west. The overhead plane is generally unobstructed.

#### g) Administration Space

The administration space was created c. 1903-1905 and was located south of the Core Fortification area. It was generally rectangular, approximately 200' x 400' and contained an area of approximately 1.8 acres. The ground plane consisted of turf containing annual and perennial grasses and low growing herbaceous vegetation. A bosque created a defined edge to the north; a row of trees created a defined edge to the south and east; and a row of trees created a defined edge to the west. The overhead plane was generally unobstructed.

## h) Tennis Court Space

The tennis court space was created c. 1903-1905 and was located east of the Core Fortification area. It was irregular, approximately 200' x 530' and contained an area of approximately 2.4 acres. The ground plane consisted of walkways, roadways, a tennis court and turf containing annual and perennial grasses and low growing herbaceous vegetation. The Core Fortification created an edge for the space to the north and west; and Officers' Row created a defined edge to the south and east. The overhead plane was generally unobstructed.

### i) Parade Ground Space

The Parade Ground space was created c. 1903-1905 and was located to the east of the Core Fortification area; it was altered prior to 1910, exact date unknown. In 1905 it was kidney-shaped, approximately 510'x 1,470' and contained an area of approximately 17.2 acres. The ground plane consisted of walkways and turf containing annual and perennial grasses and low growing herbaceous vegetation. The Parade Ground driveway created an implied edge for the space to the north and south; the Parade Ground driveway, Barracks and Hospital created an implied and a defined edge to the east; and the Parade Ground driveway and Officers' Row created an implied and a defined edge to the west. The overhead plane was unobstructed.

Prior to 1910 the space was altered when the Parade Ground was enlarged. In 1910 it was kidney-shaped, 510'x 1,670' and contained an area of approximately 19.6 acres. The ground plane consisted of walkways and turf containing annual and perennial grasses and low growing herbaceous vegetation. The Parade Ground driveway created an implied edge for the space to the north and south; the Parade Ground driveway, Barracks and Hospital created an implied and a defined edge to the east; and the Parade Ground driveway and Officers' Row created an implied and a defined edge to the west. The overhead plane was unobstructed.

## j) Signal Tower Space

The signal tower space was created c. 1903-1905 and was located west of the Core Fortification area. It was generally rectangular, approximately 150' x 400' and contained an area of approximately 1.4 acres. The ground plane consisted of turf containing annual and perennial grasses and low growing herbaceous vegetation. The Core Fortification created an edge for the space to the north, south and east; and the change in elevation between the signal tower space and the lakeshore space created an implied edge to the west. The overhead plane was unobstructed.

## k) Track Space

The track space was created c. 1903-1905 and was located south of the Core Fortification area. It was triangular, approximately 400' x 530' and contained an area of approximately 2.4 acres. The Quartermaster Storehouse, Commissary Storehouse and Coal Shed created a defined edge for the space to the north; East Schuyler Street created an implied edge to the south; and a fence created an implied edge to the west. The overhead plane was unobstructed.

## 1) Lakeshore Space

The lakeshore space existed prior to the creation of the first Fort Ontario in 1755 and was located north and west of the Core Fortification area; it was altered in 1932. <sup>104</sup> In 1932 a portion of land within the space was sold. In 1932 it was linear, varied from approximately 25' to 50'in width, was approximately 1,700 long and contained an area of approximately 1.5 acres. The ground plane consisted of railroad tracks, gravel and rock. The lake created an edge for the space to the north; and the bluff created a defined edge to south. The overhead plane was unobstructed.

#### C. Circulation

- 1. Core Fortification Area
  - a) Parade Space

Circular Drive

No information was found during the research regarding changes to the circular drive which was constructed c. 1845.

Parade Walkway

No information was found during the research regarding changes to the Parade walkway which was constructed c. 1845.

**Entry Walks** 

No information was found during the research regarding changes to the entry walks which were constructed c. 1845.

- b) Bastioned Fortification Space
  - (1) Terre Plein Subspaces

#### Ramps

The six Ramps were constructed c. 1839-1844 and were located along the Parade Wall; of the two ramps located between the Powder Magazine and the EMB, the ramp located nearest the EMB was removed prior to 1938, exact date unknown, during the construction of an addition on the east elevation of the EMB. No other information was found during the research regarding the features.

Terre Plein Paths

No information was found during the research regarding changes to the Terre Plein paths which were constructed c. 1839-1844.

(2) Bastion Subspaces

Not applicable.

#### 2. Perimeter Area

a) Overlook Space

#### Fort Driveway

The fort driveway was constructed in 1905 and was located along the perimeter of the western half of the Core Fortification area (see fig. 4.6, p. 237); it was altered prior to 1924, exact date unknown. <sup>105</sup> It was curvilinear, extended between two points located along the northwest and southwest portions of the Parade Ground driveway, was approximately 16' wide and 1700' long. <sup>106</sup> The surface was asphalt. Prior to 1924, the road was altered when portions of it along the northwest and west sides of the Core Fortification area were moved further away from the scarp. While the alignment of the road was altered, its overall character and features remained unchanged.

#### Cemetery Road

The cemetery road was constructed prior to 1910, exact date unknown, and was located east of the Core Fortification area (see fig. 4.6, p. 237); it was removed c. 1941.<sup>107</sup> It was curvilinear, extended between the Parade Ground driveway and the new cemetery, was approximately 12' wide, approximately 350' long and was generally aligned along a N/S axis. The surface was concrete. Circa 1941, the road was removed when the barracks driveways were constructed.<sup>108</sup>

### Concrete Road

The concrete road was constructed prior to 1938, exact date unknown, and was located east of the Core Fortification area (see fig. 4.6, p. 237); it was removed c. 1941.<sup>109</sup> It was linear, extended along a portion of the eastern boundary of the Reservation, was approximately 24' wide, approximately 500' long and was generally aligned along a N/S axis. The surface was concrete; the concrete road was incorporated into the network of the barracks driveways constructed c. 1941.

### Barracks Driveways

The barracks driveways were constructed c. 1941 and were located east of the Core Fortification area (see fig. 4.11, p. 249). They were linear, laid out in a grid pattern, were approximately 12' wide, varied in length and were generally aligned along a N/S axis. No other information was found during the research regarding the driveways.

b) West Overlook Space

#### Mess Hall Road

The mess hall road was constructed c. 1927 and was located east of the Core Fortification area (see fig. 4.6, p. 237).<sup>111</sup> It was generally linear, extended between the Parade Ground driveway and the northern edge of the space, was approximately 12' wide, approximately 450' long and was generally aligned along a NW/SE axis. The surface was concrete.

### Overlook Driveways

The overlook driveways were constructed c. 1941 and were located north of the Core Fortification area (see fig. 4.6, p. 237). 112 They were generally linear, arranged in a grid pattern, were approximately 12'

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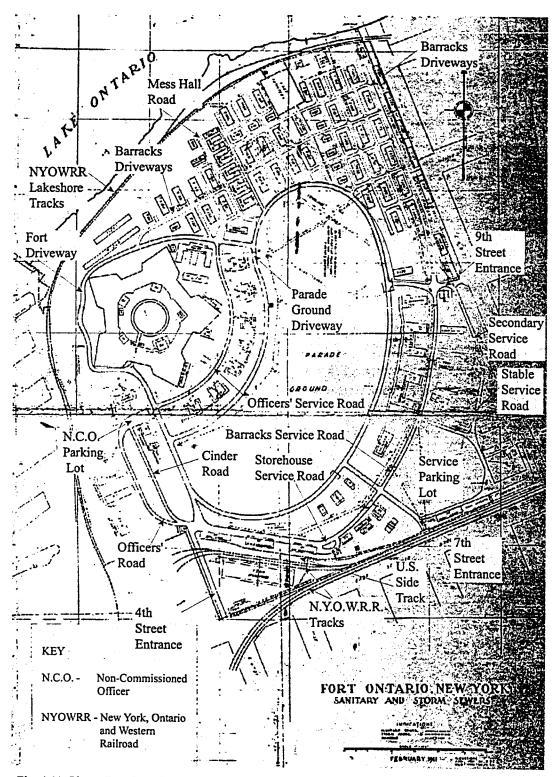


Fig. 4.11. Plan, "Fort Ontario, New York, Key Plan & Contour Map," showing new buildings constructed on Reservation c. 1940-1, Crenshaw, Captain, et. al., 1941. Reproduced from copy on file at Fort Ontario State Historic Site.

Original located in RG 92, National Archives, Washington, D.C. Annotated by R. Hetzler, SUNY ESF, 2002.

wide, varied in lengths and were generally aligned along a N/S axis; the overlook driveways incorporated the mess hall road into their network. No other information was found during the research regarding the features.

c) New Cemetery Space

Not applicable.

d) Quarry Space

Not applicable.

e) New Service Buildings Space

Barracks Service Road

The barracks service road was constructed in 1905 and was located east of the Core Fortification area (see fig. 4.11, p. 249); it was altered c. 1917.<sup>113</sup> It was curvilinear, extended between the 7th Street entrance and the Parade Ground driveway, was approximately 16' wide, 1,100' long and was generally aligned along a N/S axis. The surface was asphalt and an approximately 12" wide concrete gutter defined the western edge. <sup>114</sup> Circa 1917 the road was altered when a portion of the road was abandoned during the construction of the 9th Street entrance. The c. 1917 road was curvilinear, extended between the 7th Street entrance and the 9th Street entrance, was approximately 16' wide, 900' long and was generally aligned along a N/S axis. The surface was asphalt and an approximately 12" wide concrete gutter defined the western edge.

#### Storehouse Service Road

The storehouse service road was constructed in 1905 and was located southeast of the Core Fortification area (see fig. 4.11, p. 249); it was altered prior to 1938, exact date unknown. It is it was curvilinear, extended between the 7th Street entrance and the Parade Ground driveway, varied from approximately 16' to 20' in width, was 1,000' long and was generally aligned along an E/W axis. The surface was asphalt and an approximately 12" wide concrete gutter defined the northern edge and a portion of the southern edge. It is Prior to 1938, the road was altered with the addition of a small, semi-circular driveway located between the Bake House (bldg. 23) and Guard House (bldg. 22).

## Stable Service Road

The stable service road was constructed in 1905 and was located east of the Core Fortification area (see fig. 4.11, p. 249); it was altered prior to 1938, exact date unknown. It was curvilinear, extended between the barracks service road and East Ninth Street, varied from approximately 16' to 20' in width, was approximately 475' long and was generally aligned along an E/W axis. The surface was asphalt. Prior to 1938, the road was altered when the portion located between the secondary service road and East Ninth Street, approximately half of the road, was removed. The 1938 road was linear, extended between the barracks service road and vehicular service road, was approximately 16' wide, approximately 200' long and was aligned along a E/W axis. The surface was asphalt.

## Secondary Service Road

The secondary service road was constructed c. 1917 and was located east of the Core Fortification area (see fig. 4.11, p. 249); it was altered prior to 1938, exact date unknown. It was curvilinear, extended between the 9th Street entrance and the 7th Street entrance, approximately 16' wide, approximately 1,100' long and was generally aligned along a N/S axis. The surface was concrete. Prior to 1938, the road was altered when the portion located between the stable service road and the 7th Street entrance was altered. The 1938 road was linear and angled, extended between the 9th Street entrance and the 7th Street entrance.

was approximately 16' wide, approximately 1,200' long and was generally aligned along a N/S axis. The surface was concrete.

## Service Parking Lot

The service parking lot was constructed c. 1941 and was located southeast of the Core Fortification area (see fig. 4.11, p. 249).<sup>121</sup> It was irregularly shaped, was approximately 350' x 350', and was generally aligned along a N/S axis. No other information was found during the research regarding the road.

## f) Officers' Space

### Officers' Road

The officers' road was constructed c. 1941 and was located south of the Core Fortification area (see fig. 4.11, p. 249).<sup>122</sup> It was generally linear, extended from the cinder road to the N.C.O. parking lot, was approximately 12' wide, approximately 500' long and was generally aligned along a N/S axis. No other information was found during the research regarding the road.

## g) Administration Space

#### Cinder Road

The cinder road was constructed prior to 1938, exact date unknown, and was located south of the Core Fortification area (see fig. 4.11, p. 249). It was generally linear, extended from the storehouse service road to the N.C.O. parking lot, was approximately 12' wide, approximately 500' long and was generally aligned along a N/S axis. The surface was cinder.

#### N.C.O. Parking Lot

The N.C.O. parking lot was constructed prior to 1938, exact date unknown, and was located south of the Core Fortification area (see fig. 4.11, p. 249); it was altered c. 1941.<sup>124</sup> It was rectangular, had entry/exit points along its east and south sides, was 50' wide, 100' long and was generally aligned along an E/W axis. Circa 1941 the road was altered when an additional entry/exit point was constructed along its west side. No other information was found during the research regarding the road.

## h) Tennis Court Space

#### Officers' Service Road

The Officers' service road was constructed in 1905 and was located east of the Core Fortification area (see fig. 4.11, p. 249). Let was curvilinear, extended between the ends of the Fort driveway, was approximately 16' wide, 870' long and was generally aligned along a N/S axis. The surface was asphalt and an approximately 12" wide concrete gutter defined the edge. Let

## i) Parade Ground Space

#### Parade Ground Driveway

The Parade Ground driveway was constructed in 1905 and was located east of the Core Fortification area (see fig. 4.11, p. 249); it was altered prior to 1910, exact date unknown.<sup>127</sup> It was curvilinear, encircled the Parade Ground, was approximately 24' wide, 3,360' long and was generally aligned along a N/S axis. The surface was asphalt and an approximately 12" wide concrete gutter defined the edges. Prior to 1910, the driveway was lengthened during the enlargement of the Parade Ground. The new driveway was curvilinear, encircled the Parade Ground, was approximately 24' wide, 3,600' long and was generally aligned along a

N/S axis. The surface was asphalt and an approximately 12" wide concrete gutter defined the edges.

### Parade Ground Walkway

The Parade Ground walkway was constructed in 1905 and was located east of the Core Fortification area; it was altered prior to 1910, exact date unknown. The walkway was curvilinear, encircled the Parade Ground driveway, was 4' wide, approximately 3,560' long and generally aligned along a N/S axis. The surface was concrete. Prior to 1910, the walkway was lengthened during the enlargement of the Parade Ground. The new walkway was curvilinear, encircled the Parade Ground driveway, was approximately 4' wide, 3,800' long and was generally aligned along a N/S axis. The surface was concrete.

### Parade Ground Walks

Two Parade Ground walks were constructed, one in 1905 and one prior to 1910, exact date unknown, and were located east of the Core Fortification area (see fig. 4.6, p. 237).<sup>129</sup> The walks were linear, extended across the Parade Ground, were 4' wide, approximately 500' long and generally aligned along an NW/SE axis. Their surface was concrete.

#### 7th Street Entrance

The 7th Street entrance was constructed in 1905 and was located southeast of the Core Fortification area (see fig. 4.11, p. 249). 130 It was linear, extended between East Seventh Street and the Parade Ground driveway, was approximately 24' wide, 400' long and was generally aligned along a NW/SE axis. The surface was asphalt and an approximately 12" wide concrete gutter defined the edges. The entrance connected to East Seventh Street via a below grade crossing beneath East Schuyler Street.

### 9th Street Entrance

The 9th Street entrance was constructed c. 1917 and was located east of the Core Fortification area (see fig. 4.11, p.249x). It was linear, extended between East Ninth Street and the Parade Ground driveway, varied from approximately 16' to 20' in width, was approximately 330' long and was generally aligned along an E/W axis. The surface was asphalt and an approximately 12" wide concrete gutter defined a portion of the southern edge.

j) Signal Tower Space

Not applicable.

k) Track Space

New York, Ontario and Western Railroad

The New York, Ontario and Western Railroad (NYOWRR) tracks which were constructed c. 1886 and located near the southern boundary of the Reservation were removed during the redevelopment of the Reservation c. 1904.<sup>132</sup> In 1904, two new tracks were constructed along the southern boundary of the Reservation, parallel to East Schuyler Street, and continued diagonally across a portion of the southwestern part of the Reservation (see fig. 4.11, p. 249). <sup>133</sup> They were linear, extended between East Ninth Street and the 4th Street entrance, were approximately 1,600' long and generally aligned along an E/W axis; west of the 4th Street entrance the two tracks and their associated branch tracks extended to a coal yard, coal shed and trestles located within the NYOWRR properties near the southwest corner of the Reservation.

#### U.S. Side Track

The U.S.Side Track was constructed in 1904 and was located near the southern boundary of the Reservation (see fig. 4.11, p. 249).<sup>134</sup> It was linear, extended between a point along the northern-most NYOWRR track and the Coal Shed, was approximately 800' long and generally aligned along an E/W axis.

#### 4th Street Entrance

The 4<sup>th</sup> Street entrance was constructed c. 1941 and was located south of the Core Fortification area (see fig. 4.11, p. 249).<sup>135</sup> It was linear, extended between East Schuyler Street and the storehouse service road, was approximately 20' wide, approximately 400' long and was generally aligned along a NW/SE axis. No other information was found during the research regarding the feature.

## 1) Lakeshore Space

#### **NYOWRR Lakeshore Tracks**

The NYOWRR lakeshore tracks constructed in 1864 and prior to 1891 and located parallel to and within the northern and western boundaries of the Reservation were altered prior to 1938 and 1941, exact dates unknown. <sup>136</sup> Prior to 1938, the northern-most track constructed prior to 1891 was altered when a portion of it northwest of the cemetery was extended towards Lake Ontario. While the alignment of the track was slightly altered the general characteristics remained unchanged. Prior to 1941, the northern-most track was again altered when it was merged with the 1864 track at a point north of the Core Fortification. In 1941, it was curvilinear, extended between the northeast corner of the Reservation and a point along the 1864 track north of the Core Fortification, was approximately 4' wide, approximately 1,100' long and generally aligned along a NE/SW axis.

#### Footpath

No information was found during the research regarding changes to the footpath which was created prior to 1845, exact date unknown.<sup>137</sup>

### D. Topography

## 1. Core Fortification Area

## a) Parade Space

No information was found during the research regarding changes to the topography of the Parade space created c. 1839-1844. [138]

## b) Bastioned Fortification Space

## (1) Terre Plein Subspaces

## Terre Plein

No information was found during the research regarding changes to the topography of the five Terre Plein subspaces created c. 1839-1844.

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### (2) Bastion Subspaces

#### **Bastions**

No information was found during the research regarding changes to the topography of the five Bastion subspaces created c. 1839-1844.

#### 2. Perimeter Area

## a) Overlook Space

The overlook space topography was gently sloped with a 2% to 10% grade change generally sloping downwards from the western to the eastern edge of the space.

#### b) West Overlook Space

The west overlook space topography was generally flat with an approximately 1% grade change sloping downwards from the southern to the edge northern of the space.

## c) New Cemetery Space

The new cemetery space topography was gently sloping with an approximately 6% to 12% grade change sloping downwards from the western to the eastern edge of the space.

## d) Quarry Space

No information was found during the research regarding the topography of the quarry space.

#### e) New Service Buildings Space

The new service buildings space topography was generally flat with an approximately 1% grade change sloping downwards from the northern to the southern edge of the space.

## f) Officers' Space

The officers' space topography was gently sloping with an approximately 2% to 6% grade change sloping downwards from the northern to the southern edge of the space.

## g) Administration Space

The administration space topography was generally flat with an approximately 1% grade change sloping downwards from the eastern to the western edge of the space.

#### h) Tennis Court Space

The tennis court space topography was generally flat with an approximately 1% grade change sloping downwards from the northwestern to the southeastern edge of the space.

#### i) Parade Ground Space

The Parade Ground space topography was generally flat with an approximately 1% to 2% grade change sloping downwards from the northern to the southern edge of the space.

## j) Signal Tower Space

The signal tower space topography was generally flat with an approximately 1% grade change sloping downwards from the eastern to the western edge of the space.

### k) Track Space

The track space topography was generally flat with an approximately 1% grade change sloping downwards from the eastern to the western edge of the space.

### 1) Lakeshore Space

The lakeshore space topography was generally flat. The bluff was steeply sloped with a 6% to 35% grade sloping downwards from the top to the base of the bluff.

## E. Vegetation

## 1. Core Fortification Area

## a) Parade Space

Lombardy Poplar

The Lombardy poplar (Populus nigra) planted prior to 1869, exact date unknown, was removed prior to 1924, exact date unknown. 139

Horse Chestnuts

Of the three horse chestnuts (Aesculus hippocastanum) planted c. 1869 and 1870 the chestnut located to the west of the OQII entry walk was removed c. 1938.<sup>140</sup>

Parade Walkway Trees

No information was found during the research regarding changes to the Parade walkway trees planted prior to 1891, exact date unknown.<sup>141</sup>

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

No information was found during the research regarding changes to the annual and perennial grasses and low growing herbaceous vegetation from the previous historic period

## b) Bastioned Fortification Space

## (1) Terre Plein Subspaces

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

No information was found during the research regarding changes to the annual and perennial grasses and low growing herbaceous vegetation established during previous historic period.<sup>142</sup>

#### (2) Bastion Subspaces

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

No information was found during the research regarding changes to the annual and perennial grasses and low growing herbaceous vegetation established during previous historic period.

#### 2. Perimeter Area

### a) Perimeter Open Space

### **Driveway Trees**

Approximately twenty-six trees were planted c. 1905.<sup>143</sup> They were located along the edge of the Fort driveway.<sup>144</sup> They ranged from approximately 20' to 25' high. No other information was found during the research regarding the features.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation were established in the space c. 1905. No other information was found during the research regarding the features.

## b) West Overlook Space

#### Shrubs and Trees

Various shrubs and trees were planted within the space during the period, exact dates unknown. They were generally located along the northwestern edge of the space at various locations within the lawn areas.<sup>146</sup>

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation were established in the space c. 1905. No other information was found during the research regarding the features.

## c) New Cemetery Space

### Cemetery Trees

Approximately sixteen trees were planted prior to 1941, exact date unknown. They were located within and immediately to the east of the new cemetery space. They ranged from approximately 30 to 50' high. No other information was found during the research regarding the features.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation was established in the space prior to 1910, exact date unknown. No other information was found during the research regarding the features.

#### d) Quarry Space

No information was found during the research regarding vegetation in the quarry space.

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## e) Service Buildings Space

#### 7th Street Trees

Eight trees were planted c. 1905.<sup>149</sup> They were located on both sides of the 7th Street entrance between the Parade Ground driveway and the Barracks service road (see fig. 4.16, p. 268).<sup>150</sup> They ranged from approximately 10' to 20' high. No other information was found during the research regarding the features.

#### Shrubs and Trees

Various shrubs and trees were planted within the space during the period, exact dates unknown. They were generally located along the East Schuyler Street boundary line and near some of the buildings and roadways within the space.<sup>151</sup> No other information was found during the research regarding the features.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation were established in the space c. 1905. 152 No other information was found during the research regarding the features.

## f) Officers' Space

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation was established on the space c. 1905. The vegetation was trimmed.

#### g) Administration Space

#### N.C.O. Bosque

Approximately 20 to 30 trees were planted c. 1905.<sup>154</sup> They were located north of the N.C.O. Quarters and formed a bosque.<sup>155</sup> They ranged from approximately 30' to 35' high. No other information was found during the research regarding the feature.

#### Administration Trees

Approximately twenty trees were planted prior to 1924, exact date unknown. They were located along the west edge of the space. They were planted in an informal row and approximately 30' high.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation were established in the space c. 1903-1905. No other information was found during the research regarding the features.

## h) Tennis Court Space

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation was established on the space c. 1905.<sup>157</sup> The vegetation was trimmed.

### i) Parade Ground Space

#### Parade Ground Trees

Two rows of trees were planted c. 1905 (see fig. 4.12, p. 259). They were located on both sides of the majority of the Parade Ground driveway. They ranged from approximately 20' to 30' high.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation were established in the space c. 1905. No other information was found during the research regarding the features.

#### Shrubs and Trees

Various shrubs and trees were planted within the space during the period, exact dates unknown. They were generally located to the east of the Parade Ground adjacent to the buildings. <sup>161</sup>

### j) Signal Tower Space

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation were established in the space c. 1905. 162 No other information was found during the research regarding the features.

### k) Track Space

No information was found during the research regarding vegetation in this space.

### 1) Lakeshore Space

No information was found during the research regarding changes to the lakeshore and bluff vegetation established in the previous periods.

### F. Buildings and Structures

### 1. Core Fortification Area

### a) Parade Space

The East and West Guardhouses

No information was found during the research regarding changes to the East and West Guardhouses constructed in 1867 and 1868 respectively.

### Enlisted Men's Barracks (EMB)

The EMB was constructed c. 1842 and was built into Bastion D with additions constructed in 1885 and 1893; it was altered prior to 1938, exact date unknown. Frior to 1938, an addition was constructed on the east elevation (see fig. 4.13, p. 260). The addition was rectangular, 2-stories tall, approximately 15' x 20' with an entry placed on the second floor of its east elevation. It was aligned along a N/S axis. It was constructed of concrete block and surmounted by a shed roof; a concrete stairway was located to the east of the addition and extended from the Parade ground plane to the east elevation entry of the addition. No other information was found during the research regarding the feature.

1903-1946

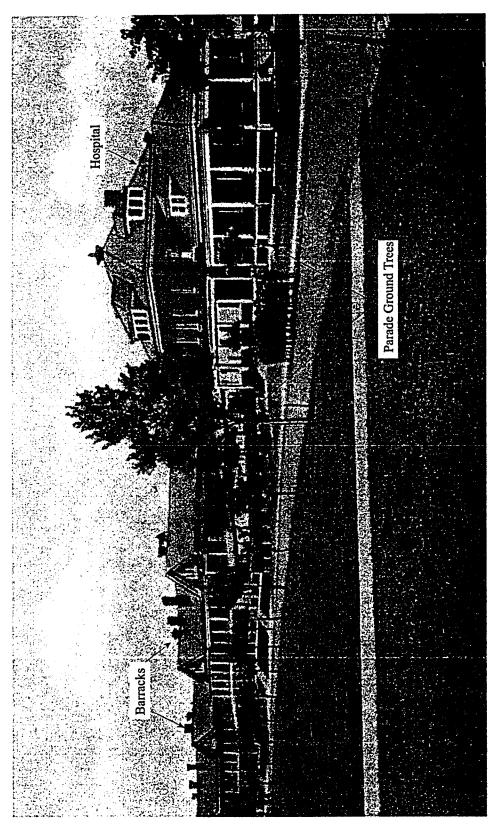


Fig. 4.12. "General Hospital, Ft. Ontario," looking north from Parade Ground showing Parade Ground trees, Hospital and Barracks, L. Cahill, c. 1917. Photograph courtesy of Special Collections, Penfield Library, SUNY at Oswego, Oswego, NY. Annotated by R. Hetzler, SUNY ESF, 2002.

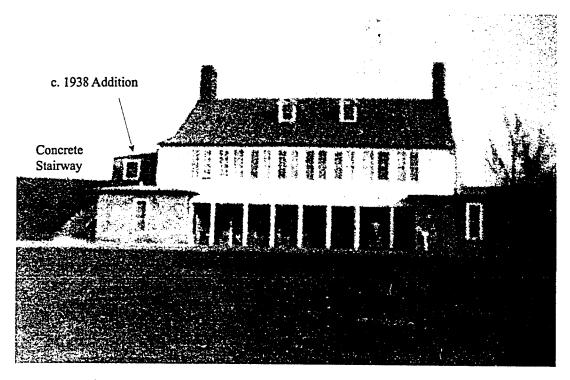


Fig. 4.13. Untitled view of Enlisted Men's Barracks with additions looking southeast from Parade and showing c. 1938 addition and stairway, c. 1945. Photograph courtesy of Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

### EMB Retaining Wall

No information was found during the research regarding changes to the EMB retaining wall which was constructed in 1889.

### Powder Magazine

No information was found during the research regarding changes to the Powder Magazine which was constructed c. 1843.

## Powder Magazine Revetment

No information was found during the research regarding changes to the Powder Magazine Revetment which was constructed c. 1841.

### Officers' Quarters #1 (OQI)

OQI was constructed c. 1841-44 and built into Bastion B with an addition constructed in 1884 and a porch added c. 1891; it was altered c. 1927. Circa 1927, the porch was removed, the entry on the south elevation was removed and replaced with a window, and a dormer was constructed on the south face of the gabled-roof (see fig. 4.2, p. 231). After 1927 the main entry to the building was located on the south elevation of the 1884 addition. No other information was found during the research regarding the feature.

#### **OQI** Revetments

No information was found during the research regarding changes to the OQI Revetments which were constructed c. 1841.

### **OQI** Retaining Wall

No information was found during the research regarding changes to the OQI retaining wall Which was constructed in 1849.

### Officers' Quarters #2 (OQII)

OQII which was constructed c. 1845 and built into Bastion A, with a porch added c. 1891, was altered c. 1927. Circa 1927 the porch was removed and a dormer was constructed on the southeast face of the gabled-roof. No other information was found during the research regarding the feature.

### OOII Garage

The OQII garage was constructed prior to 1938, exact date unknown, and was located to the south of OQII. 164 It was rectangular, 1 ½-stories tall, 3 bays wide by 2 bays deep (30' by 20') with three vehicular entries symmetrically placed on the southeast elevation. It was aligned along a N/S axis. It was constructed of concrete blocks and surmounted by a metal, standing-seam, and side-gabled roof.

### **OQII** Revetment

No information was found during the research regarding changes to the OQII Revetments which were constructed from 1845.

### **OQII** Retaining Wall

No information was found during the research regarding changes to the OQII retaining wall which was constructed in 1849.

### Storehouse

The Storehouse was constructed c. 1842-44 and was built into Bastion E; it was altered c. 1927 and c. 1940. 165 The c. 1927 alteration was a 1-story addition constructed on the northwest elevation. The addition was rectangular, 2 bays wide by 2 bays deep (10' x 20') with an entry placed on the first floor within the first bay. It was aligned along a NE/SW axis. It was constructed of coursed ashlar Onondaga limestone and surmounted by a wood-shingled, hipped roof. The c. 1940 alteration was a 1-story addition constructed on top of the c. 1927 addition as a second story. It was rectangular, 2 bays wide by 2 bays deep (10' x 20') with an entry placed within the first bay of the northwest elevation. It was aligned along an NW/SE axis. It was constructed of concrete block and surmounted by a hipped, metal roof; a stairway was constructed to the north of the 2-story addition and extended from the Parade ground plane to the north elevation entry of the c. 1940 addition.

### Storehouse Retaining Wall

No information was found during the research regarding changes to the Storehouse retaining wall which was constructed in 1884.

### b) Bastioned Fortification Space

### Parapet

The Parapet was constructed c. 1839-1844 and located along the edge of each Terre Plein and Bastion was altered prior to 1927, exact date unknown. 166 Prior to 1927, the timber-revetment of the Breast Heights located along the northern half of the Core Fortification had either been removed or had deteriorated (see fig. 4.14, p. 263). No other information was found during the research regarding the features.

### Stone Scarp

The stone Scarp was constructed from 1863-1872 and was located along the exterior of the Core Fortification; it was altered prior to 1924, exact date unknown. Prior to 1924, the c. 1880 pine plank fencing that was located along the top of the Scarp breaches had been removed.<sup>167</sup>

#### Golf Course

A golf course was constructed prior to 1938, exact date unknown, and was generally located within the Core Fortification and perimeter areas. It consisted of tees and greens approximately 15' wide and 25' long. Within the Core Fortification the tees and greens were near Bastion A and on Bastions D and E; within the perimeter area they were located near the edge of the bluff, within the Parade Ground, north of the 9th Street entrance and near the Core Fortification area. No other information was found during the research regarding the feature.

#### (1) Terre Plein Subspaces

### Terre Plein

No information was found during the research regarding changes to the Terre Pleins which were constructed c. 1839-1844 and altered c.1863-1872.

### Portal of Entry

No information was found during the research regarding changes to the Portal of Entry which was constructed c. 1839-1844 and altered c. 1863-1872.

### (2) Bastion Subspaces

### **Bastions**

No information was found during the research regarding changes to the five Bastions which were constructed c. 1839-1844 and altered c. 1863-1872 and in 1884.

### **Bastion A South Casemate Entrance**

No information was found during the research regarding changes to the Bastion A south Casemate entrance which was constructed c. 1863-1872.

### Bastion D East Casemate Entrance

No information was found during the research regarding changes to the Bastion D east Casemate entrance which was constructed c. 1863-1872.

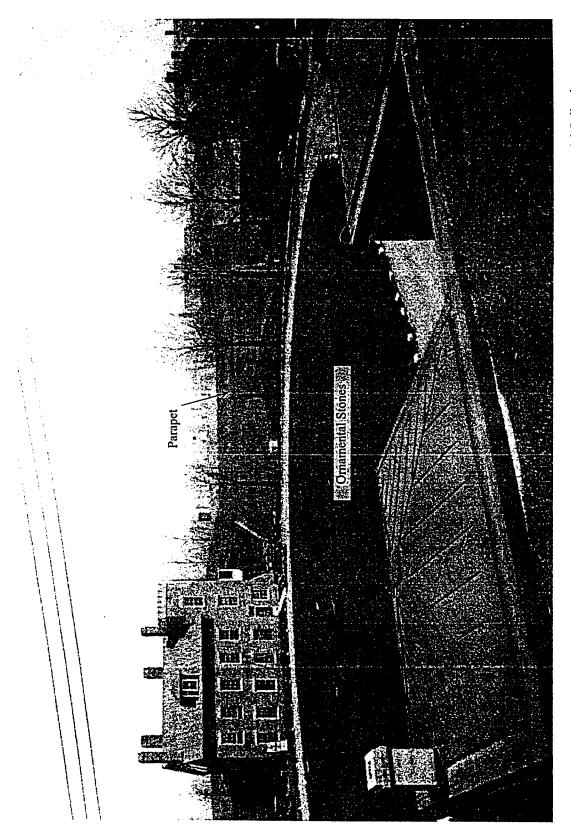


Fig. 4.14. "View of the Interior of old Fort Ontario," looking north towards OQI, Wm. Judd, 1928. Photograph courtesy of Special Collections, Penfield Library, SUNY at Oswego, NY. Annotated by R. Hetzler, SUNY ESF, 2002.

### **Bastion D West Casemate Entrance**

No information was found during the research regarding changes to the Bastion D west Casemate entrance which was constructed c. 1863-1872.

#### **Bastion E North Casemate Entrance**

No information was found during the research regarding changes to the Bastion E north Casemate entrance which was constructed c. 1863-1872.

#### **Bastion E Southeast Casemate Entrance**

No information was found during the research regarding changes to the Bastion E southeast Casemate entrance which was constructed c. 1863-1872.

#### 2. Perimeter Area

### a) Overlook Space

#### 1918 Wards

Five Wards were constructed c. 1918 and were located east of the Parade Ground; prior to 1941, exact date unknown, they were removed. They were rectangular, 1 to 2-stories tall, and were approximately 25' x 160'. They were generally aligned along a N/S or E/W axis. No other information was found during the research regarding the features.

#### Red Cross Home

The Red Cross Home was constructed c. 1918 and was located east of the Parade Ground; it was removed prior to 1938 (see fig. 4.15, p. 265). It was in the shape of a cross, 40' x 110', with an entry centrally placed on the first floor of the east elevation. It was generally aligned along an N/S axis. It was surmounted by a front-gabled roof. No other information was found during the research regarding the feature.

### Officers' Ward

The Officers' Ward was constructed c. 1918 and was located east of the Parade Ground; it was removed prior to 1938, exact date unknown. 170 It was E-shaped, 150' wide and 80' deep. It was aligned along a N/S axis. No other information was found during the research regarding the feature.

### Nurses' Ward

The Nurses' Home was constructed c. 1918 and was located north of the Core Fortification area (see fig. 4.15, p. 265); it was removed in 1946.<sup>171</sup> It was E-shaped, 150' wide and 80' deep. It was aligned along an E/W axis. No other information was found during the research regarding the feature.

#### **Boiler House**

The Boiler House was constructed c. 1918 and was located east of the Parade Ground (fig. 4.15); it was removed c. 1941.<sup>172</sup> It was generally 50' square and 2-stories tall with an entry on the south elevation. It was aligned along a N/S axis; an associated smoke stack, 30' to 35' high was located north of the building. No other information was found during the research regarding the feature.

Site History Chapter 4 1903-1946

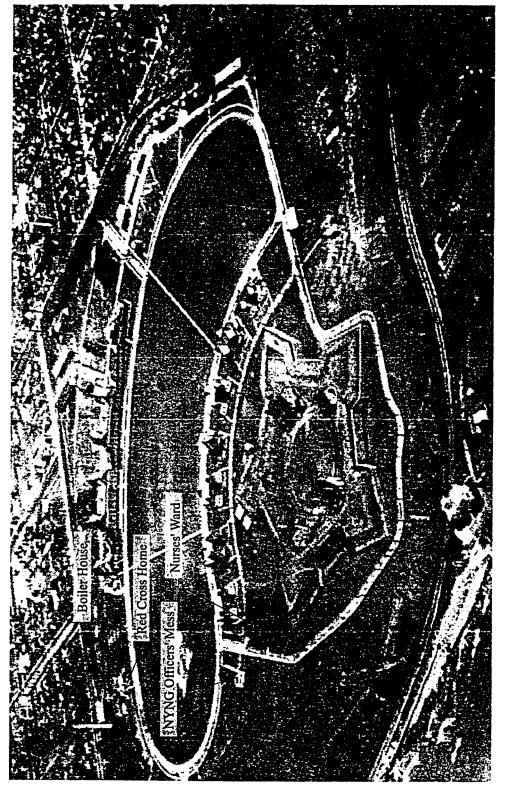


Fig. 4.15. "Ft. Ontario, N.Y., 4-25-24," looking east, U.S. Army, 1924. Photograph courtesy of New York State Office of Parks, Recreation and Historic Preservation, Jamesville, NY. Annotated by R. Hetzler, SUNY ESF, 2002.

### N.Y.N.G. Warehouse and Garage

The N.Y.N.G. Warehouse and Garage were constructed prior to 1938, exact date unknown, and were located east of the Parade Ground.<sup>173</sup> They were rectangular and approximately 25' x 90'. They were generally aligned along an E/W axis. No other information was found during the research regarding the features.

#### N.Y.N.G. Mess Halls

Eleven N.Y.N.G. Mess Halls were constructed c. 1927 and were located northwest of the Parade Ground; ten were altered c. 1941.<sup>174</sup> They were rectangular, 1-story tall, 12' x 60' with an entry on the southwest elevation. They were aligned along a NE/SW axis. Circa 1941 ten of the buildings were altered when every two buildings were connected by an addition which essentially created five buildings. In 1941, the five N.Y.N.G. Mess Halls were U-shaped, 1-story tall, 30' wide and 60' deep. They were aligned along a NE/SW axis; the most northern of the c. 1927 buildings remained unchanged. No other information was found during the research regarding the features.

### N.Y.N.G. Magazine

The N.Y.N.G. Magazine was constructed prior to 1938, exact date unknown, and was located northeast of the Parade Ground; it was removed in 1946.<sup>175</sup> It was rectangular and approximately 37' x 50'. It was generally aligned along a N/S axis. No other information was found during the research regarding the feature.

#### N.Y.N.G. Latrine

The N.Y.N.G. Latrine was constructed prior to 1938, exact date unknown, and was located northeast of the Parade Ground.<sup>176</sup> It was rectangular and approximately 25' x 100'. It was generally aligned along a N/S axis. No other information was found during the research regarding the feature.

### N.Y.N.G. Infirmary and Outbuilding

The N.Y.N.G. Infirmary and Outbuilding were constructed prior to 1938, exact date unknown, and were located northeast of the Parade Ground; they were removed c. 1941.<sup>177</sup> The Infirmary was rectangle and approximately 20' x 50'; the outbuilding was square and approximately 10' x 10'. They were generally aligned along a N/S axis. No other information was found during the research regarding the features.

### Forty-three Buildings

Forty-three Buildings were constructed c. 1941 and were located to the north of the Parade Ground; they were removed in 1946.<sup>178</sup> They were rectangular, 1 or 2-stories tall, and generally ranged from 25' x 50' to 25' x 75'. They were aligned along a N/S or an E/W axis; they were surmounted by a side-gabled roof.<sup>179</sup> No other information was found during the research regarding the features.

### Incinerator and Radio Shelter

The Incinerator and Radio Shelter were constructed c. 1941 and were located to the northeast of the Parade Ground; they were removed prior to 1946, exact date unknown. They were generally square and were approximately 20' x 20' and 50' x 50' respectively. They were generally aligned along an E/W axis. No other information was found during the research regarding the features.

### b) West Overlook Space

#### **Bath House**

The Bath House was constructed prior to 1938, exact date unknown, and was located northeast of the Core Fortification area.<sup>181</sup> It was rectangular, 1-story tall and 25' x 40'. It was aligned along a N/S axis. No other information was found during the research regarding the feature.

#### N.Y.N.G. Officers' Mess

The N.Y.N.G. Officers' Mess was constructed prior to 1938, exact date unknown, and was located to the northeast of the Core Fortification area. <sup>182</sup> It was rectangle and approximately 25' x 75'. It was generally aligned along an E/W axis. No other information was found during the research regarding the feature.

### Fourteen Buildings

Fourteen Buildings were constructed c. 1941 and were located north of the Core Fortification area; they were removed in 1946.<sup>183</sup> They were generally rectangular, 1 or 2-stories tall, and generally ranged from 25' x 40' to 25' x 300'. They were aligned along a N/S or an E/W axis; they were surmounted by sidegabled roofs.<sup>184</sup> No other information was found during the research regarding the features.

#### Eight Car Garage

An Eight Car Garage was constructed prior to 1938, exact date unknown, and was located east of the Core Fortification area; it was removed in 1946. It was rectangular and 20' x 110'. It was aligned along a N/S axis. No other information was found during the research regarding the feature.

c) New Cemetery Space

Not applicable.

d) Quarry Space

Not applicable.

e) New Service Buildings Space

### Guardhouse

The Guardhouse (bldg. 22) was constructed c. 1903-1905 and was located southwest of the 7th Street entrance (see fig. 4.16, p. 268). It was rectangular, 1 ½-stories tall and 45'x 50'. It was generally aligned along an NE/SW axis. It was constructed of red brick, surmounted by a hipped roof with a 1-story shed roof, entry portico.

### Second Guardhouse

The Second Guardhouse was constructed c. 1941 and was located southwest of the 7th Street entrance. 187 It was rectangular, 1 ½-stories tall, 12'x25' with an entry centrally placed on the northeast elevation. It was generally aligned along an NE/SW axis. No other information was found during the research regarding the feature.

### Garage

The Garage was constructed c. 1918 and was located southwest of the 7th Street entrance (see fig. 4.17, p. 269). It was rectangular and 25'x 60'. It was generally aligned along an NE/SW axis; it was surmounted by a side-gabled roof. No other information was found during the research regarding the feature.

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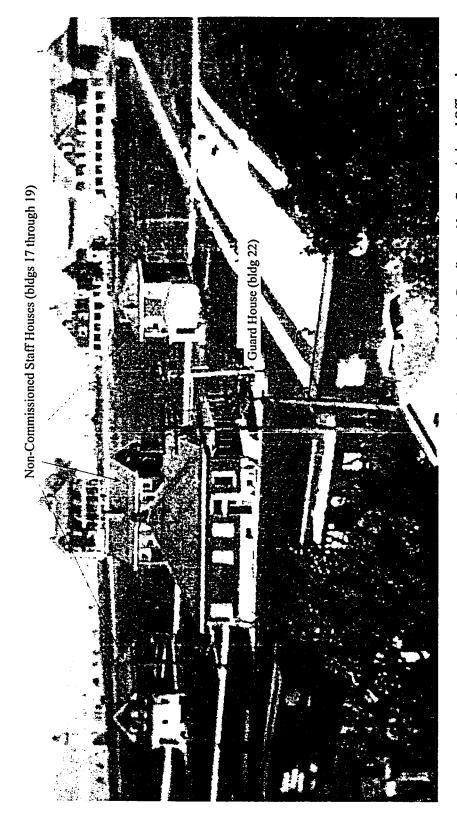


Fig. 4.16. Untitled view of 7th Street entrance looking northwest from Schuyler Street showing Guardhouse, Non-Commissioned Officers' Houses and 7th Street trees in foreground, and Administration Building and officers' buildings in distant view, c. 1906. Photograph courtesy of Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

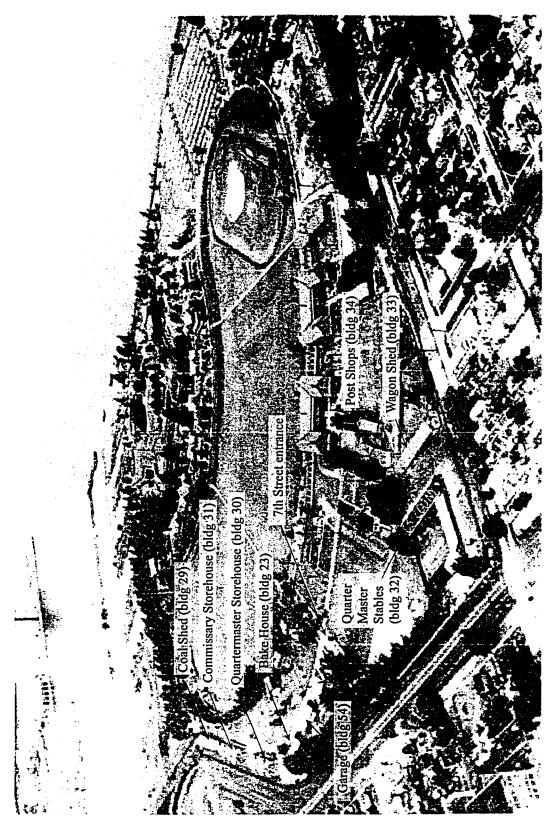


Fig. 4.17. Untitled aerial view of Fort Ontario Military Reservation looking west, c. 1930. Photograph courtesy of Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

### Garage Outbuilding

The Garage Outbuilding was constructed prior to 1938, exact date unknown, and was located southwest of the 7th Street entrance. 189 It was rectangular and 10'x 50'. It was generally aligned along an NE/SW axis. No other information was found during the research regarding the feature.

#### Bake House

The Bake House (bldg. 23) was constructed c. 1903-1905 and was located southwest of the 7<sup>th</sup> Street entrance (see fig. 4.17, p. 269). <sup>190</sup> It was rectangular, 1-story tall and 50' x 30' with an entry placed on the first floor of the west elevation. It was generally aligned along an NE/SW axis. It was constructed of red brick and surmounted by a side-gabled roof.

#### Bake House Shed

The Bake House Shed was constructed prior to 1938, exact date unknown, and was located southwest of the 7th Street entrance. 191 It was 10' square. It was generally aligned along an NE/SW axis. No other information was found during the research regarding the feature.

#### Gas Station

The Gas Station was constructed prior to 1938, exact date unknown, and was located southwest of the 7<sup>th</sup> Street entrance.<sup>192</sup> It was 25' square. It was generally aligned along an NE/SW axis. No other information was found during the research regarding the feature.

#### **Quartermaster Storehouse**

The Quartermaster Storehouse (bldg. 30) was constructed c. 1903-1905 and was located west of the 7<sup>th</sup> Street entrance (see fig. 4.17, p. 269). <sup>193</sup> It was rectangular, 1-story tall, 125' x 40' with entries placed on the first floor of the north and south elevations. It was generally aligned along an E/W axis. It was constructed of red brick, surmounted by a side-gabled roof and characterized by four dormers, two on each face of the side-gabled roof; porticos were located on the north and south elevations.

### Commissary Storehouse

The Commissary Storehouse (bldg. 31) was constructed c. 1903-1905 and was located west of the 7th Street entrance (see fig. 4.17, p. 269). 194 It was rectangular, 1-story tall, 125' x 40', with entries placed on the first floor of the north and south elevation. It was generally aligned along an E/W axis. It was constructed of red brick, surmounted by a side-gabled roof and characterized by four dormers, two on each face of the side-gabled roof; porticos were located on the north and south elevations.

### Coal Shed

The Coal Shed (bldg. 29) was constructed c. 1903-1905 and was located west of the 7th Street entrance (see fig. 4.17, p. 269); it was altered prior to 1910, exact date unknown. 195 It was rectangular, 1-story tall and 100' x 22'. It was generally aligned along an E/W axis. It was surmounted by a shed roof. Prior to 1910 the building was altered. In 1910 the building was rectangular, 1-story tall and 150' x 22'. It was generally aligned along an E/W axis. It was surmounted by a flat roof. No other information was found during the research regarding the feature.

### Quartermaster Stables

The Quartermaster Stables (bldg. 32) was constructed c. 1903-1905 and was located east of the 7th Street entrance (see fig. 4.17, p. 269). It was rectangular, 1-story tall, 80' x 30', with an entry or entries on the

north elevation.<sup>197</sup> It was generally aligned along an E/W axis. It was surmounted by a side-gabled roof. No other information was found during the research regarding the feature.

### Wagon Shed

The Wagon Shed (bldg. 33) was constructed c. 1903-1905 and was located east of the 7th Street entrance (see fig. 4.17, p. 269). 198 It was rectangular, 1-story tall, 80' x 25' with an entry or entries on the south elevation. 199 It was generally aligned along an E/W axis. It was surmounted by a side-gabled roof. No other information was found during the research regarding the feature.

### Post Shops

The Post Shops (bldg. 34) was constructed prior to 1910, exact date unknown, and was located north of the 7th Street entrance (see fig. 4.17, p. 269); it was altered prior to 1938, exact date unknown.<sup>200</sup> It was rectangular, 1-story tall, 25' x 75', with an entry centrally placed on the west elevation. It was aligned along an E/W axis. It was constructed of red brick and surmounted by a side-gabled roof. Prior to 1938 an addition was constructed on the Post Shops. In 1938 the Post Shops was rectangular, 1-story tall, 25' x 100', with an entry centrally placed on the west elevation. It was aligned along an E/W axis. It was surmounted by a side-gabled roof.

### Post Exchange and Ordnance House

The Post Exchange and Ordnance House were constructed prior to 1938, exact date unknown, and were located north of the 7<sup>th</sup> Street entrance.<sup>201</sup> They were rectangular and generally 25' x 70'. They were aligned along an E/W axis. No other information was found during the research regarding the features.

#### Sixteen Wards, Barracks and Mess Halls

Sixteen Wards, Barracks and Mess Halls were constructed c. 1918 and were located east and west of the 7th Street entrance; they were removed prior to 1924, exact date unknown. They were rectangular, 1 to 2-stories tall and approximately 25' x 160'. They were generally aligned along a N/S or E/W axis. They were constructed of wood. No other information was found during the research regarding the features.

### N.Y.N.G. Drill House

The N.Y.N.G. Drill House was constructed c. 1918 and was located north of the 7th Street entrance; it was removed c. 1941.<sup>203</sup> It was 80' square. It was aligned along a N/S axis. It was constructed of wood. No other information was found during the research regarding the feature.

### N.Y.N.G. Gun House

The N.Y.N.G. Gun House was constructed prior to 1938, exact date unknown, and was located north of the 7th Street entrance; it was removed c. 1941.<sup>204</sup> It was rectangular and 50' x 175'. It was aligned along a N/S axis. It was constructed of wood. No other information was found during the research regarding the feature.

#### Theatre, Service Club, and Guesthouse and the Ordnance

The Theatre, Service Club, Guesthouse and the Ordnance were constructed c. 1941 and were located north of the 7th Street entrance.<sup>205</sup> They were rectangular and generally 25' x 100'. They were aligned along an E/W axis. No other information was found during the research regarding the features.

### f) Officers' Space

### Officers' Buildings

Four Officers' Buildings were constructed c. 1941 and were located west of the Officers' Road; they were removed in 1946 (fig. 4.18).<sup>206</sup> They were rectangular, generally 2 ½-stories tall and ranged in size from 25 x 100 to 25 x 150. They were aligned along a NE/SW and NW/SE axis. They were constructed of wood and surmounted by side-gabled roofs. No other information was found during the research regard-

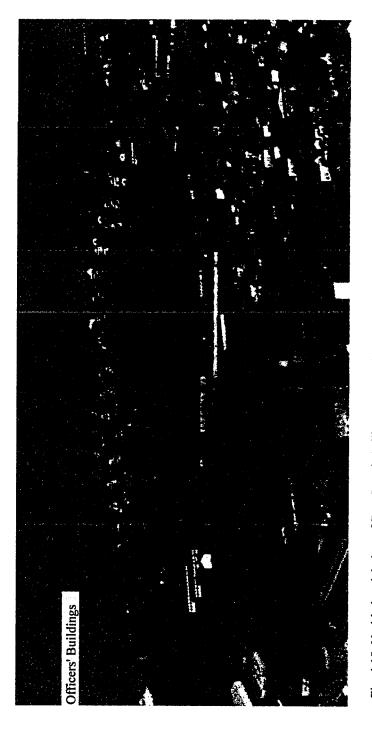


Fig. 4.18. Untitled aerial view of Fort Ontario Military Reservation looking north, c. 1941. Photograph courtesy of Special Collections, Penfield Library, SUNY at Oswego, NY. Annotated by R. Hetzler, SUNY ESF, 2002.

ing the features.
g) Administration Space

N.C.O. Quarters (Stone Laundress' Quarters, Post Hospital, Keeper's Cottage)

No information was found during the research regarding changes to the N.C.O. Quarters which was constructed c. 1821 (fig. 4.19).

#### Administration Building

The Administration Building (bldg. 3) was constructed c. 1903-1905 and was located west of the Parade Ground (see fig. 4.20, p. 274).<sup>207</sup> It was rectangular, 2 ½-stories tall, 45' x 30', with an entry centrally placed on the first floor within the third bay of the east elevation. It was aligned along a N/S axis. It was constructed of red brick, surmounted by a side-gabled roof and characterized by a prominent 1-story frame portico with shed roof.

### Administration Outbuilding

The Administration Outbuilding was constructed prior to 1938, exact date unknown and was located west of the Administration Building.<sup>208</sup> It was 12' square. It was aligned along a NE/SW axis. No other information was found during the research regarding the feature.

### Gl Chapel

The GI Chapel was constructed c. 1941 and was located north of the Administration Building.<sup>209</sup> It was rectangular, 2 ½-stories tall, 37' x 112' with an entry centrally placed on the first floor of the east elevation. It was aligned along a NE/SW axis. It was constructed of wood, surmounted by a front-gabled roof and characterized by a steeple.<sup>210</sup> No other information was found during the research regarding the feature.



Fig. 4.19. Untitled view of N.C.O. Quarters looking north, 1907. Photograph courtesy of Fort Ontario State Historic Site.

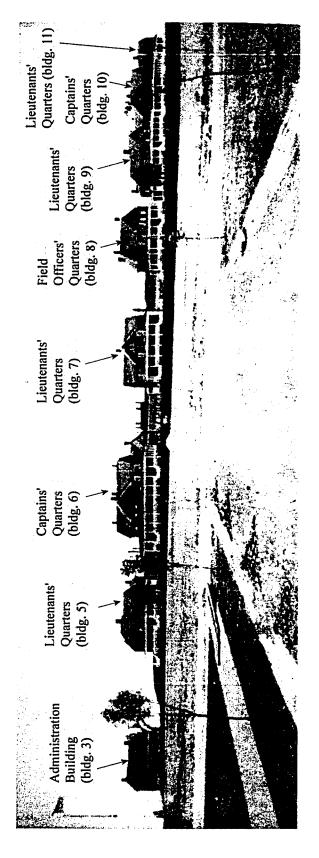


Fig. 4.20. "Officers' Quarters at Fort Ontario, Oswego, N.Y.," looking northwest from 7th Street entrance, M.S. Lovell, 1906. Photograph courtesy of Special Collections, Penfield Library, SUNY at Oswego, NY. Annotated by R. Hetzler, SUNY ESF, 2002.

### Company Quarters

The Company Quarters was constructed c. 1941 and was located south of the Administration Building; it was removed in 1946.<sup>211</sup> It was rectangular, 24' x 36' with an entry centrally placed on the east elevation. It was aligned along a NE/SW axis. It was constructed of wood and characterized by a front portico. No other information was found during the research regarding the feature.

#### Scale House

The Scale House was constructed prior to 1938, exact date unknown, and was located south of the Administration Building; it was removed in 1946.<sup>212</sup> It was 10' square. It was aligned along a N/S axis. No other information was found during the research regarding the feature.

### h) Tennis Court Space

### Two Car Garage

A Two Car Garage was constructed prior to 1938, exact date unknown, and was located east of the Core Fortification area; it was removed in 1946.<sup>213</sup> It was square and 25' x 25'. It was aligned along a N/S axis. No other information was found during the research regarding the feature.

#### Tennis Court

A tennis court was constructed prior to 1938, exact date unknown, and was located east of the Core Fortification area.<sup>214</sup> It was rectangular and was 70' x 100'. It was aligned along a NE/SW axis. No other information was found during the research regarding the feature.

### East Face Barracks

The East Face Barracks was constructed prior to 1938, exact date unknown, and was located east of the Core Fortification area.<sup>215</sup> It was rectangular and was 25' x 100'. It was generally aligned along a N/S axis. No other information was found during the research regarding the feature.

### i) Parade Ground Space

#### Captains' Quarters

Two Captains' Quarters (bldgs. 6 and 10) were constructed c. 1903-1905 and were located west of the Parade Ground (see fig. 4.20, p. 274). They were generally U-shaped, with a main body and two wings. The main bodies were rectangular, 2 ½-stories tall, 60' x 30', with entries symmetrically placed on the first floor of the east elevation. They were generally aligned along a N/S and an E/W axis. They were constructed of red brick, surmounted by a cross-gabled roof and characterized by a prominent 1-story frame portico with shed roof.

The two mirror-image wings were symmetrically located on the west elevation of the main body. They were square, 2-½ stories tall and 22' x 22'. They were generally aligned along a N/S and an E/W axis. They were constructed of red brick and surmounted by a front-gabled roof; a 1-story entrance porch was located on the west elevation. No other information was found during the research regarding the quarters.

### Lieutenants' Quarters

Four Lieutenants' Quarters (bldgs. 5, 7, 9 and 11) were constructed c. 1903-1905 and were located west of the Parade Ground (see fig. 4.20, p. 274).<sup>217</sup> They were generally U-shaped, with a main body and two wings. The main bodies were rectangular, 2 ½-stories tall, 60' x 30', with entries symmetrically placed on

the first floor of the east elevation. They were generally aligned along a N/S axis and an E/W axis. They were constructed of red brick, surmounted by a cross-gabled roof and characterized by a prominent 1-story frame portico with shed roof.

The two mirror-image wings were symmetrically located on the west elevation of the main body. They were rectangular,  $2\frac{1}{2}$ -stories tall and 15' x 23'. They were generally aligned along an E/W axis. They were constructed of red brick and surmounted by a front-gabled roof; a 1-story entrance porch was located on the northern elevation of the north wing and on the southern elevation of the south wing. No other information was found during the research regarding the features.

### Field Officers' Quarters

The Field Officers' Quarters (bldgs. 8) was constructed c. 1903-1905 and was located west of the Parade Ground (see fig. 4.20, p. 274).<sup>218</sup> It was generally rectangular, with a main body and a wing. The main body was square, 2 ½-stories tall, 30' x 30') with an entry placed on the first floor of the east elevation. It was generally aligned along an NW/SE axis. It was constructed of red brick, surmounted by a crossgabled roof and characterized by a prominent 1-story frame portico with shed roof.

The wing was located on the northwest elevation of the main body. It was rectangular, 2-1/2 stories tall and 25' x 22'. It was generally aligned along an NW/SE axis. It was constructed of red brick and surmounted by a front-gabled roof; a 1-story entrance porch was located on the west elevation. No other information was found during the research regarding the features.

### Post Exchange

The Post Exchange (bldg. 25) was constructed c. 1903-1905 and was located east of the Parade Ground (see fig. 4.21, p. 277). It was T-shaped, 1-story tall, 40' x 140', with an entry centrally placed on the west elevation. It was aligned along an E/W axis. It was constructed of red brick, surmounted by a hipped roof and characterized by a pedimented entry portico. No other information was found during the research regarding the feature.

#### **Barracks**

Two Barracks (bldgs. 21 and 24) were constructed c. 1903-1905 and were located east of the Parade Ground (see fig. 4.21, p. 277).<sup>220</sup> They were generally U-shaped, with a centrally located main body and two wings. The main bodies were rectangular, 2 ½-stories tall and 75' x 37'. They were generally aligned along a N/S axis. They were constructed of red brick, surmounted by a side-gabled roof and characterized by a prominent 2-story frame portico with a flat roof; c. 1917 the portico was enclosed.

The two mirror-image wings were located on the north and south elevations of the main bodies. They were rectangular, 2-1/2 stories tall and 37' x 105'. They were generally aligned along an E/W axis. They were constructed of red brick, surmounted by a front-gabled roof and characterized by a prominent 2-story frame portico with a flat roof; c. 1917 the porticos were enclosed. No other information was found during the research regarding the features.

### Hospital

The Hospital (bldg. 20) was constructed c. 1868 and was located south of the Core Fortification area; it was moved c. 1903-1905.<sup>221</sup> In 1905, the Hospital was located east of the Parade Ground (see fig. 4.12, p. 259). It was rectangular, with a main body and one wing. The main body was rectangular, 2 ½-stories tall, 32' x 34' with an entry centrally placed on the first floor of the west elevation. It was aligned along a NE/SW axis. It was constructed of wood and surmounted by a hipped roof with dormers located on the south and west faces and had a 1-story porch along the west elevation.

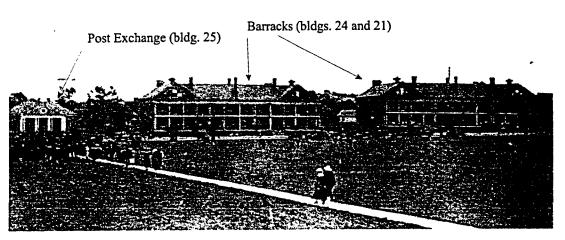


Fig. 4.21. "Post Exchange and Barracks," looking east from Parade Ground, 1906. Photograph courtesy of New York State Office of Parks, Recreation and Historic Preservation, Jamesville, NY. Annotated by R. Hetzler, SUNY ESF, 2002.

The wing was located on the southwest elevation of the main body. It was rectangular, 1 ½ -stories tall and 45' x 23'. It was aligned along a NE/SW axis. It was constructed of wood and surmounted by a shallow, hipped roof; a 1-story porch was located along the south, east and west elevations.

#### Breezeways

Three breezeways were constructed c. 1918 and connected the Hospital (bldg. 20) to the Barracks (bldg. 21); the two Barracks (bldgs. 21 and 24); and the Barracks (bldg. 24) to the Post Exchange (bldg. 25) (see fig. 4.22, p. 278). They were rectangular, 1-story tall, 10' wide and 125', 75' and 85' long respectively. They were generally aligned along a N/S axis. They were surmounted by a flat roof. No other information was found during the research regarding the feature.

### Non-Commissioned Staff Houses

Three Non-Commissioned Staff Houses (bldgs. 17, 18 and 19) were constructed c. 1903-1905 and were located southeast of the Parade Ground (see fig. 4.16, p. 268).<sup>223</sup> They were rectangular, 2 ½-stories tall, approximately 21° x 30, 27 x 30 and 21 x 30 respectively, with an entry or entries placed on the first floor of the west elevation. They were generally aligned along a N/S or E/W axis. They were constructed of red brick, surmounted by a hipped, side or front-gabled roof and characterized by a 1-story portico; a rectangular, 1-story wooden addition was attached to the east elevation of two of the buildings. No other information was found during the research regarding the features.

#### Two Barracks and Mess Halls

Two Barracks and Mess Halls were constructed c. 1918 and were located south of the Parade Ground.<sup>224</sup> They were rectangular, 1-story tall, approximately 20' wide and 100' and 75' long respectively. They were generally was aligned along a N/S. No other information was found during the research regarding the features.

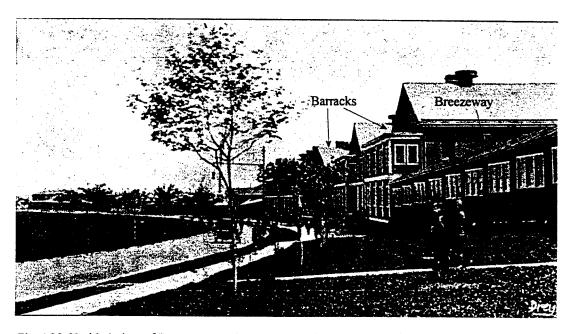


Fig. 4.22. Untitled view of Breezeway and Barracks looking north from 7th Street entrance, photograph, Drey, c. 1917. Photocopy courtesy of New York State Office of Parks, Recreation and Historic Preservation, Jamesville, NY. Annotated by R. Hetzler, SUNY ESF, 2002.

### Building 42

Building 42 was constructed prior to 1938, exact date unknown, and located south of the Parade Ground; it was removed prior to 1941, exact date unknown. 225 It was 25' square; it was generally aligned along a N/S axis. No other information was found during the research regarding the feature.

### Quartermaster Building

The Quartermaster Building was constructed c. 1941 and was located south of the Parade Ground; it was removed in 1946.<sup>226</sup> It was rectangular, 25' x 100' and generally aligned along an E/W axis. No other information was found during the research regarding the feature.

### j) Signal Tower Space

### U.S.C.G. Signal Tower

The signal tower was constructed prior to 1938, exact date unknown, and was located west of the Core Fortification area.<sup>227</sup> The tower was pyramidal. No other information was found during the research regarding the feature.

### k) Track Space

### Warehouse

A Warehouse was constructed c. 1941 and was located south of the Core Fortification area.<sup>228</sup> It was rectangular, 1-story tall, and approximately 62' x 300'. It was generally aligned along an NW/SE axis. No other information was found during the research regarding the feature.

#### Chemical Warfare Warehouse

A Chemical Warfare Warehouse was constructed c. 1941 and was located south of the Core Fortification area.<sup>229</sup> It was rectangular, 1-story tall, and approximately 25' x 100'. It was generally aligned along an E/W axis. No other information was found during the research regarding the feature.

### 1) Lakeshore Space

### U. S. Life Saving Station No. 9

The U. S. Life Saving Station No. 9 was constructed prior to 1880, exact date unknown, and was located southeast of the east pier (fig. 4.23).<sup>230</sup> It was T-shaped, with a main body and wing. The main body was rectangular, 1 ½-stories tall, 12' x 25' with an entry placed within the southeast bay of the south elevation. It was generally aligned along an E/W axis. It was constructed of wood, surmounted by a steep, sidegabled roof and characterized by a prominent 1-story widows' watch.

The wing was centrally located on the north elevation of the main body. It was rectangular, 1½-stories tall and 12' x 20'. It was generally aligned along a N/S axis. It was constructed of wood and surmounted by a front-gabled roof; a small, 1-story addition with a shed roof was attached to the west elevation of the wing.

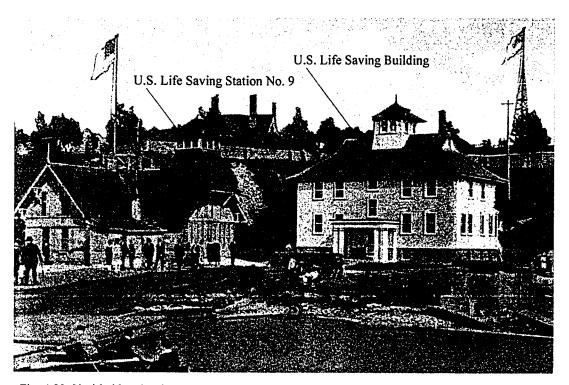


Fig. 4.23. Untitled hand-colored postcard of U.S. Life Boat Saving Station No. 9 and U.S. Life Saving Building looking southeast from East Pier, c. 1910. Photograph courtesy of Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

### U. S. Life Saving Building

A U. S. Life Saving Building was constructed prior to 1910, exact date unknown, and was located west of the Core Fortification area (see fig. 4.23, p. 279).<sup>231</sup> It was rectangular, 2 ½-stories tall, 25' x 50' with an entry centrally placed on the first floor within the third bay of the northwest elevation. It was generally aligned along an E/W axis. It was surmounted by hipped roof and characterized by a cupola and a portico entry. No other information was found during the research regarding the feature.

#### Lake Seawall

No information was found during the research regarding changes to the lake seawall which was constructed prior to 1885, exact date unknown.<sup>232</sup>

#### Timber Bulkheads

Two sections of timber bulkheads were constructed prior to 1911, exact dates unknown, and were located along the lakeshore.<sup>233</sup> One was linear and 125' long, and the other was linear and angled and approximately 300' long. A portion of the 300' bulkhead extended beneath the NYOWRR lakeshore tracks. No other information was found during the research regarding the feature.

#### G. Views and Vistas

- 1. Core Fortification Area
- a) Parade Space

#### Parade

The views within the Parade space were established c. 1845; they were altered c. 1903-1905 when the Glacis was removed. In 1905, the view through the Portal of Entry extended to the perimeter area.

### b) Bastioned Fortification Space

### (1) Terre Plein Subspaces

The views from the Terre Plein subspaces were established c. 1845 and were extensive in all directions. To the north they extended over the west overlook space and Lake Ontario to the horizon; to the south over the officers', administration, tennis court, and Parade Ground spaces to the NYOWRR property along East Schuyler Street and the City of Oswego; to the east over the tennis court and Parade Ground spaces to the Parade Ground trees and buildings lining the east side of the Parade Ground; and to the west over the tennis court space and Oswego River to the City of Oswego, and over Lake Ontario to the horizon. The views also extended into the adjoining Bastion spaces as well as across the Parade space to the various interior buildings and segments of the Ramparts.

### (2) Bastion Subspaces

The views from the Bastion subspaces were established c. 1845 and were extensive in all directions. To the north they extended over the west overlook space and Lake Ontario to the horizon; to the south over the officers', administration, tennis court, and Parade Ground spaces to the NYOWRR property along East Schuyler Street and the City of Oswego; to the east over the tennis court and Parade Ground spaces to the Parade Ground trees and buildings lining the east side of the Parade Ground; and to the west over the tennis court space and Oswego River to the City of Oswego, and over Lake Ontario to the horizon. The views also extended down the adjoining Terre Plein spaces as well as across the Parade space to the various interior buildings and segments of the Ramparts.

### 2. Perimeter Area

### a) Overlook Space

The views from the overlook space were established c. 1903-1905; the view to the west was altered c. 1927. To the north they extended over Lake Ontario to the horizon; to the south over the Parade Ground to the Parade Ground trees; to the east to the City of Oswego; to the west over the Oswego River to the City of Oswego, and over Lake Ontario to the horizon. Circa 1927 the west view was altered with the construction of the N.Y.N.G. Mess Halls. In 1927 the west view extended over the overlook space to the N.Y.N.G. Mess Halls.

### b) West Overlook Space

The views from the west overlook space were established in c. 1903-1905. To the north they extended over Lake Ontario to the horizon; to the south they extended to the Core Fortification area; to the east they extended to the N.Y.N.G. Mess Halls; to the west they extended over the Oswego River to the City of Oswego and over Lake Ontario to the horizon.

### c) New Cemetery Space

The views from the new cemetery space were established c. 1903-1905; the view to the west was altered c. 1927; the views to the south, east and again to the west were altered c. 1941. To the north they extended over Lake Ontario to the horizon; to the south over the overlook space to the Parade Ground trees; to the east over the overlook space to the City of Oswego; to the west over the overlook space. Circa 1927 the view to the west was altered when the N.Y.N.G. Mess Halls were constructed. In 1927 the views to the west extended over the overlook space to the N.Y.N.G. Mess Halls. Circa 1941 the views to the south, east and again to the west were altered with the construction of a number of buildings around the cemetery. In 1941 the views to the south, east and west extended to the buildings within the overlook space adjacent to the cemetery; the buildings were removed in 1946.

### d) Quarry Space

No information was found during the research regarding the views from the quarry space.

#### e) New Service Buildings Space

The views from the new service buildings space were established in c. 1903-1905. To the north they extended to the buildings east of the Parade Ground; to the south to the vegetation and buildings along the southern boundary of the Reservation; to the east to the City of Oswego; to the west to the buildings east of the Parade Ground.

### f) Officers' Space

The views from the officers' space were established c. 1903-1905. To the north they extended to the N.C.O. Quarters and the bosque; to the south to the NYOWRR property along East Schuyler Street; to the east to the small ridge that comprised the eastern edge of the space; to the west over the Oswego River to the City of Oswego.

### g) Administration Space

The views from the administration space were established c. 1903-1905. To the north they extended to the Administration Building; to the south to the Coal Shed and NYOWRR property along East Schuyler Street; to the east over the Parade Ground space to the Parade Ground trees and buildings east of the Parade Ground; to the west over the officers' space to the City of Oswego.

### h) Tennis Court Space

The views from the tennis court space were established c. 1903-1905. To the north they extended to the southeast face of Bastion C; to the south to Officers' Row; to the east to Officers' Row; to the West to the Core Fortification area.

### i) Parade Ground Space

The views from the Parade Ground space were established c. 1903-1905. To the north they extended to the Parade Ground trees and over the overlook space; to the south to the Parade Ground trees and buildings south of the Parade Ground; to the east to the Parade Ground trees and buildings east of the Parade Ground; to the west to Officers' Row.

### j) Signal Tower Space

The views from the signal tower space were established c. 1903-1905. To the north they extended through the trunks of the Fort driveway trees to the west face of Bastion A; to the south through the trunks of the Fort driveway trees to the west face of Bastion E; to the east through the trunks of the Fort driveway trees to the Core Fortification area; to the west through the trunks of the Fort driveway trees over the Oswego River to the City of Oswego and over Lake Ontario to the horizon.

### k) Track Space

The views from the track space were established c. 1903-1905. To the north they extended to the buildings within the service building space; to the south to the City of Oswego; to the east to the buildings within the service building space; to the west to the NYOWRR property along East Schuyler Street.

### 1) Lakeshore Space

No information was found during the research regarding changes to the views from the lakeshore space which existed prior to the creation of the first Fort Ontario in 1755.

### H. Small-Scale Features

#### 1. Core Fortification Area

### Utility Poles and Manhole

Utilities poles were generally located in every space within the Core Fortification area with the possible exception of the Bastion spaces.<sup>234</sup> A manhole was located within the Parade, approximately 25' north of its center. No other information was found during the research regarding the features.

### a) Parade Space

### Mounting Blocks and Hitching Posts

The mounting blocks and hitching posts were installed c. 1870 and were removed prior to 1920, exact date unknown.

### Gas Lampposts

The three gas lampposts were installed prior to 1891, exact date unknown, and were removed prior to 1927, exact date unknown.<sup>235</sup>

### Fire Hydrant

The fire hydrant was installed c. 1871 and was removed prior to 1927, exact date unknown.<sup>236</sup>

Water Pump Cap

A water pump cap was constructed prior to c. 1927, exact date unknown, and was located east of OQI.<sup>237</sup> It was approximately 3' square and 2' to 3' high. It was painted white. No other information was found during the research regarding the feature.

#### Ornamental Stones

A circular row of ornamental stones was installed c. 1927 and was located along the perimeter of the Parade (see fig. 4.14, p. 263); they were removed prior to 1938, exact date unknown.<sup>238</sup> They were generally oval or circular, approximately 8" in diameter and painted white. No other information was found during the research regarding the feature.

### b) Bastioned Fortification Space

### (1) Terre Plein Subspaces

#### Main Gate

No information was found during the research regarding changes to the main gate which was installed in 1877.

### (2) Bastion Subspaces

#### Parade Wall Fencing

Two sections of Parade Wall fencing were installed c. 1870; only the section west of OQI remained c. 1927.<sup>239</sup> No other information was found during the research regarding the feature.

### Flagpole

The flagpole was installed c. 1884 and located in/on Bastion E, and was removed prior to 1924, exact date unknown.<sup>240</sup>

### 2. Perimeter Area

Utilities (Utility Poles, Fire Hydrants, Manholes and Drain Inlets)

Utilities were located in every space within the perimeter area with the possible exception of the tennis court, officers' and signal tower spaces.<sup>241</sup> Utility poles and fire hydrants were generally located along the perimeter of the Parade Ground driveway but were also intermittently located at various points within the overlook space, service buildings space and administration space. Manholes and drain inlets were generally located along the service roads, but were also intermittently located at various points within the overlook space, service buildings space, administration space and Parade Ground space. No other information was found during the research regarding the features.

### **Boundary Fence**

The boundary fence was installed prior to 1911, exact date unknown, and was located along or near the southern, eastern and western boundaries of the Reservation; it was altered prior to 1938, exact date

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unknown. It contained some sections that were linear and some that were curvilinear, and was approximately 3,400' long. It was made of iron.<sup>242</sup> Prior to 1938, the iron fence was removed and a new fence installed.

The 1938 boundary fence was located along or near the entire boundary of the Reservation; along the northern boundary the fence was installed at the base of the bluff; along the southern boundary the fence followed the south edge of the NYOWRR branch tracks and then along the northern edge of the NYOWRR property along East Schuyler Street; along the east and west boundaries the fence followed the Reservation boundary lines. It contained some sections that were linear and some that were curvilinear, and was approximately 5,200' long.<sup>243</sup> No other information was found during the research regarding the feature.<sup>244</sup>

### History Sign

The history sign was installed prior to 1925, exact date unknown (fig. 4.26). It was rectangular. It had dark lettering on a white background and was characterized by a coat-of-arms at its top edge.<sup>245</sup> No other information was found during the research regarding the feature.



Fig. 4.26. Untitled view of History Sign, c. 1937. Photocopy courtesy of New York State Office of Parks, Recreation and Historic Preservation, Jamesville, NY.

a) Overlook Space

Not applicable.

b) West Overlook Space

Not applicable.

c) New Cemetery Space

New Cemetery Fence

The new cemetery fence was installed c. 1903-1905 and was located along the perimeter of the space.<sup>246</sup> It was approximate 500' long. No other information was found during the research regarding the feature.

Cemetery Markers

The cemetery markers were installed prior to 1941, exact date unknown.<sup>247</sup> No other information was found during the research regarding the feature.

d) Quarry Space

Concrete Wall

A concrete wall was constructed prior to 1918, exact date unknown, and was located at the north end of the quarry.<sup>248</sup> It was approximately 50' long. No other information was found during the research regarding the feature.

e) New Service Buildings Space

Not applicable.

f) Officers' Space/Engineer's Stable Space

Not applicable.

g) Administration Space

American Revolution Monument

The Daughters of the American Revolution (DAR) monument was installed in 1906 and was located east of the main gate of the Core Fortification area (see fig. 4.27, p. 286). It was oval, aligned along an E/W axis, 5' in diameter and 3' high. It was a sedimentary boulder and was red-brown. It had an oval, commemorative bronze plaque, 2 ½' long and 2' high; the plaque contained the following text:

FORT ONTARIO

BUILT BY THE ENGLISH UNDER GOVERNOR SHIRLEY 1755

CAPTURED & DESTROYED BY FRENCH

UNDER MARQUIS OF MONTCALM 1756

REBUILT BY ENGLISH UNDER LORD AMHERST 1759

DESTROYED BY AMERICANS 1778-REBUILT BY ENGLISH 1782

SURRENDERED BY ENGLISH & GARRISONED BY UNITED STATES 1796

CAPTURED & DESTROYED BY ENGLISH FLEET UNDER ADMIRAL YEO 1814

REBUILT OF EARTH & TIMBER BY UNITED STATES 1839-1842

# REBUILT OF STONE & CONCRETE BY UNITED STATES 1863-1870 POST ENLARGED AND BUILT OF BRICK BY UNITED STATES 1903-1905

### THIS TABLET ERECTED BY THE FORT OSWEGO CHAPTER DAUGHTERS OF THE AMERICAN REVOLUTION JULY 4, 1906

Sentry Post

A Sentry Post was constructed c. 1906 and was located west of the main gate of the Core Fortification area (fig. 4.27). It was approximately 3' square and approximately 7' tall. It was aligned along a N/S axis. No other information was found during the research regarding the feature.

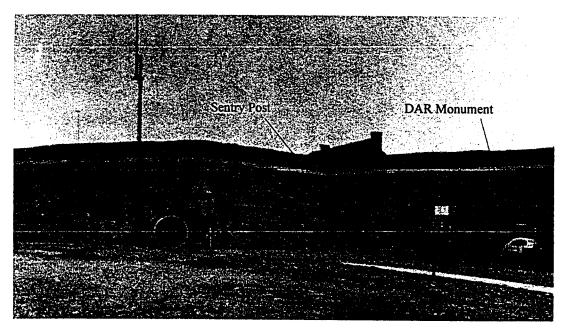


Fig. 4.27. Untitled view of D.A.R. monument and Sentry's Post looking northwest from Fort driveway, 1906. Photograph courtesy of Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

h) Tennis Court Space

Not applicable.

i) Parade Ground Space

Parade Ground Flagpole

The Parade Ground flagpole was installed c. 1903-1905 and was located at the west end of the Parade Ground (see fig. 4.28, p. 287).<sup>249</sup> It was 50' high. It was made of wood and painted white with a black base. No other information was found during the research regarding the feature.



Fig. 4.28. Untitled view of Parade Ground flagpole looking north from Parade Ground driveway, c. 1906. Photograph courtesy of Fort Ontario State Historic Site. Annotated by R. Hetzler, SUNY ESF, 2002.

j) Signal Tower Space

Not applicable.

k) Track Space

Not applicable.

1) Lakeshore Space

West Fence

A section of fence was installed prior to 1903, exact date unknown, and was located at the base of the bluff along a portion of the western boundary of the Reservation.<sup>250</sup> It was linear and angled and approximately 600' long. No other information was found during the research regarding the feature.

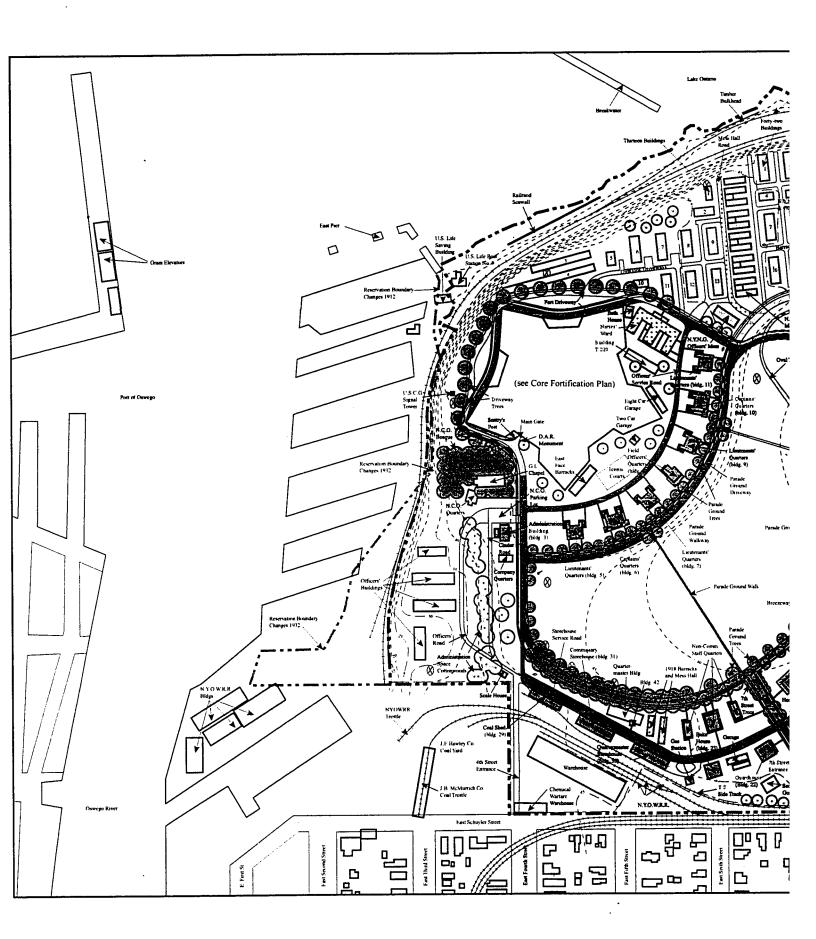
### I. Archeological Sites

No information was found during the research regarding archeological surveys conducted during this period. However, during the reconstruction of the Reservation from 1903 to 1905, numerous artifacts were uncovered. These included bones, stone burial markers, coffin remnants, arrowheads and tomahawks.<sup>251</sup> The inscription on one of the stone burial markers contained the following text: "Here lies the body of a Obedi Parlow that departed this life of the 24th of October 1767 age 83 years."<sup>252</sup>

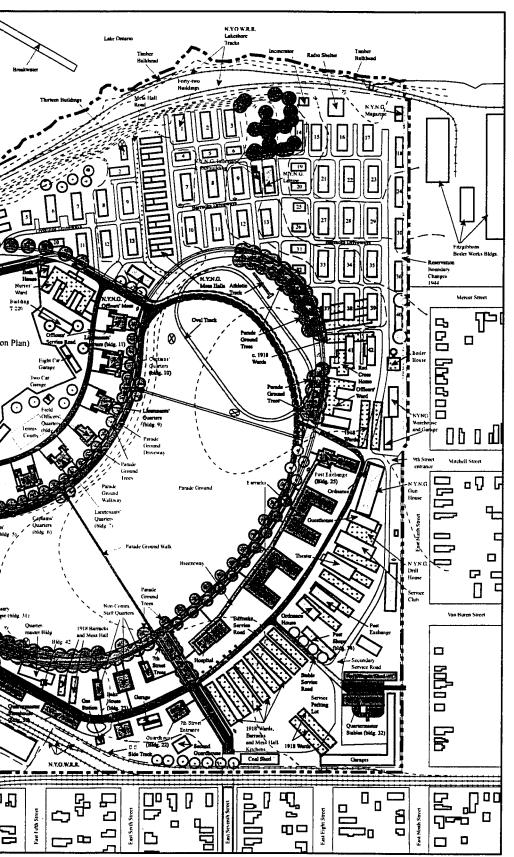
#### Summary

The fourth historic period was the most active period in terms of use and construction activity. Initially designed in 1903 as an infantry training installation, the Reservation also served as a medical training center during WWI, a National Guard and regular army training center from 1920 to 1940, and as anti-aircraft artillery, military police and an elementary educational training center during WWII. Towards the end of WWII, the need for larger training facilities within the United States forced the U. S. government to consider closing the Reservation and

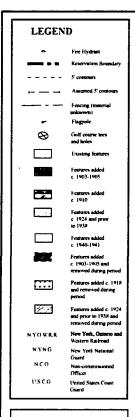
returning it to the State of New York. However, prior to such actions, from 1944-1946 the government used the Reservation to house refugees fleeing Nazi persecution. With the introduction of each new activity at the Reservation, many new buildings were constructed, and existing ones were either altered or removed. Following the completion of the reconstruction of the Reservation in 1905, thirty-one buildings existed on the property. By the end of the historic period in 1946 the Reservation contained 133 buildings.



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Notes: 1 The northern Reservation boundary follows the 1941 law water level
2 Eachulung the N.C.O. Quarters, all permeter area features from the preperiod were removed during the reconstruction of the Reservation from
to 1905. For clarity they do not appear on this plan.



"Plan of the New Military Post at Fort Ontano, NY" (Off-Bellows, September, 1903)

"Fort Ontario, Oswegu, New York Existing and Proposed Construction Scott, Sergeant, NA, November 19

Drawn by R. J. Hetzler - December 2002

CULTURAL LANDSCAPE REPORT

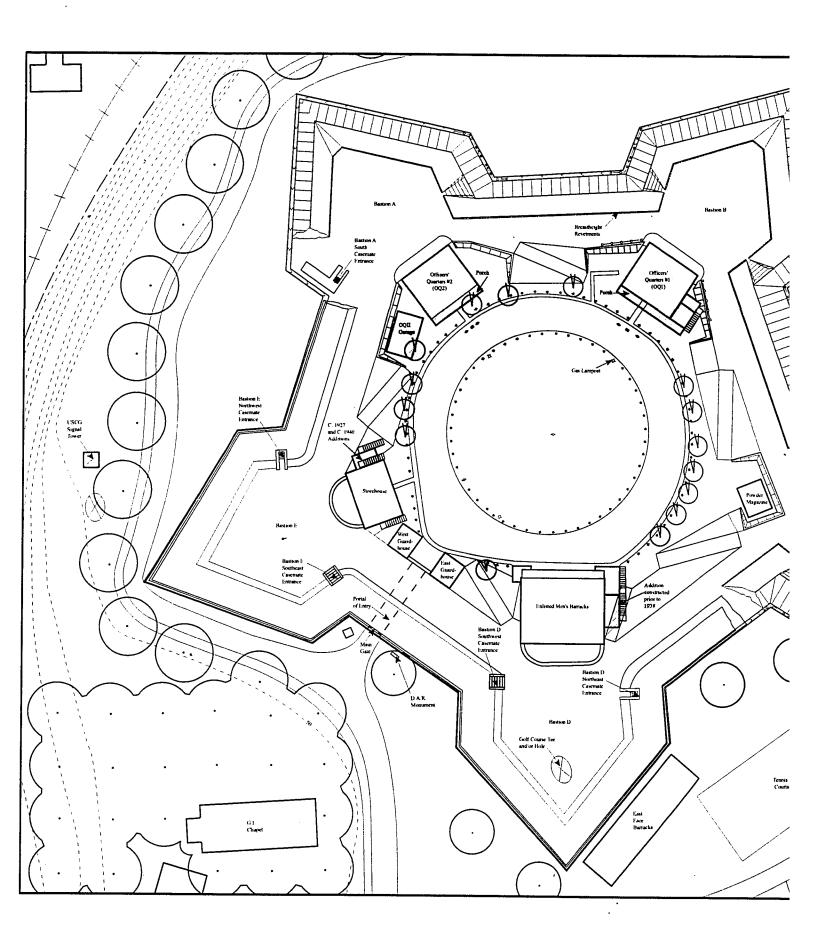
FORT ONTARIO STATE HISTORIC



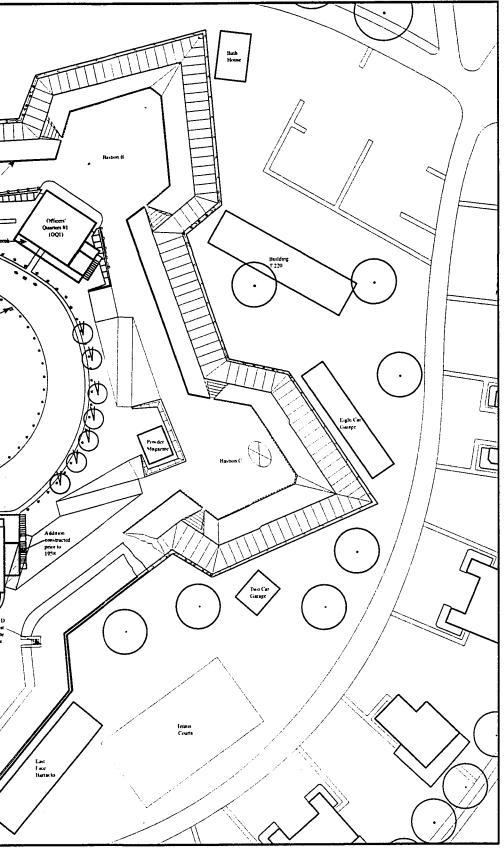
NORTH scale 1" = 300 feet

Fourth Historic Period 1903-1946 Site Plan

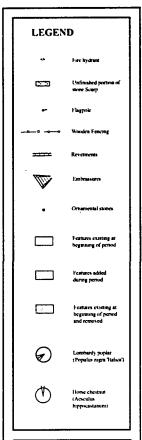
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Note: I Features removed during this historic period but difficult to deport on the plan neckude the Brastheight Reventients, mounting blocks, hitching posts, gas lampposts, fire hydrant, ornamental stones, east section of Paude Wall feating, pure plank fencing on Scarp and flaggole.



Map Sources

"Fort Ontario, Oswego, New York, Existing and Proposed Construction" (I. Scott, Sergeant, NA, November 1938)

"Fort Ontaria, New York, Key Plan & Contour Map" (Cremhaw, Captain, et. al., NA, February 1941), note: topography for the Core Fortification was not provided on this mag

Drawn by R. J. Hetzler / December 200

CULTURAL LANDSCAPE REPORT

FORT ONTARIO STATE HISTORIC SITE



Prepared for the New York State Office of Park Recreation and Historic Preservation, Counted Resour. Surresville. New York

State University of New York
College of Landreamental Science and Foreign,
Faculty of Landreape Architecture, Syracine, New York

Research Assessment Robert J. Hetzler

NORTH
scale 1" = 70 feet

Fourth Historic Period 1903-1946 Core FortificationPlan

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# **Chapter 5 - Creation of the Fort Ontario State Historic Site (1946-2002)**

#### Introduction

On 3 April 1946 the federally operated Fort Ontario Military Reservation was turned over to the State of New York and ceased to be associated with federal military endeavors.\(^1\) In 1949, the Fort Ontario State Historic Site was created with the expressed intention of educating the general public on the history of Fort Ontario, the military and naval history of New York State and Lake Ontario, and the history of the waterway and city the fort protected. During the late 1940s and early 1950s, the majority of the buildings and circulation systems constructed on the old Reservation and within the historic Site during the first half of the twentieth century were demolished.\(^2\) Following their demolition, work began on improving the appearance of the historic Site, stabilizing existing buildings and structures and proving an interpretative experience for visitors that generally focused on the civil war era. While this work continued into the 1980s, it was not until 1984 that work began on creating an interpretative experience that reflected the time period of 1868 to 1872 (1868-1872). As a result, efforts were undertaken to remove those buildings and structures not associated with that time period. In addition, a number of buildings and structures associated with that period were rebuilt or reconstructed. From 1984 to 2002 work continued on restoring the historic Site to its 1868-1872 appearance.

#### I. Historic Context

### A. City of Oswego

The population of Oswego remained relatively stable during the late 1940s and throughout the 1950s while the manufacturing and port activity continued to be robust. In 1950, the City of Oswego had a population of 22,647.3 Its principal industries included shade and shade cloth manufacturers, foundry and machine works, textile manufacturers, paper producers, printing and publishing, and food products manufacturers. The major products passing through the Port of Oswego included wheat, coal, cement, pig iron and petroleum.

Like many cities across America, throughout 1960s and into the 1970s the urban fabric and economic viability of Oswego was negatively impacted by various government initiatives implemented in an effort to improve housing conditions and spur economic growth. During the sixties, the policies of Urban Renewal, first begun in the fifties, resulted in the destruction of many four and five-story, nineteenth century buildings along East Bridge Street, part of Oswego's main commercial district.<sup>6</sup> The de-industrialization of the northeast and federal highway improvement programs, the latter of which contributed to suburbanization, resulted in a gradual loss of Oswego's manufacturing base and a decline in the city's population and tax base.<sup>7</sup>

During the 1980s and 1990s, efforts were taken to draw new residents to the city and to adapt to the new economic conditions. During the 1980s, the County of Oswego taxes were lowered in order to draw people back to the Oswego area. However, this mainly resulted in drawing people to the outlying regions of the county rather than the city. Here they could take advantage of the low taxes while remaining close to jobs held in other nearby cities like Syracuse, New York. By 1990, the population of the City of Oswego remained relatively stable at 19,195 and throughout the 1990s, Oswego's business atmosphere gravitated more towards the retail and service sector of the economy. Large, retail chain stores increased in numbers near the city limits while manufacturing firms, such as International Paper, continued to leave the area.

#### B. Fort Ontario

When the Reservation was returned to the State of New York, it was placed under the jurisdiction of the state's Board of Commissioners of the Land Office (Land Office).<sup>10</sup> Through a joint agreement with the Federal government and the City of Oswego, a portion of the Reservation was temporarily granted to the State

Housing Authority with the intention of providing housing for returning WWII veterans and their families.<sup>11</sup> Through the agreement, the State of New York's Veteran's Housing Bureau (VHB), administered by the State Housing Authority, renovated the federally owned c. 1903-1905 brick buildings of Officers' Row into apartments for 116 families. Once the buildings were renovated, the state then leased the buildings to the City of Oswego. The city then rented the apartments to the veterans.<sup>12</sup> The influx to the area was a result of a federal G.I. Bill, which provided financial assistance to all returning veterans, and a number of them came to Oswego to attend the Oswego State Teacher's College.<sup>13</sup>

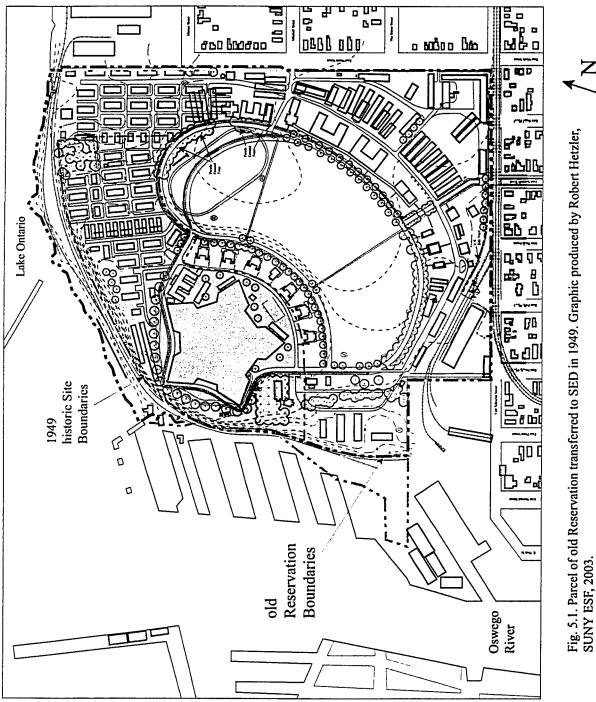
While some members of the Oswego community were preparing the Reservation for the returning veterans, others were looking towards preserving a portion of it for a historic museum. In particular, they were interested in obtaining the land containing the Core Fortification area and the grounds to the east of the fortification where battles of the eighteenth and nineteenth centuries had occurred. In 1947, the Oswego County Historical Society (OCHS), New York State Historical Association and neighboring county historical societies, solicited Albert B. Corey, State Historian of the Division of Archives and History of the State Education Department (SED), for his help in obtaining that portion of the Reservation from the Land Office. They were successful in their attempts and in 1948 Corey approached the Land Office. Corey was eventually able to convince the Land Office of the importance of preserving a portion of the Reservation. On 10 January 1949, an agreement was reached between the Land Office and the SED to transfer lands from the New York State Division of Housing to the SED for the development of a historic site. The parcel which was transferred contained the Core Fortification area, land immediately to the north, east and west, the land up to and including the N.C.O. Quarters to the south, and a large portion of the Reservation east of the fort up to the east boundary of the cemetery (see fig. 5.1, p. 291).

Following the land transfer, plans were quickly developed for the maintenance and care of the historic Site. Gordon Rice, a veteran who lived in one of the on-site apartments, was hired as acting custodian. His responsibilities included the supervision of employees, bookkeeping, and the acquisition and care of maintenance machinery and tools.<sup>17</sup> In August 1949, Gordon and his wife also began conducting tours of the historic Site. While the tours allowed visitors access to the Ramparts and some of the Casemates, access to the buildings was prohibited since a number of veterans and their families were housed within the buildings of the Core Fortification area.<sup>18</sup> However, by the end of September 1951, the veterans housed within the buildings of the Core Fortification area, as well as the N.C.O. Quarters, departed and the buildings were transferred to the jurisdiction of the SED.<sup>19</sup> A number of veterans and their families remained in the buildings located outside the fortification, but departed in early 1953.

On 31 August 1953 the Land Office was notified by the State Housing Authority that the portion of land just east of and south of the historic Site, containing Officers' Row and extending to the southern boundary of the old Reservation, was no longer needed to accommodate the veterans and was being returned to the Land Office. Since Corey originally requested this parcel for inclusion in the historic Site, a meeting was held on 17 September 1953 between the Land Office and the Secretary of State to determine its fate. At this meeting a resolution was adopted which transferred jurisdiction of the parcel to SED (see fig. 5.9, p. 301). Following the transfer, the historic Site consisted of approximately 30 acres containing the Core Fortification area, the N.C.O. Quarters, the cemetery, Officers' Row, the Administration Building (bldg. 3) and the N.C.O. Staffs Houses (bldg. 17, 18 and 19).

Throughout the remainder of the 1950s efforts were undertaken to restore the historic Site to a civil war era appearance, create interpretive programs and to make it easily accessible to visitors. In 1954, Officers' Row (bldgs. 5, 6, 7, 8, 9, 10 and 11) and the Administration Building (bldg. 3) were demolished and many of the roadways constructed during the 1940s were removed.<sup>23</sup> New exhibits were created and displayed in the EMB. These exhibits provided insight into the military history of the historic Site and the naval strategies used on Lake Ontario in the eighteenth and nineteenth centuries. Circa 1954, a visitor parking lot was constructed south of the fortification. In July 1957, Rodney E. Johnson was hired as the first official curator for the historic Site.<sup>24</sup> While Johnson inherited some of Rice's responsibilities, he also continued expansion of the interpretive programs.<sup>25</sup> In 1958, tenure Gordon K. Wright succeeded Johnson as curator.<sup>26</sup>

Site History Chapter 5 1946-2002



scale 1'' = 450'

During the 1960s, many changes occurred to the administrative, interpretive and physical aspects of the historic Site. In the early part of 1960, Wright resigned as curator. In September of that year, Wallace F. Workmaster was hired as the new curator.<sup>27</sup> In 1962, with the assistance of the Oswego County Junior Chamber of Commerce and The Heritage Foundation, Workmaster was successful in establishing the Fort Ontario Guard.<sup>28</sup> The Guard, a group of eight or nine young men dressed in civil war uniforms that performed various military drills, was dedicated in August 1962 by then-Governor Nelson Rockefeller.<sup>29</sup> In 1964, partially funded by The Heritage Foundation and aided by the assistance of community volunteers, various archives were researched such as the National Archives in Washington, D.C., the Public Archives in Canada and the British Museum in London for information on the history of Fort Ontario.<sup>30</sup> Also in 1964, archaeological surveys were conducted on the grounds of the historic Site and a slide show was prepared on the history of the historic Site.<sup>31</sup> In 1965, hostesses, dressed in the clothing of the interpretive period, greeted visitors and a newly created pamphlet allowed for self-guided tours.<sup>32</sup> With these changes and various promotional campaigns, visitation increased from 37,510 in 1958 to 114, 903 in 1964.<sup>33</sup> During the 1960s, the Fort Ontario State Historic Site was one of the most visited historic sites within New York State

In 1967, jurisdiction of the historic Site was transferred from the SED to the Division of Parks within the Conservation Department of New York State.<sup>34</sup> Under its jurisdiction, a five-year plan was developed to improve interpretative programs, vehicular and pedestrian circulation, and to make the historic Site more representative of a civil war era fortification. The plan included a proposed 14,000 square foot visitor center, a new vehicular and pedestrian circulation system, and the reconstruction or removal of various buildings and structures associated with OQI.<sup>35</sup> By 1970, most of the plan was realized with the construction of two woodshed/privies, replacement of two Revetments, the construction of two new parking lots, a new roadway and a walkway, and the removal of a 3-story addition constructed onto OQI in 1884 (fig. 5.2).<sup>36</sup> The visitor



Fig. 5.2. Untitled view of OQI with three-story addition removed, and two woodshed/privies and Revetments looking north from Parade driveway, c. 1970. Photograph courtesy of Fort Ontario State Historic Site.

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center had not yet been constructed.

While there were few changes to the historic Site during the 1970s, some notable activities did occur. In 1970, the Fort Ontario Historic Site was nominated to the National Register of Historic Places.<sup>37</sup> Based on its engineering and military importance related to the eighteenth and nineteenth centuries and as significant at a State level.<sup>38</sup> In 1971 and 1972, state budget cuts eliminated the construction of the visitor center as earlier planned.<sup>39</sup> As a result, interpretive exhibits continued to be housed in the EMB and the administration duties were carried out in the Storehouse.<sup>40</sup> In 1973, Fort Ontario was transferred to the New York State Office of Parks, Recreation and Historic Preservation (OPRHP).

In 1981, administration changes occurred and new plans were developed for further work on the historic Site. In 1981, after approximately twenty years working at the historic Site, Wallace F. Workmaster left as Site Manager and was replaced by Shelly Trammle.<sup>41</sup> Also that year, the OPRHP appropriated \$300,000 for alterations and improvements to the Core Fortification area which would allow it to better reflect the 1868-1872 period. <sup>42</sup> The projects included the replacement of Revetments and the re-grading of Ramps and Slopes. Research materials gathered from the National Archives and two watercolors painted by Brevet Lieutenant Colonel Robert L. Kilpatrick, Commander of Fort Ontario from May 1868 to April 1869, were used as references.<sup>43</sup> In addition, a preliminary archeological survey was conducted in 1981 at the proposed construction areas; the work was carried out by the Archeology Department of the State University of New York at Binghamton and was under the direction of masters candidate Douglas Bailey.

The actual construction activities for the alterations and improvements did not begin until 1984. However, prior to their commencement, a professional archeological firm known as Scott, Stuart and Patricia out of Buffalo, New York conducted a second, more extensive archeological survey. During the survey and the construction that followed, the Core Fortification area was closed to visitors. Also in 1984 Shelly Trammle left as Site Manager and was replaced by Don Laird. With the work completed the following year, the Core Fortification area was reopened in May 1985. Not only was the Core Fortification area more representative of the 1868-1872 period, but a new Fort Ontario Guard also was present. Unlike the first Guard which essentially was a drill team, the 1985 Guard was an interpretative unit dressed in uniforms identical to those worn by the 42nd Infantry Regiment, Veterans Reserve Corps, the garrison which occupied the old Reservation from May 1868 to April 1869. In addition, they also reenacted drills and ceremonies that the 42nd Infantry Regiment, Veterans Reserve Corps would have performed during their assignment at the fort.

During the second half of the 1980s, efforts continued on physical improvements, interpretive exhibits and increased public awareness of the historic Site. In 1986, plans were created for the addition of fencing, water pumps, plantings and other small-scale features to the Core Fortification area.<sup>45</sup> The implementation of these plans occurred in 1987. Also in 1987, Harborfest was introduced to the Oswego area. Harborfest, an annual festival held along the harbor front, celebrated the history and community of the city and helped to increase general public awareness of the historic Site.<sup>46</sup> In 1989, the Friends of Fort Ontario (Friends) was chartered to help support educational and other efforts at the Fort Ontario State Historic Site and surrounding area.<sup>47</sup>

In October 1991, Don Laird resigned as Site Manager and was replaced later that year by Patrick Wilder. While minor work was done towards recreating the 1868-1872 appearance of the fort at this time, from 1992 to 1999 no new improvements were undertaken. In 1999, Paul Lear replaced Patrick Wilder as Site Manager. In 2000 two Revetments were reconstructed within the Core Fortification area and in 2002 a new walkway was constructed around the Parade. Outside the Core Fortification area, an additional entrance to the visitor parking lot was constructed in 2002.

### II. Site Narrative

### A. Landscape Context

As a result of the transfer and sale of old Reservation parcels during the late 1940s and early 1950s, the

landscape context discussion is divided into two periods: 1946 to 1949, and 1949 to 2002. The former focuses on what has been referred to in this chapter as the 'old Reservation'; the latter focuses on what is referred to in this chapter as the 'historic Site'.

The landscape context of the old Reservation from 1946 to 1949 remained relatively unchanged from the end of the previous period. The old Reservation was bounded to the north by Lake Ontario and land under the jurisdiction of the New York Central Railroad Company and the New York Ontario and Western Railroad Company (NYOWRR);50 to the south by East Schuyler Street and NYOWRR property; to the east by East Ninth Street and land owned by the Fitzgibbon Boiler Works; and to the west by NYOWRR harbor property. On the land to the north were two sets of railroad tracks owned by the NYOWRR; to the south were four sets of railroad tracks also owned by the NYOWRR as well as residential buildings lining the south side of East Schuyler Street; to the northeast was a Fitzgibbon Boiler Works complex and residential buildings along the east side of East Ninth Street; and, to the west were a number of wharfs and building owned by the NYOWRR.

In 1949, following the transfer to SED, the historic Site contained of approximately 20.0 acres located along the northern boundary of the old Reservation. It was bounded to the north by Lake Ontario and land under the jurisdiction of the New York Central Railroad Company and the NYOWRR; to the south by a portion of the old Reservation under the jurisdiction of the State Housing Authority; to the east by a portion of the old Reservation under the jurisdiction of the State Housing Authority and the Land Office; and to the west by NYOWRR harbor property. Located on the land to the north was a set of railroad tracks owned by the NYOWRR; to the south was the old Parade Ground, Officers' Row and open areas of turf with various trees and shrubs; to the east was a small open area of turf with trees; and, to the west were a number of wharfs owned by the NYOWRR.

From 1951 to 1953 the historic Site was expanded twice and two portions of the old Reservation were sold to a private party. In 1951, following the transfer to SED of a portion of the old Reservation located along the eastern boundary the historic Site; the historic Site contained approximately 22.0 acres.<sup>52</sup> The only aspect of the landscape context to change in 1951 was the enclosure to the east along a part of the old Reservation under the jurisdiction of the Land Office. This was an open area of turf with trees. On 7 March 1951, a portion of the old Reservation located between the east boundary of the historic Site and the east boundary line of the old Reservation was sold to the Fitzgibbon Boiler Works. This parcel was approximately 230' wide and 716' long.<sup>53</sup> In 1952, a second parcel of the old Reservation, south of the one sold in 1951, was sold to the Fitzgibbon Boiler Works. It was approximately 230' wide and 333' long.<sup>54</sup> Shortly after these acquisitions of the Fitzgibbon Boiler Works began expanding its facilities to the parcels. In 1953, following the transfer to SED of a portion of the old Reservation located along the southern boundary of the historic Site, the historic Site contained approximately 72.0 acres.<sup>55</sup> The only aspect of the landscape context to change was that associated with the southern boundary of the historic Site. In 1953, the historic Site was bounded to the south by property under the jurisdiction of the Land Office and the NYOWRR. Located on the land to the south under the jurisdiction of the Land Office was the old Parade Ground with a large open area of turf.<sup>56</sup>

In 1954, the remaining portion of the old Reservation under the jurisdiction of the Land Office was divided into a number of parcels and deeded or sold to various private and public institutions. On 8 March 1954, four parcels of the old Reservation to the south and east of the historic Site were deeded to the City of Oswego.<sup>57</sup> Parcel one, located along the southern and eastern boundaries of the historic Site contained approximately 19.3 acres.<sup>58</sup> The second parcel, located north of East Schuyler Street and east of the East 4th Street entrance, contained approximately 3.3 acres.<sup>59</sup> Parcels three and four were located along the East Fourth Street entrance, and East Seventh Street entrance, contained approximately .5 acres and .7 acres respectively.<sup>60</sup> Contained within these deeds, were covenants stating how each parcel could be used. They also stated that once the City no longer used the parcels for their stated purpose, the parcel or parcels in question would revert back to the State of New York. The uses for each parcel were either recreational or highway maintenance.<sup>61</sup> On 7 June 1954, a triangular shaped parcel located east of the East Fourth Street entrance, containing approximately 1.4 acres, was deeded to the Marathon Corporation.<sup>62</sup>

In 1956, the area to the west of the historic Site, historically referred to as Grampus Bay and owned by the NYOWRR, was sold to the newly formed Port of Oswego Authority. At the time of sale, the property contained unused wharfs, a general cargo wharf, fueling wharf, four small sheds and a railroad line served by New York Central System and NYOWRR.<sup>63</sup> In the early 1960's, the Port of Oswego Authority filled the entire area and created a large expanse of land on which it erected several large storage sheds for port commerce (fig. 5.3 and fig. 5.4), as well as leased portions of the property to the city and small businesses.<sup>64</sup> The Port of Oswego Authority also acquired the Fitzgibbon Boiler Works property to the east of the historic Site. The Fitzgibbon

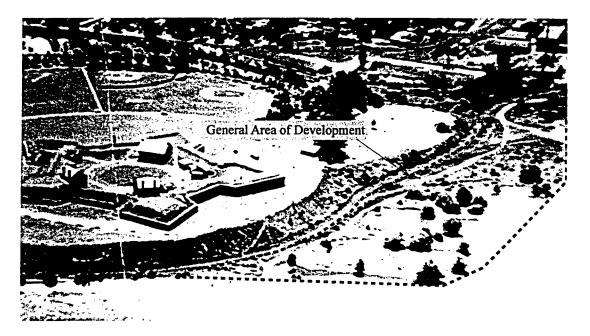


Fig. 5.3. Untitled aerial view of a portion the Fort Ontario State Historic Site and the undeveloped Port of Oswego Authority property west of the historic Site looking south, c. 1956. Photograph courtesy of Fort Ontario State Historic Site. Annotated by Robert Hetzler, SUNY ESF, 2003.

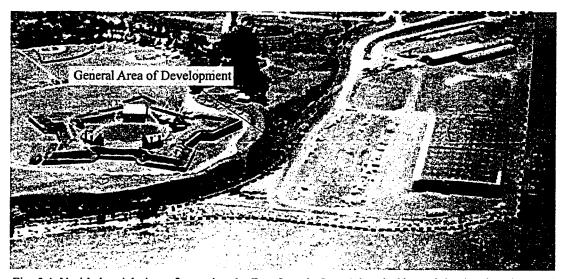


Fig. 5.4. Untitled aerial view of a portion the Fort Ontario State Historic Site and the developed Port of Oswego Authority property west of the historic Site looking south, c. 1962. Photograph courtesy of Fort Ontario State Historic Site. Annotated by Robert Hetzler, SUNY ESF, 2003.

Boiler Works had closed its plant and many of the buildings were vacant.

While the Fitzgibbon Boiler Works had closed in the 1960s, the complex of factory buildings was demolished over a forty-year period. In 1998, what remained of the Works was demolished. The property remained vacant and owned by the Port of Oswego Authority throughout the remainder of the period. At the end of the period the historic Site was bounded to the north by Lake Ontario and property under the jurisdiction of the NYOWRR; to the south by property owned by the City of Oswego and Port of Oswego Authority; to the east by property owned by the Port of Oswego Authority; and to the west by property owned by the Port of Oswego Authority. Located on the land to the north of the old Reservation was a set of railroad tracks owned by the NYOWRR; to the south were several ball fields operated by the City of Oswego and a large vacant lot owned by the Port of Oswego Authority; to the east was a large vacant lot owned by the Port of Oswego Authority; and, to the west were approximately five large storage sheds were surrounded by a large expanse of asphalt all owned by the Port of Oswego Authority.

In May of 1999 Van Inderstine Associates completed the "Fort Ontario-Oswego Harbor Cultural District Study." The study was a long-range plan for a 35-acre area surrounding and including the historic Site. Outside the historic Site boundaries, the area included the City of Oswego property contained within the old Reservation boundaries, the Port of Oswego Authority property to the east, south and west of the historic Site, East Ninth and Schuyler Streets, and two residential blocks east of the historic Site. The study sought to establish a format to integrate the area into a cultural, recreational and commercial district for the benefit of the city and its inhabitants. It identified various opportunities and deficiencies related to the growth and expanded use of the study area and also requested that a Cultural Landscape Report for the Fort Ontario State Historic Site be created as one of its recommendations. This recommendation was reached with the assistance of the study's sponsors, the City of Oswego, OPRHP, and the Port of Oswego Authorities, so that historic, cultural and archeological resources within and surrounding the historic Site could be identified for proper integration into the decisions of the Cultural District. 67

### **B. Site Development**

### 1. Core Fortification Area

The Core Fortification area and its buildings were under the jurisdiction of the State Housing Authority from 1946 to 1949. In 1946, all the buildings within the Core Fortification area, with the exception of the Powder Magazine, were converted to apartments for returning veterans. In 1949, the historic Site was established and a portion of the Core Fortification area was placed under the jurisdiction of the SED. The buildings, which housed veterans and their families, remained under the jurisdiction of the State Housing Authority. Beginning in 1949, visitors were allowed to tour parts of the Core Fortification area. At the request of the State Housing Authority signs were installed to prohibit visitors from entering areas reserved for the veterans.

In 1951, the buildings within the Core Fortification area were turned over to the SED, and work immediately began to make the area more secure and reflective of its 1845 appearance.<sup>69</sup> Circa 1952, two wooden casemate entryways, located on Bastions D and E, were replaced by two concrete casemate entryways to help prevent unauthorized access.<sup>70</sup> In 1953, work on the Storehouse began with the removal of the staircase along its southeast elevation and the sealing off of the second story entrance. A masonry wall was constructed at the base of the Parade Wall to help stabilize the slumping soil of the Wall (see fig. 5.5, p. 297). Alterations also were begun on the interior of the Storehouse so that it could accommodate a visitor's lounge and restrooms in addition to the curator's office.<sup>71</sup> In 1955, work began on the EMB with the removal of the two c. 1890 additions constructed at the northeast and northwest corners of the building, and the c. 1940 addition constructed at the southeast corner of the building.<sup>72</sup> In addition, the dormers constructed c. 1890, were also removed.<sup>73</sup> During the removal of the c. 1890 additions, a wing wall was built along the west elevation of the EMB to help retain soil which had recently been added to the Parade Wall between the EMB and the West Guard House.<sup>74</sup>

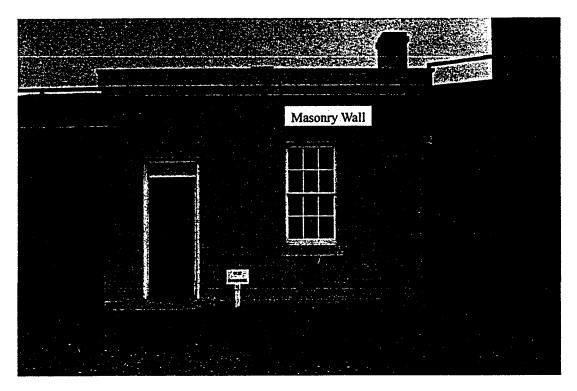


Fig. 5.5. Untitled view of West Guard House and masonry wall looking south from circular drive, 1967. Photograph courtesy of Fort Ontario State Historic Site. Annotated by Robert Hetzler, SUNY ESF, 2003.

During the second half of the 1950s, efforts were undertaken to obtain artillery displays and to remove features not reflective of the 1845 appearance of the fort. In 1955, two Civil War cannon were acquired from the Trustee's of Washington's Headquarters. However, since they lacked carriages they were not immediately displayed. Also that year, plans were made to remove the fire hydrant near the Portal of Entry, located along the edge of the Parade. It was determined that a hydrant located south of the Core Fortification area, near the main gate, would suffice in the event of an emergency. In 1957, the three-bay garage constructed to the southwest of OQII was demolished, with the exception of its northwest wall (see fig. 5. 6, p. 298). The wall was left to help support the Parade Wall where the OQII Revetment had rotted away. Circa 1958, carriages for the two Civil War cannons were obtained and the units mounted behind the right and left flank parapets of the Bastion C. In the early part of the 1960s, six additional artillery pieces were added to the collection and mounted in various areas throughout the Core Fortification area. (see fig. 5. 7, p. 298).

During the 1960s, work within the Core Fortification area became more extensive. Circa 1961, the tin roofs of OQI and OQII were replaced with wood shingle roofs, portions of the concrete Parade walk were replaced with red brick, and the soil covering the Ramp west of the EMB was removed after being placed there in 1953. In 1967, major plans were created for the interior and exterior rehabilitation of OQI and OQII. This included the replacement of their central entries, removal of the 3-story addition on the east elevation of OQI, and construction of two woodshed/privies on either side of OQI. In addition, the OQI Revetments were reconstructed and a new concealed central heating system was installed to serve all the major buildings. All this work was completed by 1970. However, due to state budget cuts no additional alterations occurred until the 1980s.

In 1981, plans were developed for the reconstruction of additional Revetments, reconstruction of portions of the Parade Wall, and removal of features not associated with the 1868-1872 period. Following a set of archeological surveys in 1981 and 1984, work began and took only a year to complete. The results included

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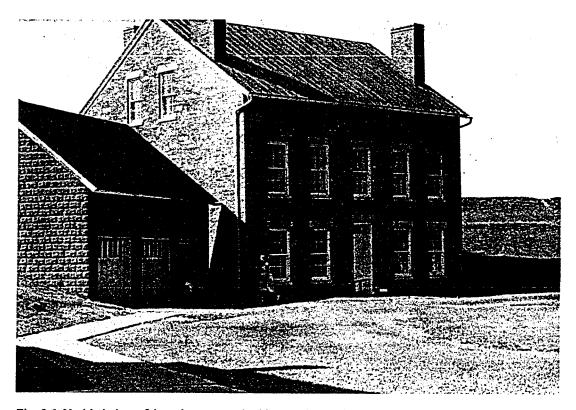


Fig. 5.6. Untitled view of three-bay garage looking northwest from circular drive, c. 1955. Photograph courtesy of Fort Ontario State Historic Site.



Fig. 5.7. Untitled view of artillery piece looking northeast from Bastion B, c. 1965. Photograph courtesy of Fort Ontario State Historic Site.

the construction of Revetments on either side of OQII and around the Powder Magazine, removal of the retaining wall between the Storehouse and the West Guard House, and re-grading of the Slopes on either side of the Storehouse. In addition, a set of stairs and the wing wall near the east and west elevations of the EMB were removed and the Ramps located between the EMB and the Powder Magazine were reconstructed.<sup>83</sup>

Work continued on reconstructing the 1868-1872 appearance of the Core Fortification area during the second half of the 1980s and into the twenty-first century. In 1986, plans were created to add the appropriate small-scale features and vegetation to the Core Fortification area. Many of these features were added by 1992. In 2001, the two woodshed/privies on both sides OQI were removed and the OQI Revetments replaced. In the fall of 2002, the concrete and brick Parade walkway was replaced with Pennsylvania Bluestone, made possible through a state legislative grant secured by the Friends of Fort Ontario 85

#### 2. Perimeter Area

In July 1946 approximately 60 wood-frame buildings constructed c. 1941 and located near the northern boundary of the Reservation were demolished in preparation for returning veterans. <sup>86</sup> The brick buildings located along Officer's Row, constructed c. 1903-1905, were renovated and converted into apartments to house the veterans and their families. <sup>87</sup> Circa 1947, ten wooden and concrete buildings located between the Core Fortification area and the cemetery, previously used as barracks, were demolished. <sup>88</sup> Following their removal, plans were made for the removal of the concrete slab foundations upon which the buildings had been constructed, the majority of the road systems north of the Parade Ground driveway, the re-grading of that area, and the construction of parking areas and walks to the north and south of the Core Fortification area. <sup>89</sup>

Handled separately from the previously removed buildings, seven New York National Guard buildings and four U. S. Coast Guard buildings were sold, dismantled, and them removed from the Site in 1948.90 The National Guard buildings included five 1-story U-shaped mess halls, a 1-story frame latrine, and a 1-story galvanized iron gas station. The Coast Guard buildings included a 2 ½-story lifeboat station and three storage buildings. The Coast Guard buildings and the small parcel of land on which they were constructed reverted to the War Department when the Coast Guard abandoned the buildings. The War Assets Administration sold all eleven buildings as surplus. Also that year, the Chapel, located south of the Core Fortification area and north of the N.C.O. Quarters, was sold. However, it does not appear to have been part of the group of eleven buildings sold by the War Assets Administration.91

Following the creation and expansion of the historic Site in 1949 and 1953 respectively, a number of activities were undertaken to provide for the interpretation and care of the property. In 1949, signs were erected within the old Reservation and historic Site to assist visitors and provide privacy to the veterans. In 1951, the veteran living at the N.C.O. Quarters departed and the building was turned over to the SED.<sup>92</sup> Shortly afterwards, it was renovated to accommodate the caretaker.<sup>93</sup> In 1954, after the State Housing Authority transferred the parcel of the old Reservation immediately to the south and east of the historic Site to the SED, the buildings of Officers' Row (bldgs. 5, 7, 8, 9, 10 and 11), the Administration Building (bldg. 3) and the three N.C.O. Staff Quarters (bldgs. 17, 18 and 19), were demolished.<sup>94</sup> Circa 1955, a Maintenance Building was built to the south of the Core Fortification area.<sup>95</sup> In 1957 all roads within the historic Site were resurfaced.<sup>96</sup>

During the 1960s, work continued to make the historic Site more reflective of a civil war period and to improve its appearance and educational experience for the public. Prior to 1961, at the request of state historian Albert B. Corey, the trees along the edges of the Fort driveway were removed because they were features not present during the interpretive period (see fig. 5.8, p. 300).<sup>97</sup> In 1961, to prevent vandalism and raucous behavior on the historic Site chain barriers were extended across the entrances to the Fort driveway and linear parking lot from dusk to dawn.<sup>98</sup> In addition, efforts were undertaken to standardize the signage within the historic Site and to remove such features viewed as unnecessary.<sup>99</sup> In 1962, the Niagara Mohawk Power Company donated three flagpoles to the historic Site from which flew the New France Colonial flag,



Fig. 5.8. Trees along fort driveway looking northwest prior to there removal in c. 1961. Photograph courtesy of Fort Ontario State Historic Site.

the 1796 U.S. flag and British Union Jack; these flags symbolized the three nations that contended for control of the Oswego River's mouth. <sup>100</sup> In 1963, the historic Site acquired one Rose-and-Crown cannon which had been salvaged from the St. Lawrence River. <sup>101</sup> In preparation for its arrival, a triangular, concrete and flagstone platform was constructed north of the Core Fortification area. Following the construction of a carriage for the cannon, the feature was displayed on the platform (fig. 5.9). A second, similar cannon was later acquired and a second triangular, concrete and flagstone platform was constructed northeast of the Core Fortification area; however, since a carriage was never constructed for the cannon, it was not displayed. <sup>102</sup> In 1966, an addition was added onto the south elevation of the Maintenance Garage. <sup>103</sup>

In 1967, a plan was created which called for the removal of the linear parking lot, Portal parking lot, Fort driveway and a portion of the c. 1910 Parade Ground driveway. Once removed, a new vehicular and pedestrian circulation system was constructed to accommodate visitors and maintenance crews (see fig. 5.10, p. 302). To accommodate the new construction, gates were erected north of the Ninth Street entrance in order to prevent access to the historic Site once visiting hours were over. <sup>104</sup> In addition to these changes, 'land-scaping work' was done around the cemetery, the fence along the north/west boundary of the historic Site was replaced, and a post-and-rail fence was erected around the Site Manager's house. <sup>105</sup> The projects were completed by the end of 1970.

In the late 1970s and early 1980s two monuments were erected on the historic Site, and the Maintenance Garage was once again enlarged. In 1976, the U.S. Bicentennial year, the Hearth Monument, a large stone structure resembling a fireplace and chimney, was constructed near the southeast corner of the cemetery. Dedicated by the Daughters of the American Revolution, the monument honored the contributions of women and children in the development of the country in 1776. In 1980, an addition was added to the west elevation of the Maintenance Garage. In 1981, a second monument was erected south of the overlook parking lot. Dedicated by Safe Haven Inc., the monument honored the WWII Safe Haven Refugees who were housed at the old Reservation from 1944 to 1946.

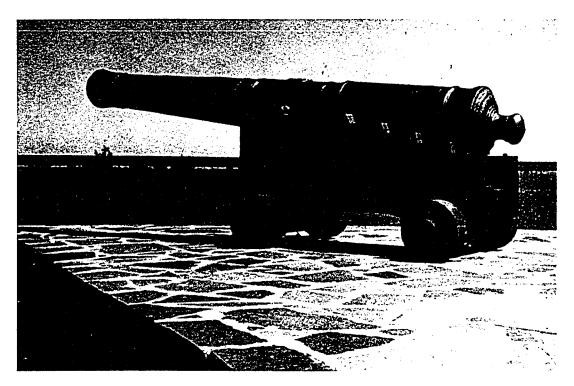


Fig. 5.9. Untitled view of Rose and Crown cannon, carriage and triangular, concrete and flagstone platform looking north from overlook space, c. 1965. Photograph courtesy of Fort Ontario State Historic Site.

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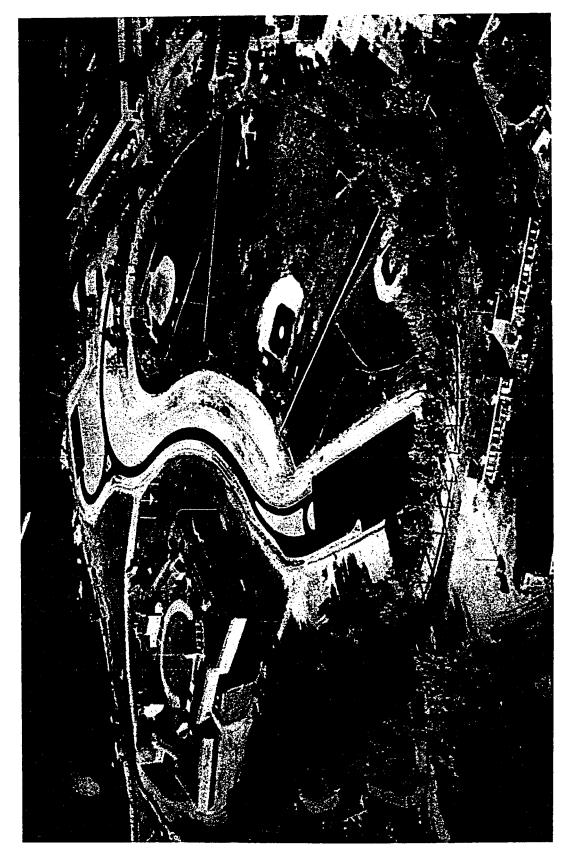


Fig. 5.10. Untitled aerial view of the new vehicular and pedestrian circulation systems constructed c. 1968 looking north, c. 1968. Photograph courtesy of Fort Ontario State Historic Site.

Additional changes to the perimeter area do not appear to have occurred until the 1990s. In May 1993, the site staff replaced about a dozen dead or dying cottonwood trees near the Site Manager's House with new cottonwoods. 110 From July through November of that year, prison inmates from the Butler Correctional Institution in Red Creek, New York and the Oswego County Youth Corps trimmed the overgrowth of trees and brush along the top of the bluff to allow an unfettered view of the lake and harbor. 111 During 1994, the post-and-rail fence around the Site Manager's House was removed and a new vertical-board fence was constructed closer to the building to distinguish it from those within the Core Fortification area which were open to visitors. 112 Circa 1999, the Rose-and-Crown cannons installed in 1961 were removed from the historic Site and loaned to Canada for 100 years. 113

#### C. Site Boundaries

Prior to 1949 the boundaries of the old Reservation remained unchanged from the previous period (see fig. 5.11, p. 304). In 1949 the historic Site was created and a new set of boundary lines were created. In 1949, the boundary of the historic Site to north and west extended along the base of the bluff from a point west of the Site Manager's House to a point north of the eastern edge of the cemetery; to the south it extended in a straight line, west to east, just south of the Site Manager's House to and northwards along the southern edge of the Officers' Service Road to the northern edge of the Parade Ground driveway – it then continued along that edge to a point south of the eastern edge of the cemetery; to the east it extended from the Parade Ground driveway to and along the eastern edge of the cemetery to the base of the bluff.<sup>114</sup> In 1949 the historic Site contained approximately 20 acres.<sup>115</sup>

In January 1951, the northern, southern and eastern the boundary lines were changed when a portion of the old Reservation was added to the historic Site. In 1951, the boundary of the historic Site to the north was extended approximately 110' eastward; to the south was extended approximately 110' eastward; to the west it remained unchanged; and, to the east it was extended approximately 110' eastward. In 1951 the historic Site contained approximately 22 acres. In 1951 the historic Site contained approximately 22 acres.

In 1953, the southern, eastern and western the boundary lines were changed when a portion of the old Reservation was added to the historic Site. In 1953, the boundary of the historic Site to the south was extended approximately 500' southward; to the east was extended approximately 200' eastward; and, to the west was extended southward approximately 500' southward. In 1953 the historic Site contained approximately 71 acres.

In 1968, the eastern boundary line was changed when a portion of the old Reservation under the jurisdiction of the City of Oswego was exchanged with another portion of the old Reservation under the jurisdiction of the OPRHP (historic Site). <sup>119</sup> In 1968, the boundary of the historic Site to the east no longer extended along the southern edge of the old Parade Ground but extended directly southwards. In 1968 the historic Site contained approximately 72 acres. <sup>120</sup>

### III. Landscape Characteristics

# A. Natural Systems and Features

No information was found during the research regarding changes to the natural system and features of the historic Site during this historic period.

# **B.** Spatial Organization

The historic Site is divided into two major spatial areas to provide a comprehensive survey of all historic Site features in this historic period. The two major spatial areas are the Core Fortification area and the perimeter area (see fig. 5.12, p. 305). The Core Fortification area consists of the space contained within the outer surface

scale 1'' = 450'

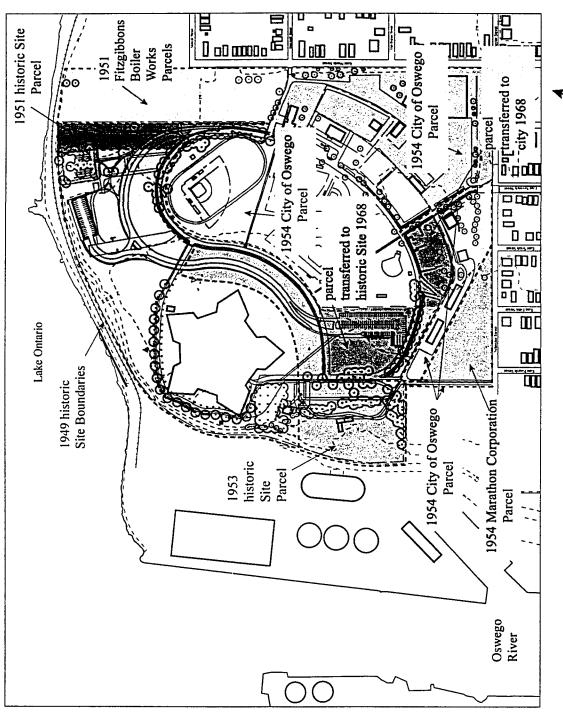


Fig. 5.11. Historic Site boundaries from 1949 to 2002. Graphic produced by Robert Hetzler, SUNY ESF, 2003.

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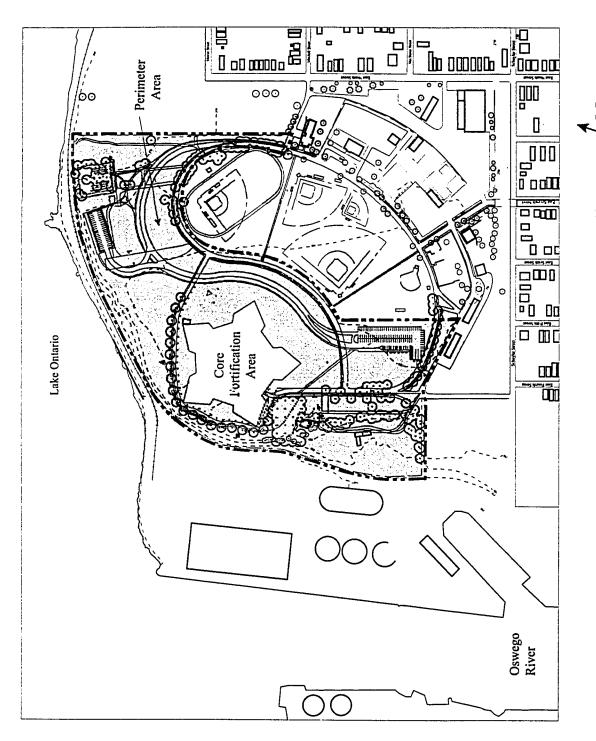


Fig. 5.12. Historic Site showing Core Fortification area and perimeter area. Graphic produced by R. Hetzler, SUNY ESF, 2001. Graphic produced by Robert Hetzler, SUNY ESF.

scale 1" = 450'

of the Scarp; the perimeter area consists of the space between the outer surface of the Scarp and the boundaries of the historic Site.

#### 1. Core Fortification Area

The Core Fortification area is divided into two spaces to provide a comprehensive survey of all historic Site features in this historic period. The two spaces are the Parade space and the Bastioned Fortification space (see fig. 5.13, p. 307).

### a) Parade Space

No information was found during the research regarding changes to the Parade space which was created c. 1839-1844.

### b) Bastioned Fortification Space

The Bastioned Fortification space is divided into two spaces to provide a comprehensive survey of all historic Site features in this historic period. The two spaces are the Terre Plein and the Bastion subspaces (see fig. 5.13, p. 307).

#### (1) Terre Plein Subspaces

No information was found during the research regarding changes to the five Terre Plein subspaces which were created c. 1839-1844.

### (2) Bastion Subspaces

No information was found during the research regarding changes to the five Bastion subspaces which were created c. 1839-1844.

#### 2. Perimeter Area

The perimeter area is divided into seven spaces to provide a comprehensive survey of all historic Site features in this historic period. The seven spaces are the entrance space, cemetery space, overlook space, visitor space, picnic space, maintenance space and radio tower space (see fig 5.14, p. 308).

### a) Entrance Space

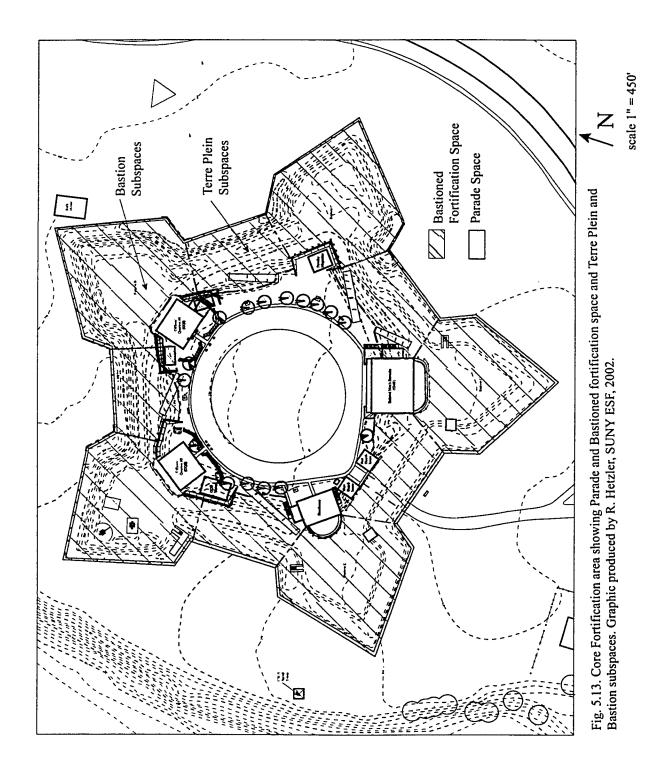
The entrance space was created in 1953 and was located east of the Core Fortification area. The space was generally linear, approximately 100' x 400' and contained an area of approximately .9 acres. The ground plane contained areas of asphalt roadways, concrete walks, and turf containing annual and perennial grasses and low growing herbaceous vegetation The boundary fence created an implied edge for the space to the east; and the public access road tree trunks created an implied edge to the west. An overhead plane was created by the canopy of the two rows public access road trees.

# b) New Cemetery Space

No information was found during the research regarding changes to the new cemetery space which was created prior to 1910, exact date unknown.

### c) New Overlook Space

The new overlook space was created in 1949 and was located to the north of the Core Fortification area; it was altered in 1951 and 1953. In 1949 the space was irregular, approximately 400' x 1,200' and contained



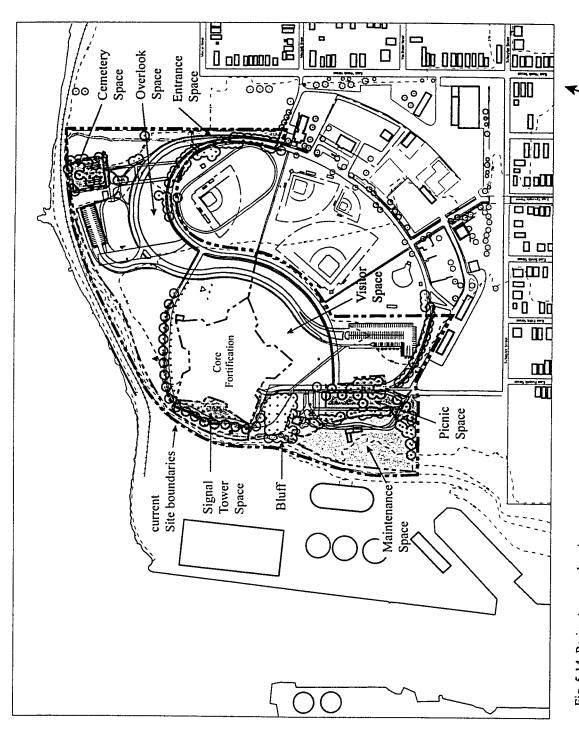


Fig. 5.14. Perimeter area showing entrance space, cemetery space, overlook space, visitor space, picnic space, maintenance space and radio tower space. Graphic produced by R. Hetzler, SUNY ESF, 2001.

an area of approximately 11.0 acres. The ground plane contained areas of asphalt roadways, concrete walks, and turf containing annual and perennial grasses. The bluff created an implied edge to the north and west; the Core Fortification area and the Parade Ground driveway to the south; and, there was no defining edge to the east. In 1951 the space was expanded when a portion of the old Reservation along the eastern edge of the space was added to the historic Site. In 1951 the space was irregular, approximately 400' x 1,300' and contained an area of approximately 11.9 acres. The ground plane contained areas of asphalt roadways, concrete walks, and turf containing annual and perennial grasses. The bluff created an implied edge to the north and west; the Core Fortification area and the Parade Ground driveway property created an implied edge to the south; and the boundary fence created an implied edge to the east. In 1953 the space was expanded when a portion of the old Reservation along the southern edge of the space was added to the historic Site. In 1953 the space was irregular, approximately 500' x 1,300' and contained an area of approximately 14.9 acres. The ground plane contained areas of asphalt roadways, concrete walks, and turf containing annual and perennial grasses. The bluff created an implied edge to the north and west; the Core Fortification area and the change in elevation between the overlook space and the City of Oswego property to the east of the Core Fortification area created an implied edge to the south; and, the boundary fence created an implied edge to the east.

### d) Visitor Space

The visitor space was created in 1953 and was located to the south of the Core Fortification area. The space was irregular, approximately 400' x 450' and contained an area of approximately 4.1 acres. The ground plane contained areas of asphalt roadway and turf containing annual and perennial grasses and low growing herbaceous vegetation. The Core Fortification created an edge to the north; the boundary tree trunks created an edge to the south; the change in elevation an implied edge is created by a change in elevation between the visitor space and the City of Oswego property to the east; and an implied edge is created by the picnic space maples and bluff to the west. The overhead plane was generally unobstructed.

# e) Picnic Space

The picnic space was created c. 1968 and is located to the south of the Core Fortification area. The space is generally rectangular in shape, has average dimensions of approximately 200' x 400' and contains an area of approximately 1.8 acres. The ground plane contains areas of gravel and earth roadways, and annual and perennial grasses and low growing herbaceous vegetation. A post-and-rail fence creates an implied edge to the north; boundary vegetation delineates the space to the south; the seasonal access road creates an implied edge to the east; and an implied edge is created by a change in elevation between the picnic space and the maintenance space to the west. An overhead plane is created by the canopy of trees located throughout the space; the height of the canopy varies from approximately 15' to 45'.

# f) Maintenance Space (Officer's Space)

No information was found during the research regarding changes to the maintenance space which was created c. 1903-1905.

### g) Signal Tower Space

No information was found during the research regarding changes to the signal tower space which was created c. 1903-1905.

# C. Circulation

- Core Fortification Area
  - a) Parade Space

#### Circular Drive

The circular drive was constructed c. 1845 and located at the perimeter of the interior Parade; it was resurfaced in 1956 with gray, crushed-gravel.<sup>121</sup> No other information was found during the research regarding the feature.

### Parade Walkway

The Parade walkway was constructed c. 1845 and located at the perimeter of the circular drive; it was altered prior to 1962, exact date unknown, in 1962, prior to 1968, exact date unknown, and in 2002. Prior to 1962, the cut stone surface of the Parade walkway was replaced with concrete. In 1962, a portion of the concrete in front of the EMB and extending to the Powder Magazine was replaced with red brick. <sup>122</sup> Prior to 1968, a portion of the walkway between OQI and the Powder Magazine was removed. In 2002, the concrete and brick surface was replaced with cut stone. The 2002 Parade walkway was circular, had a radius of 100', a circumference of 628' and was approximately 3' wide. The surface was rectangular or square, gray cut stone, either 3 'x 2', 3' x 3' or 3' x 4', dry laid in a random pattern. <sup>123</sup>

### Entry Walks

The entry walks were constructed c. 1845 and were located between the Parade walkway and the Storehouse, Officers' Quarters #2 (OQII), Woodshed/Privies of OQII, Officers' Quarters #1 (OQI) and Woodshed/Privies of OQI; prior to 1962, exact date unknown, some entry walks were removed; prior to 1962 and 1968, exact dates unknown, new entry walks were constructed; and, in 2002 the entry walks were altered. Prior to 1961, the walkways between the Parade walkway and the historic locations of the thenremoved OQI and OQII Woodshed/Privies were removed. Prior to 1961, an entry walk was constructed between the Parade walkway and the Powder Magazine; the surface was red brick; it was removed c. 1984 (see fig. 5.15, p. 311). Prior to 1968, an entry walk was constructed between the Parade walkway and the 1928 Storehouse addition; the surface was red brick. In 2002, the entry walks were altered when the brick surface was replaced with cut stone. The 2002 entry walks were linear, extended from the Parade walkway to the Storehouse, OQII and OQI, were approximately 3' wide and varied in length from approximately 3' to 20'. The surface was rectangular or square, gray cut stone, either 3 'x 2', 3' x 3' or 3' x 4', dry laid in a random pattern. 126

- b) Bastioned Fortification Space
  - (1) Terre Plein Subspaces

#### Ramps

Six Ramps were constructed c. 1839-44 and were located along the Parade Wall; one was removed prior to 1938, exact date unknown, it was replaced c. 1984; one was removed in 1953 and one was removed in 1955, they were replaced c. 1960. Circa 1984, the Ramps located between the Powder Magazine and the EMB and removed prior to 1938 and in 1955, were replaced.<sup>127</sup> In 1953, the Ramp located between the EMB and the West Guardhouse was covered over with soil; the soil was removed c. 1960.<sup>128</sup> No other information was found during the research regarding the features.

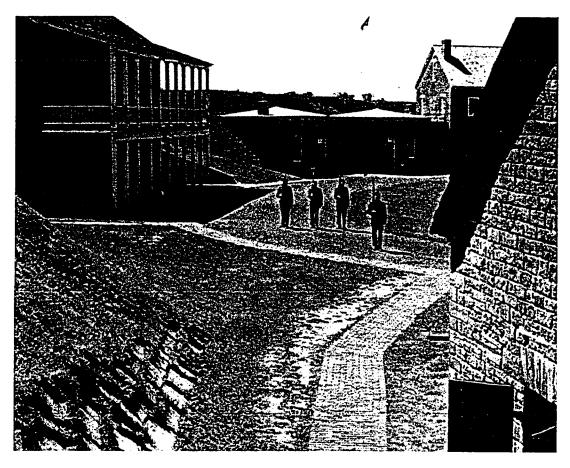


Fig. 5.15. Untitled view of Powder Magazine brick walk looking west from stone stabilizers, c. 1969. Photograph courtesy of Fort Ontario State Historic Site.

Terre Plein Paths

No information was found during the research regarding changes to the Terre Plein paths which were constructed c. 1839-1844.

(2) Bastion Subspaces

Not applicable.

# 2. Perimeter Area

Since so many of the landscape features located within the perimeter area and associated with the fourth historic period (1903-1946) were removed by the end of 1954, only those landscape features which remained or were added beginning in 1955 are discussed in this section. Those landscape features existing within the historic Site in 1946 but removed by the end of 1954 are: Concrete Road, Mess Hall Road, Overlook Driveways, Officers' Road, Cinder Road, Officers' Service Road, N.C.O. Bosque, Nurses' Ward, NYNG Warehouse and Garage, NYNG Mess Halls, NYNG Magazine, NYNG Latrine, NYNG Infirmary and outbuilding, Forty-three Buildings, Incinerator and Radio Shelter, NYNG Officers' Mess, Fourteen Buildings, Eight Car Garage, Officers' Buildings, Administration Building (bldg. 3), Administration Outbuilding, GI Chapel, Company Quarters, Scale House, Two-Car Garage, Tennis Court, East Face Barracks, Captains' Quarters (bldgs. 6 and 10), Lieutenants' Quarters (bldgs. 5, 7, 9 and

11), Field Officers' Quarters (bldgs. 8), Non-Commissioned Staffs Houses, Sentry Post and Parade Ground Flagpole.

#### Public Access Road

The public access road was constructed c. 1968 and was located east of the Core Fortification area (see fig. 5.16, p. 313); it was resurfaced in 2001.<sup>129</sup> It was a series of curves and tangents, extended from the western terminus of the 9<sup>th</sup> Street entrance through the entrance space and overlook space where it terminated at the visitor parking lot in the visitor space. It was 24' wide, approximately 2,000' long and generally aligned along a N/S axis. The surface was asphalt and a 6" high granite curb defined the edge.

### Public Access Walkway

The public access walkway was constructed c. 1968 and was located parallel to and along the northern and western edges of the public access road and visitor parking lot.<sup>130</sup> The walkway was series of curves and tangents, extended from the western terminus of the 9th Street entrance through the entrance space and overlook space where it terminated at the visitor parking lot in the visitor space. It was 4' wide, approximately 2,250' long and generally aligned along a N/S axis. The surface was concrete.

#### Fort Driveway

The fort driveway was constructed in 1905 and located along the perimeter of the western half of the Core Fortification area (see fig. 5.17, p. 314); it was altered prior to 1924, exact date unknown, and was removed c. 1968.<sup>131</sup>

#### Parade Ground Driveway

The Parade Ground driveway was constructed in 1905 and located east of the Core Fortification area; it was altered prior to 1910, exact date unknown, and was partially removed c. 1968. Circa 1968, the portion of the driveway north of the 9th Street entrance and extending to a point just west of the 7th Street entrance was removed.

### Parade Ground Walkway

The Parade Ground walkway was constructed in 1905 and located east of the Core Fortification area; it was altered prior to 1910, exact date unknown, and was partially removed c. 1968.<sup>133</sup> Circa 1968, the portion of the driveway north of the 9th Street entrance and extending to a point just west of the 7th Street entrance was removed.

#### Seasonal Access Road

The seasonal access road was constructed c. 1968 and was located along the east edge of the picnic space. It was generally linear, extended from the 4th Street entrance through the picnic space and visitor space, where it terminated at the Core Fortification area. It was 12' wide, 680' long and was aligned along a N/S axis. <sup>134</sup> The surface was gravel and compacted earth. No other information was found during the research regarding the feature.

#### Maintenance Road

The maintenance road was constructed c. 1968 and was located along the east edge of the maintenance space. 135 It was generally linear, extended from the 4th Street entrance through the picnic space and maintenance space where it terminated at the Site manager parking lot. It was 12' wide, 450' long and was generally aligned along a N/S axis. The surface was asphalt. No other information was found during the research regarding the feature.

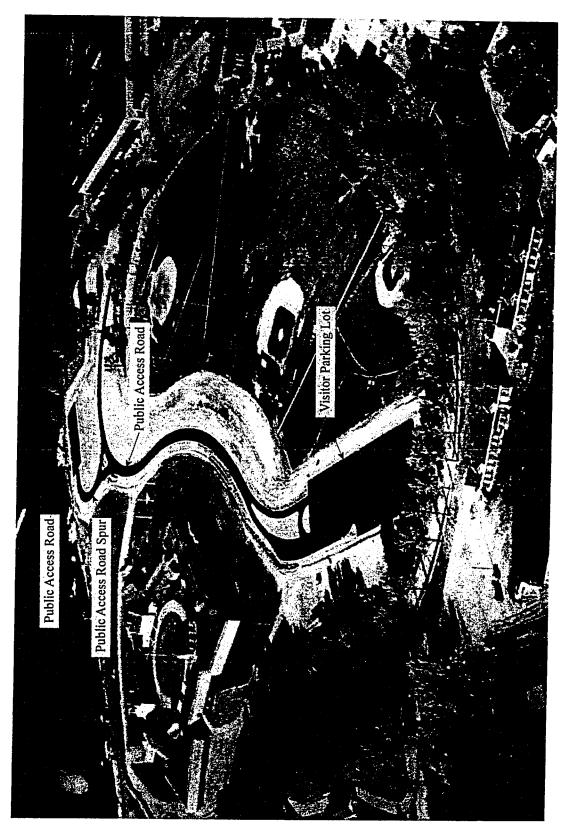


Fig. 5.16. Untitled aerial view of public access road, public access road spur, overlook parking lot, visitor parking lot and visitor walkway looking north, c. 1968. Photograph courtesy of Fort Ontario State Historic Site. Annotated by Robert Hetzler, SUNY ESF, 2003.

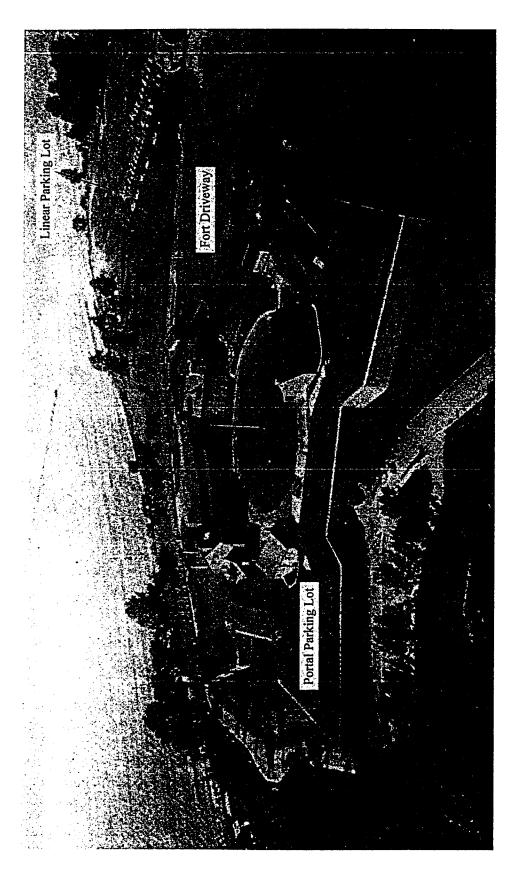


Fig. 5.17. Untitled aerial view of a portion the Fort Ontario State Historic Site looking south and showing the Fort driveway, linear parking lot and Portal parking lot, c. 1959. Photograph courtesy of Fort Ontario State Historic Site. Annotated by Robert Hetzler, SUNY ESF, 2003.

### a) Entrance Space

See Parade Ground driveway, Parade Ground walkway, public access road and public access walkway under the Perimeter Area heading of the Landscape Characteristics section of this chapter.

b) Cemetery Space

Not applicable

c) Overlook Space

### Portal Parking Lot

The portal parking lot was constructed in 1954, and was located to the south of the Core Fortification area; it was removed c. 1968 (fig. 5.17).<sup>136</sup> It was generally rectangular, had an entry/exit point at its northwestern and southern corners, was approximately 100' wide, approximately 200' long and was aligned along an E/W axis. The surface was asphalt and a concrete curb defined the north and east edges.

### Linear Parking Lot

The linear parking lot was constructed in 1954, and was located to the south of the Core Fortification area; it was removed in 1968 (fig. 5.17).<sup>138</sup> It was generally rectangular, had an entry/exit point at its south side, was approximately 50' wide, approximately 430' long and was aligned along a NW/SE axis. The surface was asphalt; a concrete retaining wall was constructed at its north side; the wall was approximately 1' wide and 10' long.<sup>139</sup>

#### Cemetery Road

The cemetery road was constructed prior to 1910, exact date unknown, and was located east of the Core Fortification area; it was removed in c. 1968. 140

### Barracks Driveways

The barracks driveways were constructed c. 1941 and were located east of the Core Fortification area; they were altered c. 1954. He majority of the driveways were removed. Circa 1954 the driveway that remained was linear, extended between the Parade Ground driveway and a point just south of the cemetery, was approximately 12' wide, approximately 350' long and was generally aligned along a NW/SE axis. The surface was asphalt; the barracks driveway was connected to the cemetery road by the remnants of two other barracks driveways.

### Dirt Road 1

Dirt road 1 was constructed prior to 1968, exact date unknown, and was located to the east of the Core Fortification area; it was removed c. 1968. 142 It was generally linear and extended from the linear parking lot to a point just west of the cemetery. It was approximately 10' wide, 280' long and was aligned along an NE/SW axis. The surface was compacted earth; a U-shaped concrete retaining wall was constructed at its northeast end; the wall was approximately 1' wide and 40' long. 143

#### Dirt road 2

Dirt Road 2 was constructed prior to 1968, exact date unknown, and was located to the east of the Core Fortification area; it was removed in 1968. It was generally linear and extended from the Parade Ground driveway to the lakeshore. It was approximately 10' wide, 500' long and was aligned along an

NE/SW axis; a short spur located near the Parade Ground driveway extended from dirt road 2 to the Fitzgibbon's property to the east. The surface was compacted earth.

### Public Access Road Spur

The public access road spur was constructed c. 1968 and was located along the northwestern-most edge of the public access road (see fig. 5.16, p. 313); it was resurfaced in 2001. It was curved, extended between the public access road and the overlook parking lot, was approximately 24' wide and approximately 375' long. The surface was asphalt and a 6" high granite curb defined the edges.

# Overlook Parking Lot

The overlook parking lot was constructed c. 1968 and was located along the north edge of the visitor space parallel to the bluff (see fig. 5.16, p. 313); it was resurfaced in 2001. <sup>146</sup> It was rectangular, had an entry/exit point along its southwest side, was 64' wide, 199' long and was aligned along a NE/SW axis. The surface was asphalt and a 6" high granite curb defined the edge; striping delineated 39 parking spaces.

### Public Access Walkway Spur

The public access walkway spur was constructed c. 1968 and was located parallel to the western edge of the public access road spur and surrounded the overlook parking lot.<sup>147</sup> It was curvilinear, extended between the public access road and overlook parking lot and continued around the perimeter of the overlook parking lot. It was approximately 4' wide and approximately 875' long. The surface was concrete.

# Post Cemetery Walkway

The post cemetery walkway was constructed c. 1968 and was located south of the cemetery. <sup>148</sup> It was generally X-shaped, extended between the public access walkway and the post cemetery and overlook parking lot, was approximately 4' wide, 700' long, and was generally aligned along an E/W axis. The surface was concrete.

See Fort driveway, Parade Ground driveway, Parade Ground walkway, public access road and public access walkway under the Perimeter Area heading of the Landscape Characteristics section of this chapter.

# d) Visitor Space

# Visitor Parking Lot

The visitor parking lot was constructed c. 1968 and was located south of the Core Fortification area (see fig. 5.16, p. 313); it was resurfaced in 2001 and altered in 2002. <sup>149</sup> It was generally rectangular, had an entry/exit point along its north side, was generally 120' wide, 328' long and was aligned along a N/S axis. The surface was asphalt and a 6" high granite curb defined the edges; striping delineated 112 parking spaces, four were for buses. The bus spaces were located at the southwest corner of the lot in a rectangular alcove, approximately 30' x 50' and aligned along an E/W axis. In 2002, the lot was altered when a portion of the curb located along the western edge of the bus alcove was removed for the construction of an additional entry to the lot from East Fourth Street.

A semicircular turnaround was located along the north side of the visitor parking lot. The surface was turf and a 6" high granite curb defined the edges. <sup>150</sup> In addition, a small, triangular area approximately 10' long on each side existed along the western edge of the visitor parking lot. The surface was turf and a 6" granite curbing defined two edges and a concrete sidewalk defined one edge.

### Site Manager Parking Lot

The Site manager parking lot was constructed c. 1968 and was located south of the Site Manager's House; it was altered prior to 1990, exact date unknown, and resurfaced in 2001.<sup>151</sup> It was rectangular, had an entry/exit point along its west side, was 50' wide, 100' long and was aligned along an E/W axis. The surface was asphalt. Prior to 1990, a second entry was created and connected the lot to the seasonal access road.

#### Visitor Walkway

The visitor walkway was constructed c. 1968 and was located east of the Site Manager's House; it was resurfaced prior to 1995, exact date unknown. 152 It was linear, extended between the visitor parking lot and seasonal access road, was 6' wide, 325' long and was aligned along a NW/SE axis. The surface was asphalt.

# Manager Walk

The manager walk was constructed c. 1955 and was located south of the Site Manager's House; it was altered c. 1972. Circa 1955, it was curvilinear, extended between the entries of the House which were located on the south and east elevations and was approximately 2' wide. Circa 1968, the walk was altered when it was extended to the Site manager parking lot. Circa 1968, it was generally T-shaped, was 2' wide, 75' long, and was aligned along a N/S and E/W axis. The surface was flagstone. No other information was found during the research regarding the feature.

See Fort driveway under the Perimeter Area heading of the Landscape Characteristics section of this chapter.

#### e) Picnic Space

See seasonal access road under the Perimeter Area heading of the Landscape Characteristics section of this chapter.

### f) Maintenance Space

See maintenance road under the Perimeter Area heading of the Landscape Characteristics section of this chapter.

# g) Signal Tower Space

See Fort driveway under the Perimeter Area heading of the Landscape Characteristics section of this chapter.

# h) Bluff

Not applicable

### D. Topography

#### 1. Core Fortification Area

### a) Parade Space

No information was found during the research regarding changes to the topography of the Parade space created c. 1839-1844.

# b) Bastioned Fortification Space

### (1) Terre Plein Subspaces

#### Terre Plein

No information was found during the research regarding changes to the topography of the five Terre Plein spaces created c. 1839-1844.

# (2) Bastion Subspaces

#### **Bastions**

No information was found during the research regarding changes to the topography of the five Bastion spaces created c. 1839-1844.

#### 2. Perimeter Area

### a) Entrance Space

The entrance space topography was generally flat with a 1 to 2% grade change from the western to the eastern edge of the space.<sup>154</sup>

### b) New Cemetery Space

The new cemetery space topography was gently sloping with a 5% grade change from the western to the eastern edge of the space.

#### c) Overlook Space

The overlook space topography was generally gently sloping with a 2 to 3% grade change generally occurring from the western to the eastern edge of the space.

### d) Visitor Space

The visitor space topography was generally flat with an approximately 1% grade change sloping downwards from the northern to the southern edge of the space.

# e) Picnic Space

The picnic space topography was generally flat with an approximately 1% grade change sloping downwards from the northern to the southern edge of the space.

### f) Maintenance Space

The maintenance space topography was gently sloping with an approximately 6% grade change generally occurring from the center to the northern edge of the space and an approximately 6% grade change generally occurring from the southeastern to the western edge of the space.

# g) Signal Tower Space

No information was found during the research regarding changes to the topography of the Signal Tower space.

#### h) Bluff

No information was found during the research regarding changes to the topography of the bluff.

### E. Vegetation

#### 1. Core Fortification Area

### a) Parade Space

# **Lombardy Poplars**

Three Lombardy poplars (Populus nigra 'Italica') were planted 1988.<sup>155</sup> One was located between the East Guardhouse and the EMB; two were located south of OQI.<sup>156</sup> They ranged from 2" to 2 ½" dbh. There were no other known alterations to these features from this date through the end of this historic period.

#### Common Lilacs

Seven common lilacs (Syringa vulgaris) were planted 1988.<sup>157</sup> Four were located north of the entry walk to Officers' Quarters #2 (OQII) and three were located south of the same walk. <sup>158</sup> They were planted in informal groupings. They ranged from 4' to 5' high. There were no other known alterations to these features from this date through the end of this historic period.

### Horse Chestnuts

Two horse chestnuts (Aesculus hippocastanum) planted c. 1870 and located to the southeast of OQII and between OQI and OQII were removed prior to 1960, exact date unknown.<sup>159</sup> Three horse chestnuts (Aesculus hippocastanum) were planted 1988.<sup>160</sup> They were located: to the west of the entry walk to OQII; to the southeast of OQII; and between OQI and OQII.<sup>161</sup> They ranged from 2" to 2 ½" dbh. There were no other known alterations to these features from this date through the end of this historic period.

### Parade Walkway Trees

The eleven Parade walkway trees planted prior to 1891, exact date unknown, and located along the Parade walkway were removed prior to 1960, exact date unknown. 162

#### **Border Privets**

Sixty-one border privets (Ligustrum obtusifolium) were planted 1988. 163. They were located along the interior of the front fencing of OQI and OQII. They were planted in a row and ranged from 2' to 3' high. There were no other known alterations to these features from this date through the end of this historic period.

### Climbing Rose

Two climbing roses (Rosa species) were planted in 1989.<sup>164</sup> They were located on both sides of the trellis which surrounded the entry of OQI. The 1989 rose was approximately 3' high. There were no other known alterations to these features from this date through the end of this historic period.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

No information was found during the research regarding changes to the annual and perennial grasses and low growing herbaceous vegetation.

# b) Bastioned Fortification Space

### (1) Terre Plein Subspaces

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

No information was found during the research regarding changes to the annual and perennial grasses and low growing herbaceous vegetation

### (2) Bastion Subspaces

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

No information was found during the research regarding changes to the annual and perennial grasses and low growing herbaceous vegetation

#### 2. Perimeter Area

# **Driveway Trees**

The approximately twenty-six trees planted c. 1905 and located along the edge of the Fort driveway were removed c. 1959.

#### a) Entrance Space

Public Access Road Trees (Parade Ground Trees)

Approximately fourteen deciduous trees were planted prior to c. 1905. They were located on both sides of the public access road just north of 9th Street entrance. 165 Eight trees were planted along the east edge of the public access road and six trees were planted along west edge. 166 They were planted in a row and approximately 35' to 45' high. There were no other known alterations to these features from this date through the end of this historic period.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation had been established within the space and was located wherever there was an absence of asphalt paving, concrete sidewalk or other historic Site features.

### b) Cemetery Space

### Cemetery Trees

No information was found during the research regarding changes to the cemetery trees which were planted prior to 1941, exact date unknown.<sup>167</sup>

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation had been established within the

cemetery space and were located wherever there was an absence of trees and cemetery markers.

# c) Overlook Space

#### Safe Haven Monument Arborvitaes

Approximately two arborvitaes (Thuja var.) were planted prior to 2000, exact date unknown. Two were located north of the monument and three were located south of the monument. They were planted in an informal pattern; they were approximately 2.5' wide and 3' high. There were no other known alterations to these features from this date through the end of this historic period.

### Parade Road Trees (Parade Ground Trees)

Approximately twenty-two deciduous trees were planted c. 1905. They were located south of the public access roadway and on both sides of a portion of the Parade Ground driveway removed c. 1968. They were planted in a row and approximately 30' to 40' high. There were no other known alterations to these features from this date through the end of this historic period.

#### Shrubs and Trees

The various shrubs and trees planted within the space during the previous period, exact dates unknown, were removed c. 1959.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation had been established within the overlook space and were located wherever there was an absence of asphalt paving, concrete sidewalk or other historic Site features.

### d) Visitor Space

# Boundary Trees (Parade Ground Trees)

Twelve deciduous trees were planted c. 1905. They were located approximately 40' to 60' north of the southern boundary of the visitor space and on the south side of a portion of the Parade Ground driveway removed c. 1968. They were planted in a row and approximately 40' to 50' high. There were no other known alterations to these features from this date through the end of this historic period.

#### Small Cottonwoods

Approximately twelve cottonwoods (Populus sp.) were planted in 1993.<sup>170</sup> No other information was found during the research regarding the feature.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation had been established within the visitor space and was located wherever there was an absence of asphalt paving, concrete sidewalk or other historic Site features.

### e) Picnic Space

# Picnic Space Trees

Approximately sixteen trees were planted prior to 1968, exact date unknown.<sup>171</sup> Fifteen were located in

three rows parallel to the seasonal access road; and one tree was located at the center of the picnic space; they were approximately 30' to 40' high. There were no other known alterations to these features from this date through the end of this historic period.

Picnic Space Cottonwoods

Twenty-two cottonwoods were planted prior to 1924, exact date unknown. They were located along the west edge of the picnic space. They were planted in a row and were approximately 40' to 50' high.<sup>172</sup> There were no other known alterations to these features from this date through the end of this historic period.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation had been established within the picnic space and were located wherever there is an absence of asphalt paving, concrete sidewalk or dirt roads.

f) Maintenance Space

Maintenance Space trees

Two trees were planted prior to 1968, exact date unknown.<sup>173</sup> They were located near the south edge of the maintenance space. There were no other known alterations to these features from this date through the end of this historic period.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation had been established within the maintenance space and were located wherever there was an absence of asphalt paving, a building or other historic Site features.

g) Signal Tower Space

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation had been established within the signal tower space and were located wherever there was an absence of a Site feature.

h) Bluff

A combination of annual and perennial grasses, and herbaceous and woody vegetation had been established along the bluff.

# F. Buildings and Structures

- 1. Core Fortification Area
  - a) Parade Space

The East and West Guardhouses

No information was found during the research regarding changes to the East and West Guardhouses constructed in 1867 and 1868 respectively.

# Enlisted Men's Barracks (EMB)

The EMB was constructed c. 1842 and built into Bastion D; additions were constructed in 1885, 1893 and prior to 1938, exact date unknown; it was altered c. 1953 and c. 1970. Circa 1953, the 1885, 1893 and 1938 additions and the 1889 dormers were removed and a brick piazza was constructed between the Parade walkway and the north elevation, beneath the 2-story frame portico.<sup>174</sup> Circa 1970, the standing-seam, tin roof was replaced by a cedar, shingle roof.<sup>175</sup> No other information was found during the research regarding the feature.

# EMB Retaining Wall

No information was found during the research regarding changes to the EMB retaining wall which was constructed in 1889.

#### **EMB Stairs**

The EMB Stairs were constructed in c. 1948 and built into the Ramparts east of the EMB; they were removed in 1984.<sup>176</sup> They extended from the 1938 EMB addition to the ground plane of the Parade Ground, were linear, approximately 4' wide, approximately 25' long and approximately 15' high. They were constructed of concrete.

# EMB Wing Wall

The EMB wing wall was constructed in c. 1953 and built into the Ramparts near the northwest corner of the EMB; it was removed in 1984.<sup>177</sup> It was linear, approximately 10" wide, approximately 10' long and approximately 5' high with its top edge sloping from the west elevation of the EMB to the ground plane of the Parade.<sup>178</sup> It was aligned along a NW/SE axis. It was constructed of concrete.

#### Powder Magazine

The Powder Magazine was constructed c. 1843 and built within the Gorge of Bastion C, partially surrounded by the Powder Magazine Revetment (see fig. 5.18, p. 324); it was altered c. 1950.<sup>179</sup> Circa 1950, the standing-seam, tin roof was replaced by a cedar, shingle roof. No other information was found during the research regarding the feature.

#### Powder Magazine Revetment

The Powder Magazine Revetment was constructed c. 1841 and was built into the Parade Wall surrounding the magazine; it was removed c. 1955 and reconstructed in 1984. <sup>180</sup> In 1984, the Revetment was generally rectangular, approximately 33' wide and 50' long (see fig. 5.18, p. 324). The northeast and southeast portion of the Revetment was linear and approximately 15' high; the northwest and southwest portion of the Revetment was linear with its top edge sloping down from the top of the Parade Wall to the ground plane of the Parade. The Revetment was aligned along a NW/SE axis. It was constructed of wood planking and timber and painted brown. There were no other known alterations to this feature from this date through the end of this historic period.

# Stone Stabilizers

Several dozen stone stabilizers were installed c. 1956 and were located to the southeast of the Powder Magazine; they were removed in 1981. They were approximately 1' to 1' 6" in diameter. No other information was found during the research regarding the feature.

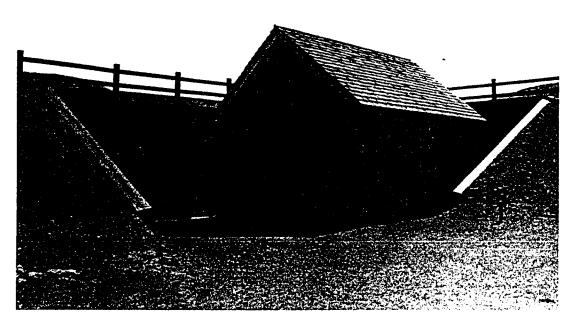


Fig. 5.18. Untitled view of Powder Magazine and Powder Magazine Revetment looking southwest from Parade Ground driveway, 1985. Photograph courtesy of Fort Ontario State Historic Site.

# Officers' Quarters #1 (OQI)

OQI was constructed c. 1841-1844 and built into Bastion B; an addition was constructed in 1884; it was altered in 1956 and c. 1968. In 1956, the dormer on the south face of the gabled-roof was removed. Rez Circa 1968, the 1884 3-story addition was removed, the window centrally placed on the first floor within the third bay of the south elevation was removed and an entry and door installed (see fig. 5.2, p. 292). There were no other known alterations to this feature from this date through the end of this historic period.

#### **OQI** Revetments

Two OQI Revetments were constructed c. 1841 and built into the Parade Wall flanking OQI; they were removed in 1968 and new revetments were constructed that year; the 1968 revetments were removed in 2000 and new revetments were constructed that year. The 1968 Revetments were V-shaped and approximately 50' long. Leach Revetment consisted of two sections; a main body and a wing. The main body of each Revetment was located closest to OQI, was approximately 30' long and generally 15' high; the wing of each Revetment was located at the end of the main body, furthest from OQI, was approximately 20' long with its top edge sloping down from the top of the Parade Wall to the ground plane of the Parade. The Revetments were generally aligned along an E/W axis. They were constructed of wood planking and timber and whitewashed; a wooden fence surmounted each Revetment.

The 2000 Revetments were L-shaped and approximately 58' long. Each Revetment consisted of two sections; a main body and a wing. The main body of each Revetment was located closest to OQI, was approximately 42' long and generally 15' high; a doorway was built into each main body which symbolized the doorway present in the c. 1841 Revetments that provided access to a plank-lined root cellar built into the Rampart behind each Revetment; the wing of each Revetment was located at the end of the main body, furthest from OQI, was approximately 16' long with its top edge sloping down from the top of the

Parade Wall to the ground plane of the Parade. The Revetments were generally aligned along an E/W axis. They were constructed of wood planking and timber and whitewashed; a wooden fence surmounted each Revetment.

# **OQI** Retaining Wall

No information was found during the research regarding changes to the OQI retaining wall constructed in 1849.

#### Woodshed/Privies

The woodshed/privies were constructed in 1968 and were located flanking OQI (see fig. 5.2, p. 292); they were removed in 2000.<sup>185</sup> They were rectangular, 1-story tall, 3 bays wide by 2 bays deep (20' x 12') with an entry centrally placed on the south elevation. They were generally aligned an E/W or NE/SW axis. They were constructed of wood, sheathed by clapboard, surmounted by a shed roof and painted white.<sup>186</sup>

# Officers' Quarters #2 (OQII)

OQII was constructed c. 1845 and built into Bastion A; it was altered in 1956. In 1956, the dormer on the southeast face of the gabled-roof was removed. There were no other known alterations to this feature from this date through the end of this historic period.

# **OQII** Garage

The OQII garage was constructed prior to 1938, exact date unknown, and located to the south of OQII (see fig. 5.5, p. 297); it was removed c. 1957. [88]

#### OQII Revetment

Two OQII Revetments were constructed c. 1844 and were built into the Parade Wall flanking OQII; they were removed in 1984 and new Revetments were constructed that year. The 1984 Revetments were L-shaped and approximately 76' long. Each Revetment consisted of two sections; a main body and a wing. The main body of the Revetment was located closest to OQII, was approximately 53' long and generally 15' high; the wing was located at the end of each wall furthest from OQII, was approximately 23' long with their top edge sloping from the top of the Parade Wall, approximately 15' high, to the ground plane of the Parade. The Revetments were generally aligned along an NE/SW axis. They were constructed of wood planking and timber supports and whitewashed; a wooden fence surmounted each Revetment.

# **OQII** Retaining Wall

No information was found during the research regarding changes to the OQII retaining wall constructed in 1849.

# Storehouse

The Storehouse was constructed c. 1842-1844 and built into Bastion E; it was altered c. 1950. 190 Circa 1950, the wooden staircase on the southeast elevation was removed and the entry centrally placed on the second floor of the southeast elevation was sealed. There were no other known alterations to this feature from this date through the end of this historic period.

#### Storehouse Retaining Wall

No information was found during the research regarding changes to the Storehouse retaining wall constructed in 1884.

# Masonry Wall

The masonry wall was constructed c. 1953 and built at the base of the Parade Wall between the West Guardhouse and Storehouse (see fig. 5.4, p. 295); it was removed c. 1981.<sup>191</sup> It was linear, 7' long and 15' high.<sup>192</sup> It was aligned along a NW/SE axis. It was constructed of red brick. There were no other known alterations to this feature from this date through the end of this historic period.

# Storehouse Wing Wall

The Storehouse wing wall was constructed c. 1953 and built into the Parade Wall near the north corner of the Storehouse; it was rebuilt c. 1981.<sup>193</sup> It was linear, approximately 10" wide, 10' long and 4' 6" high with its top edge sloping down from the north corner of the Storehouse to the ground plane of the Parade.<sup>194</sup> It was aligned along a NE/SW axis. It was constructed of stone. Circa 1981 the stone wing wall was removed and a timber wing wall of similar dimensions was constructed; it was painted brown.

#### Sentry Box

The sentry box was constructed in 1987 and was located to the north of the West Guardhouse. 195 It was 3' 4" square, 8' 6" tall with an entry on the north elevation. 196 It was aligned along a N/S axis. It was constructed of wood with vertical plank siding; it was painted green and surmounted by a metal sheathed, front-gabled roof.

# b) Bastioned Fortification Space

# Parapet

No information was found during the research regarding changes to the Parapet which was constructed in c. 1839-1844.

# Stone Scarp

The stone Scarp was constructed from 1863-72 and was located along the exterior of the Core Fortification; it was altered in c. 1950 and 2001. Circa 1950, a chain-link fence was installed parallel and adjacent to the breaches at Bastion A, B and C. 197 The fencing was linear, approximately 45' long and 7' high. 198 In 2001, the chain-link fencing parallel and adjacent to the two breaches at Bastion C was removed and pine-plank fencing installed. In 2001, the pine-plank fencing was linear, approximately 45' and 30' long respectively and approximately 8' high; it was not painted. 199

# (1) Terre Plein Subspaces

# Terre Plein

No information was found during the research regarding changes to the Terre Pleins which were constructed c. 1839-1844.

# Portal of Entry

The Portal of Entry constructed c. 1839-1844 and built into and through the Terre Plein extending between Bastions D and E, which was altered in c. 1863-1872, prior to 1963, exact date unknown, and in 1994. Prior to 1963, the pedestrian and vehicular route through the Entry was paved with flagstone

(fig. 5.19).<sup>200</sup> In 1994, the flagstone was removed and a pebbled, concrete surface installed.<sup>201</sup> There were no other known alterations to this feature from this date through the end of this historic period.

# (2) Bastion Subspaces

#### **Bastions**

No information was found during the research regarding changes to the five Bastions which were constructed c. 1839-1844 and altered c. 1863-1872 and in 1884.

# Bastion A South Casemate Entrance

No information was found during the research regarding changes to the Bastion A south Casemate entrance which was constructed c. 1863-1872.

# Bastion D East Casemate Entrance

No information was found during the research regarding changes to the Bastion D east Casemate entrance which was constructed c. 1863-1872.

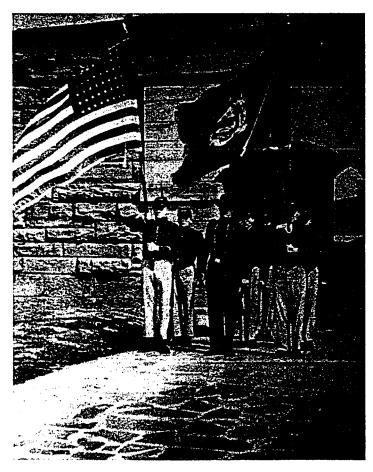


Fig. 5.19. Untitled view of Portal of Entry, flagstone pedestrian and vehicular route through the Entry and members of the Guard looking north from visitor space, c. 1966. Fort Ontario State Historic Site. Photograph courtesy of Fort Ontario State Historic Site.

#### Bastion D West Casemate Entrance

The Bastion D west Casemate entrance was constructed c. 1863-1872 and built into the earthen parapet along the west flank of Bastion D; it was altered c. 1946, c. 1952 and c. 1992. Circa 1946, an entryway was constructed over the entrance. The entryway was an elongated, barrel vaulted entryway; it was aligned along an NE/SW axis.<sup>202</sup> Circa 1952, the c. 1946 entryway was removed and a new entryway was constructed. The c. 1952 entryway was rectangular; it was aligned along a NE/SW axis; it was constructed of concrete.<sup>203</sup> Circa 1992, the c. 1952 entryway was removed and a wooden entryway was constructed. The c. 1992 entryway was an elongated, barrel vaulted entryway, 8' wide, 10' 5" deep and 7' high with an entry centrally placed on the east elevation. It was sheathed with a rolled asphalt material and was aligned along an E/W axis. It was constructed of wood and not painted. The door of the entry was approximately 3' 6" wide, 6' high, constructed of wood and not painted

#### Bastion E North Casemate Entrance

No information was found during the research regarding changes to the Bastion E north Casemate entrance which was constructed c. 1863-1872.

#### Bastion E Southeast Casemate Entrance

The Bastion E southeast Casemate entrance was constructed c. 1863-1872 and built into the earthen parapet along the southeast flank of Bastion E; it was altered c. 1946 and c. 1952. Circa 1946, an entryway was constructed over the entrance. The entryway was an elongated, barrel vaulted entryway; it was aligned along an NE/SW axis. Circa 1952, the c. 1946 entryway was removed and a new entryway was constructed. The c. 1952 entryway was rectangular, 8" wide, 9' 4" deep and 7' 6" high with an entry located on the northwest elevation. It was surmounted by a concrete, front-gabled roof and aligned along a NE/SW axis. It was constructed of concrete. On the concrete of the concrete of

A staircase was constructed in c. 1952 and was located to the north of the entryway. It was rectangular, approximately 5' wide, 9' deep and led from Bastion E to the top of the earthen Parapet;<sup>206</sup> it was aligned along a NE/SW axis. There were no other known alterations to this feature from this date through the end of this historic period.

# 2. Perimeter Area

a) Entrance Space

Not applicable.

b) Cemetery Space

Not applicable.

c) Overlook Space

Bath House

The Bath House was constructed prior to 1938, exact date unknown, and was located northeast of the Core Fortification area.<sup>207</sup> It was rectangular, 1-story tall, 3 bays wide by 5 bays deep (25' x 40'). It was aligned along a N/S axis. It was constructed of concrete blocks and surmounted by a side-gabled roof. Prior to 1985, exact date unknown, one entry was centrally placed on the north elevation; one entry was centrally placed on the east elevation; and two entries were symmetrically placed on the south elevation. No other information was found during the research regarding the feature.

# d) Visitor Space

Site Manger's House (N.C.O. Quarters, Stone Laundress' Quarters, Post Hospital, Keeper's Cottage)

The Site Manger's House was constructed c. 1821 and was located south of the Core Fortification area; it was altered c. 1851, prior to 1955, exact date unknown, c. 1983 and in 1985. Prior to 1955 the 1-story addition constructed on the north elevation of the House was sheathed in stone and a 1-story portico, supported by two columns, was constructed over the central entry on the south elevation (fig. 5.20). Circa 1983, the wood shingle roof was replaced with a standing-seam, tin roof.<sup>208</sup> In 1985, the portico was enclosed.<sup>209</sup> There were no other known alterations to this feature from this date through the end of this historic period.

# Ticket Booth

The Ticket Booth was constructed c. 1981 and was located to the south of the Core Fortification area; it was removed c. 1992.<sup>210</sup> It was hexagonal, approximately 4' wide, 8' tall with one entry. It was constructed of wood with horizontal clapboard siding; it was surmounted by a wood-shingled, hexagonal peaked roof; it was placed on a brick patio, generally triangular and approximately 30' wide; four or five posts approximately 3' high were located along the northwest edge of the patio. There were no other known alterations to this feature from this date through the end of this historic period.

# e) Picnic Space Tree Grove

Not applicable.



Fig. 5.20. Untitled view of Site Manager's House and Rodney E. Johnson looking northwest from Parade Ground driveway, c. 1957. Photograph courtesy of Fort Ontario State Historic Site.

# f) Maintenance Space

# Maintenance Shed

The Maintenance Shed was constructed c. 1955 and was located south of the Core Fortification area; it was altered in 1966 and 1980.<sup>211</sup> Circa 1955, the shed was rectangular, 1-story tall, 3 bays wide by 2 bays deep (37' 6"' x 20'). It was aligned along a N/S axis. It was constructed of concrete block and surmounted by a side-gabled roof. In 1966, an addition was constructed onto the south elevation. In 1966 the shed was rectangular, 1-story tall, 6 bays wide by 2 bays deep (75' x 20'). It was aligned along a N/S axis. It was constructed of concrete block and surmounted by a side-gabled roof. In 1980, an addition was constructed onto the west elevation of the c. 1955 shed. The 1980 addition was rectangular, 1-story tall, 3 bays wide by 2 bays deep (30' x 20'). It was aligned along an E/W axis. It was constructed of concrete block and surmounted by a side-gabled roof. By 1985, an entry was placed within the east bay of the north elevation of the c. 1955 shed and a vehicular entry was placed within the east bay of the north elevation of the 1980 addition; a vehicular entrance was centrally placed on the south elevation of the 1980 addition; two vehicular entries were placed spanning the first, second and third bays of the east elevation of the c.1955 shed and an entry was centrally placed on the east elevation of the 1980 addition. There were no other known alterations to this feature from this date through the end of this historic period.

# g) Signal Tower Space

# U.S.C.G. Signal Tower

The signal tower was constructed prior to 1938, exact date unknown, and was located west of the Core Fortification. The tower was pyramidal, and approximately 35' high. It is aligned along a N/S axis. No other information was found during the research regarding the feature.

#### G. Views and Vistas

# 1. Core Fortification Area

# a) Parade Space

No information was found during the research regarding changes to the views within the Parade space established c. 1845 and altered c. 1905.

# b) Bastioned Fortification Space

# (1) Terre Plein Subspaces

No information was found during the research regarding changes to the views within the Terre Plein space established c. 1845 and altered c. 1863-1872.

# (2) Bastion Subspaces

No information was found during the research regarding changes to the views within the Bastion space established c. 1845 and altered c. 1862-1872.

# 2. Perimeter Area

# a) Entrance Space

The views from the entrance space were established in 1953. To the north they extended over the public

access road; to the south over the Parade Ground driveway to City of Oswego recreational buildings; to the east between the trunks of the public access road trees and to the Port of Oswego Authority property north of the 9th street entrance; and, to the west between the trunks of the public access road trees over the City of Oswego property to the Core Fortification area. There were no other known alterations to this feature from this date through the end of this historic period.

# b) New Cemetery Space

The views from the new cemetery space were established prior to 1910, exact date unknown; they were altered c. 1927, c. 1941 and 1946. In 1946 the views to the south, east and west were altered when the buildings located near the cemetery were removed. The 1946 view to the south extended to the City of Oswego property east of the Core Fortification area; to the east to the Port of Oswego property north of the 9th street entrance; and, to the west over the overlook space to the northern boundary of the historic Site and the Core Fortification area. There were no other known alterations to this feature from this date through the end of this historic period.

# c) Overlook Space

The views from the overlook space were established in 1946. To the north they extended over Lake Ontario to the horizon; to the south they extended to the Core Fortification area and over the City of Oswego property east of the Core Fortification area; to the south they extended to the boundary tress; to the east they extended to the cemetery space and Port of Oswego property north of the 9th street entrance; and, to the west they extended to the Core Fortification area and over Lake Ontario to the horizon. There were no other known alterations to this feature from this date through the end of this historic period.

# d) Visitor Space

The views from the visitor space were established in 1953. To the north they extended over the overlook space to the horizon; to the south they extended to the boundary trees; to the east they extended over the City of Oswego property east of the Core Fortification area; and to the west they extended to the Core Fortification area, picnic space trees and over the Oswego River to the City of Oswego. There were no other known alterations to this feature from this date through the end of this historic period.

# e) Picnic Space (Administration Space)

The views from the picnic space were established 1905; the north view was altered in 1946. In 1946 the view to the north was altered when the Administration Building (bldg 3) was removed. The 1946 view north extended over the visitor space to the Site manager's house and the Core Fortification area. There were no other known alterations to this feature from this date through the end of this historic period.

# f) Maintenance Space (Officers' Space)

The views from the maintenance space were established c. 1905; the north view was altered c. 1955. Circa 1955 the view to the north was altered when the N.C.O. trees were removed. The c. 1955 view to the north extended to the Site manager's house and the Core Fortification area. There were no other known alterations to this feature from this date through the end of this historic period.

#### g) Signal Tower Space

The views from the signal tower space were established c. 1905; they were altered c. 1959. Circa 1959 the views were altered when the Fort driveway trees were removed The c. 1959 view to the north extended to the west face of Bastion A; to the south to the west face of Bastion E; to the east to the Core Fortification area; and to the west over the Port of Oswego and Lake Ontario to the City of Oswego and the horizon respectively. There were no other known alterations to this feature from this date through the end of this

historic period.

# H. Small-Scale Features

#### 1. Core Fortification Area

# Utility Poles and Manhole

The utilities poles were installed prior to 1938, exact date unknown, and located near the Storehouse and EMB; they were removed c. 1952.<sup>212</sup> A manhole cover was located within the Parade, approximately 25' northwest of its center.<sup>213</sup> No other information was found during the research regarding the features.

# a) Parade Space

# Water Pumps

Five water pumps were installed c. 1990 and were located at various points between the Parade walkway and the Parade Wall.<sup>214</sup> They were approximately 4' high. They were made of metal, painted green and mounted on a sandstone slab.<sup>215</sup> There were no other known alterations to this feature from this date through the end of this historic period.

# Mounting Blocks and Hitching Posts

The mounting blocks and hitching posts were installed c. 1987 and were located on the circular drive in front of OQI and OQII.<sup>216</sup> The blocks were rectangular and approximately 12" wide, 12" and 18" to 36" long respectively; they were limestone.<sup>217</sup> The hitching posts were 6" square, 30" high. They were made of wood, painted white and surmounted by a hipped, cap. The posts each had a hitching ring 4" in diameter.<sup>218</sup>

#### Officer's Fencing

Five sections of officer's fencing were installed in 1987 and were located on either side of the entry walks to OQI and OQII. <sup>219</sup> They were linear and angled, varied from 8' to 56' in length and were 2' 6" high. <sup>220</sup> They were made of wood; posts were located approximately 6 to 8' o.c. and surmounted by a hipped cap; two, 2" by 6" rails were attached to the posts and 1 ½" square pickets were mounted to the rails every 7 ½". The posts and rails were painted white.

#### Cannon Balls

The cannon balls were installed in 1988 and were located northeast of the EMB and northeast of OQII.<sup>221</sup> They were stacked in a pyramid approximately 2' wide, 2' high and were aligned along a NE/SW and E/W axis respectively. They were made of metal and painted black.

# OQ1 Trellis

The OQ1 trellis was constructed in 1987 and was located over the main entry of OQ1; it was replaced in 2000.<sup>222</sup> It was generally rectangular 6' wide, 3' deep and 10' 6" high.<sup>223</sup> It was constructed of wood with wood latticework; the latticework was painted green and the frame white. In 2000, the trellis was replaced with a new trellis of similar size and materials but more accurately represented the style of the c. 1850 trellis.

#### Central Flagpole

The central flagpole was installed c. 1946 and was located at the center of the Parade; it was removed in

1988.<sup>224</sup> It was made of metal and painted white. No other information was found during the research regarding the feature.

# Fire Hydrant

A fire hydrant was installed c. 1940 and was located at the edge of the Parade near the EMB and West Guard House; it was removed c. 1955.<sup>225</sup> It was approximately 8" in diameter and approximately 3' 3" high. No other information was found during the research regarding the feature.

# 12-lb Cannon and Carriages

Four 12-lb Newburgh Cannon and Carriages were installed in 1958 and c. 1961 and were located behind the right and left flank parapets of Bastions A and B; they were removed c. 1990.<sup>226</sup> The cannon arrived at the fort in 1955 but it took a few years before the carriages were constructed. The cannon were portable and at times they were moved to other locations. No other information was found during the research regarding the features.

# 6-lb Cannon and Carriages

Four 6-lb Cannon and Carriages were installed c. 1961 and were located in various locations; one behind the right flank parapet of the Bastion E; one behind the left flank parapet of the Bastion C; and two on the parade; they were removed c. 1990.<sup>227</sup> No other information was found during the research regarding the features.

# Cannon Display

Approximately 11 Cannon was installed c. 1961 and located to the southeast of OQI; they were removed c. 1992.<sup>228</sup> They ranged from approximately 4' to 6' in length; they were black. No other information was found during the research regarding the features. No other information was found during the research regarding the features.

# Caretaker's Sign

The caretaker's 1812 sign was installed c. 1949 and was located east of the Storehouse (see fig. 5.21, p. 334); it was removed c. 1955.<sup>229</sup> It was rectangular, aligned diagonally to the Storehouse walkway, approximately 2' 6" wide and 10" high. It was made of metal with white lettering. It was mounted on a metal post resulting in an overall height of approximately 5' 8". It contained the following raised lettering:

# OLD FORT ONTARIO CARETAKER'S OFFICE

# Parade Space Signs

Four signs were installed during the period, exact dates unknown, and were located near the Cannon display, Portal of Entry, OQI and Powder Magazine. They were rectangular, and ranged from approximately 1' to 2' 6" wide and 1' to 2' high. The signs were mounted on posts resulting in an overall height of approximately 1' to 3'.



Fig. 5.21. Untitled view of caretaker's sign, John Oswald (right) and Gordon Rice (left) looking northwest from Storehouse entry walk, c. 1957. Photograph courtesy of Fort Ontario State Historic Site.

# b) Bastioned Fortification Space

# (1) Terre Plein Subspaces

# Main Gate

No information was found during the research regarding changes to the main gate installed in 1877.

# (2) Bastion Subspaces

# 18-Pound Flank Howitzer en Barbette with Traverse Circle

The 18-pound flank howitzer en barbette with traverse circle was installed in 1989 and was located at the Salient of Bastion A.<sup>230</sup> The howitzer was mounted on a two-wheeled carriage barbette. There were no other known alterations to this feature from this date through the end of this historic period.

#### 12-Pound Field Gun

A 12-pound field gun was installed in 1985 and was a moveable feature then located on the south Flank gun platform on Bastion A.<sup>231</sup> The gun was mounted on a two-wheeled carriage. There were no other known alterations to this feature from this date through the end of this historic period.

# Gun Platforms

Two gun platforms were installed c. 1994 and were located on Bastion A.<sup>232</sup> They were rectangular, aligned along a N/S and E/W axis, 9' wide and 18' long and flush with the surrounding grade. They were made of wood and not painted. There were no other known alterations to these features from this date through the end of this historic period.

# Parade Wall Fencing

Five sections of Parade Wall fencing were installed c. 1970 and were located surmounting various sections of the parade wall, revetments and retaining walls.<sup>233</sup> They were linear and curvilinear and approximately 3' high. They were painted white; the fencing consisted of posts and rails.

# Flagpole

The flagpole was installed in 1958 and was located on the parapet near the Capital of Bastion E.<sup>234</sup> It was approximately 25' high. It was made of metal and painted white. There were no other known alterations to this feature from this date through the end of this historic period.

#### 2. Perimeter Area

#### Utility Poles and Manhole

The utilities poles were installed prior to 1938, exact date unknown, and located in near the Storehouse and EMB; they were removed c. 1952.<sup>235</sup> A manhole cover was located within the Parade, approximately 25' northwest of its center.<sup>236</sup> No other information was found during the research regarding the features.

#### Parking Signs

No information was found during the research of this historic period regarding these features. However, research conducted during the compilation of chapter six, "Existing Conditions," does reveal that these features did exist during this historic period. Further information on these features is provided in that chapter.

# Boundary Fence

Portions of the boundary fence were installed prior to 1938, exact date unknown, and c. 1951, and were located along or near the historic Site boundaries; they were altered prior to 1968, exact date unknown. The fence along the northern/western boundary was installed prior to 1938. Circa 1951, a fence was installed along the eastern boundary of the historic Site. The 1951 fence was linear and approximately 6' high. It was constructed of metal, chain-link.<sup>237</sup> Prior to 1968, the portion of the 1938 fence along the northern/western boundary was replaced. The 1968 fence was curvilinear, 5' high, approximately 2,000' long and constructed of metal, chain-link; three gates were planned and located northeast of the cemetery; north of the Core Fortification area; and west of the Core Fortification area.<sup>238</sup> There were no other known alterations to these features from this date through the end of this historic period.



Fig. 5.22. Untitled view of benches looking northwest from Ramparts, c. 1955. Photograph courtesy of Fort Ontario State Historic Site.

#### Benches

Approximately 23 benches were installed c. 1955 and were located along the Fort driveway (fig. 5.22). They were rectangular approximately 3' wide, approximately 5' long and approximately 3 ½' high. They were made of concrete and wood; the concrete ends were painted white. No other information was found during the research regarding the features.

# **Decorative Stones**

A row of decorative stones was placed prior to 1953 and was located along the Fort driveway and Portal parking lot; they were removed c. 1968 (see fig. 5.23, p. 337).<sup>239</sup>

# a) Entrance Space

# Public Access Gate

The public access gate was installed in 1968 and was located adjacent to the public access road north of the East Ninth Street entrance. It was aligned along an E/W axis when closed and consisted of two sections, one on either side of the public access road; each section was approximately 13' 6" long and 3' 8" high.<sup>240</sup> There were no other known alterations to this feature from this date through the end of this historic period.

# b) New Cemetery Space

# Cemetery Fence

A cemetery fence was installed prior to 1910, exact date unknown, and was located along the perimeter of the space. In 1949, it was approximately 4' high and approximately 500' long. It was constructed of metal, chain-link. There was an approximately 25' opening in the southwest run which allowed access to the cemetery; it was secured by a metal, chain-link gate (see fig. 5.24, p. 338); a cemetery entrance sign arched over the entry and contained the following text: POST CEMETERY.<sup>241</sup> Circa 1965, a new cemetery fence was installed and was located along the perimeter of the space. Circa 1965 the new cemetery fence was linear, approximate 3' 6" high and 400' long.<sup>242</sup> It was constructed of wooden post-and-rail; it was not painted. There were no other known alterations to this feature from this date through the end of this historic period.

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Fig. 5.23. Untitled view of decorative stone along Fort driveway looking north from Fort driveway, c. 1959. Photograph courtesy of Fort Ontario State Historic Site.



Fig. 5.24. Untitled view of cemetery fence and cemetery entrance sign looking northwest from overlook space, c. 1964. Photograph courtesy of Fort Ontario State Historic Site.

# Cemetery Markers

The cemetery markers were installed prior to 1941, exact date unknown, and were located in nine parallel rows aligned along a N/S axis within the cemetery space. They were generally rectangular with a rounded top edge, aligned along an N/S axis, generally 2' wide and 3' high. There were no other known alterations to this feature from this date through the end of this historic period.

# c) Overlook Space

#### Safe Haven Monument

The Safe Haven Monument was installed in 1981 and was located south of the overlook parking lot.<sup>243</sup> It was rectangular and aligned along a NW/SE axis. It had a beveled face with the remaining surfaces rough cut. It contained the following inscription:

FROM 1944-1946 FORT ONTARIO SERVED AS A HAVEN FOR 982 SURVIVORS OF THE EUROPEAN HOLOCAUST

FROM 1944 -1946 FORT ONTARIO
SERVED AS A HAVEN FOR
982 SURVIVORS OF THE
EUROPEAN HOLOCAUST.
ERECTED OCTOBER 25, 1981, BY
SYRACUSE PIONEER WOMEN/ NA'AMAT

# AND THE JEWISH COMMUNITY OF CENTRAL NEW YORK

#### Hearth of America Monument

The Hearth of America Monument was installed in 1976 and was located near the southeast corner of the cemetery space. It was in the shape of a fireplace, approximately 4' wide, 10' long and 14' high. It was made of various sedimentary rocks varying in shape and color. A granite mantel, approximately 6' from ground level, contained the following inscription: "From the Hearth of America, comes the Heart of America."

#### Rose-and-Crown Platform

The Rose-and-Crown platforms were installed c. 1963 and were located north and east of the Core Fortification area (see fig. 5.9, p. 301); the north platform was removed sometime after 1974, exact date unknown.<sup>244</sup> They were in the shape of an equilateral triangle, aligned along a N/S and NE/SW axis respectively, and were 25' long per side.<sup>245</sup> They were made of concrete with fieldstone set into the surface; they were flush with the surrounding grade. There were no other known alterations to the remaining feature from this date through the end of this historic period.

#### Rose-and-Crown Cannons

A Rose-and-Crown cannon and carriage was installed in 1963 and was located on the north Rose-and-Crown platform (see fig. 5.9, p. 301); it was removed c. 1974 exact date unknown.<sup>246</sup>. The gun was mounted on a four-wheeled carriage.<sup>247</sup> There were no other known alterations to this feature from this date through the end of this historic period.

#### Three Flagpoles

Three flagpoles were installed in 1962 and were located east of the Core Fortification.<sup>248</sup> They were in a row aligned along an E/W axis and were approximately 30' high.<sup>249</sup> They were metal, painted white and flew the New France Colonial flag, the 1796 U.S. flag and British Union Jack.

# War of 1812 Sign

The War of 1812 sign was installed in 1986.<sup>250</sup> It was rectangular, approximately 2' wide and 3' high. It was painted brown with white lettering. The lettering on the sign acknowledges the British attack on Fort Ontario in 1812. No other information was found during the research regarding the feature.

# **Timber Railings**

Four sections of timber railing were installed c. 1968 and were located along the north edge of the overlook parking lot.<sup>251</sup> They were linear, aligned along a NE/SW axis, approximately 9' long and 2' high. They were constructed of wood planks and 10" square posts placed 8 feet o.c; they were painted brown. There were no other known alterations to these features from this date through the end of this historic period.

# d) Visitor Space

#### Visitor Entry Sign

A visitor entry sign was installed c. 1955 and was located north of the Parade Ground driveway near the Portal parking lot (see fig. 5.25, p. 340); it was removed c. 1968. It was rectangular, aligned along a NE/SW axis, approximate 4' wide 3' high. It was painted white with dark lettering; it was supported by two

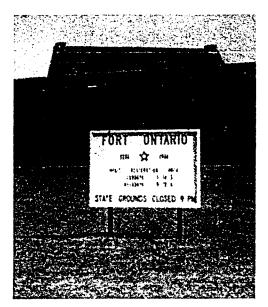


Fig. 5.25. Untitled view of visitor entry sign looking north from visitor space, c. 1967. Photograph courtesy of Fort Ontario State Historic Site.

poles approximately 3" in diameter and 2' high.

#### **DAR Monument**

No information was found during the research regarding changes to the DAR monument which was installed in 1906.

# Lampposts

Two lampposts were installed c.1972 and were located southeast of the Site Manager's House (see fig. 5.26, p. 341).<sup>252</sup> The lamps were pyramidal shaped light fixtures. They were mounted on approximately 3" diameter metal posts resulting in an overall height of approximately 7'; the posts were painted black.

# Manager's Fence

The manager's fence was installed c. 1968 and was located north and northeast of the Site Manager's House; it was altered in 1995.<sup>253</sup> Circa 1968 the fence was L-shaped, aligned along a N/S and E/W axis; N/S it extended southward from a point opposite the visitor's walkway at least 30'; E/W it extended westward from a point opposite the visitor's walkway at least 90'; the fence was approximately 3' 6" high. It was constructed of wood, post-and-rail (see fig. 5.26, p. 341). In 1995, the c. 1968 fence was removed and a new fence installed. The 1995 fence was generally U-shaped, forming a partial rectangle, and aligned along an E/W axis, approximately 176' long and approximately 5' 8" high. It was constructed of vertical wood boards hung on two rails; it was whitewashed; two openings existed along the fencing.

#### Flower Box

A flower box was installed c. 1955 and was located southeast of the Site Manager's House (see fig. 5. 20, p. 329); it was removed prior to c. 1972, exact date unknown.<sup>254</sup> It was rectangular, approximately 1' wide and 3' long. It was white. It was mounted on an approximately 4" diameter post resulting in an overall height of approximately 3'6"; the post was painted white.

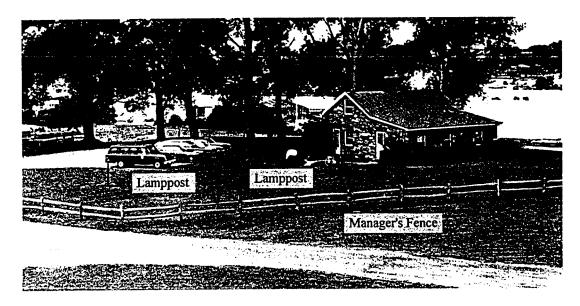


Fig. 5.26. Untitled view of lampposts and manager's fence looking southwest from Bastion D, c. 1972. Photograph courtesy of Fort Ontario State Historic Site. Annotated by Robert Hetzler, SUNY ESF, 2003.

e) Picnic Space

Not applicable.

f) Maintenance Space

Not applicable.

g) Signal Tower Space

Not applicable.

h) Bluff

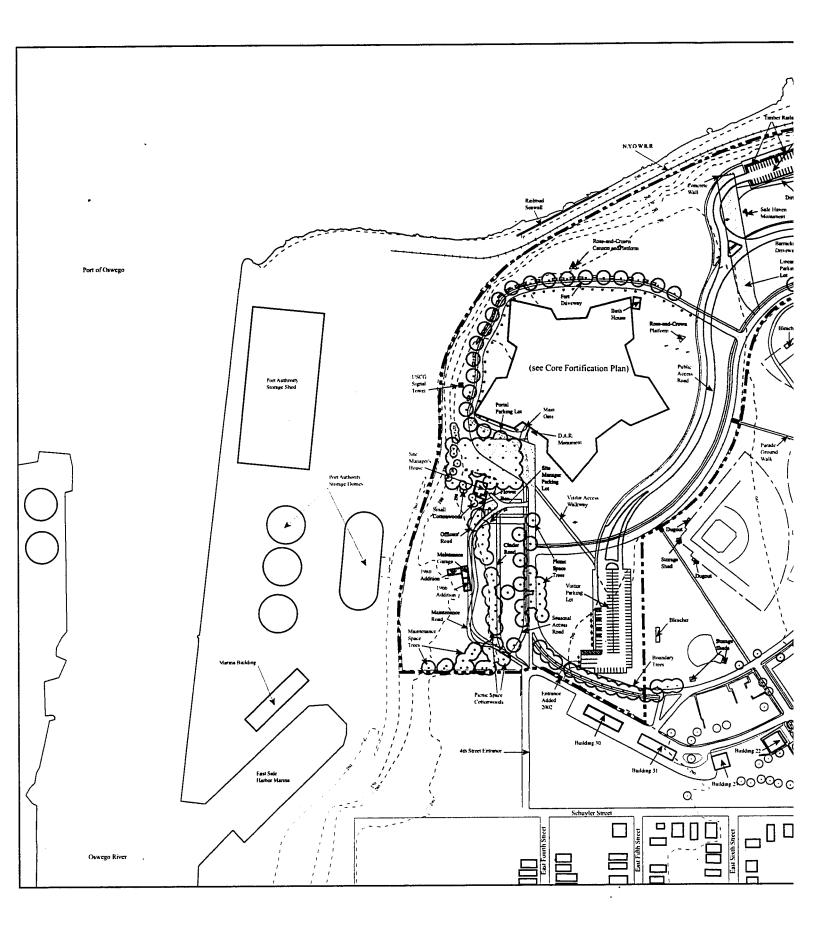
Not applicable.

# I. Archeological Sites

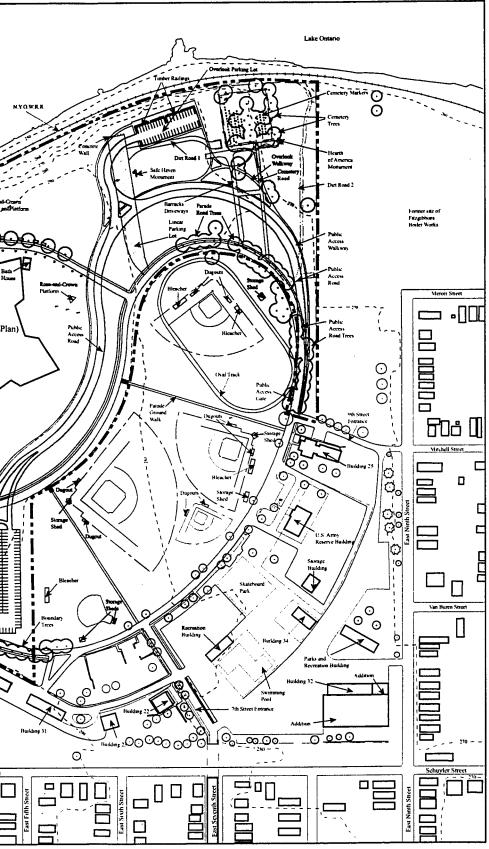
Throughout the historic period numerous archeological surveys were conducted throughout the historic Site. There are reports as early 1952 for surveys conducted inside the Core Fortification area and for additional surveys conducted in the 1960s and 1970s.<sup>255</sup> The most comprehensive surveys occurred in the early 1980s prior to the reconstruction of the Powder Magazine and OQII Revetments in 1984. The first was the "Archaeological Research at Fort Ontario State Historic Site, Oswego, New York, 1981" survey conducted under the direction of Douglas Bailey in 1981, and the second was the "Fort Ontario Archeology-1984," conducted under the direction of Scott, Stuart and Patricia in 1984.<sup>256</sup> Both of these surveys were very detailed accounts of the archeological remains along the major portion of the Parade Wall within the Core Fortification area. In 1990, Paul A. Lear, then-Interpretive Coordinator for the Fort Ontario State Historic Site, wrote an archeological reference document which recorded all known and possible locations containing archeological artifacts within and around the historic Site.<sup>257</sup>

# **Summary**

The fifth historic period saw the gradual evolution of the old Reservation into the historic Site, from a property which was generally archaic, to one more focused on a particular time frame or interpretive period, that is 1845 and then 1868 to 1872. At the beginning of the historic period, the first administrators of the historic Site placed their attention on the development of the property to its 1845 appearance. As a result, many of the buildings and structures not associated with that date were removed, and those associated with the period were either refurbished or reconstructed. Further alterations occurred during the 1960s when the interpretive period was changed to 1868-1872 since a number of the buildings and structures were from that period of time as well. Throughout the period efforts have also occurred to make the historic Site easily accessible to visitors and to provide a comprehensive educational experience. At the end of the historic period, work continued on making the historic Site reflective of its interpretive period.



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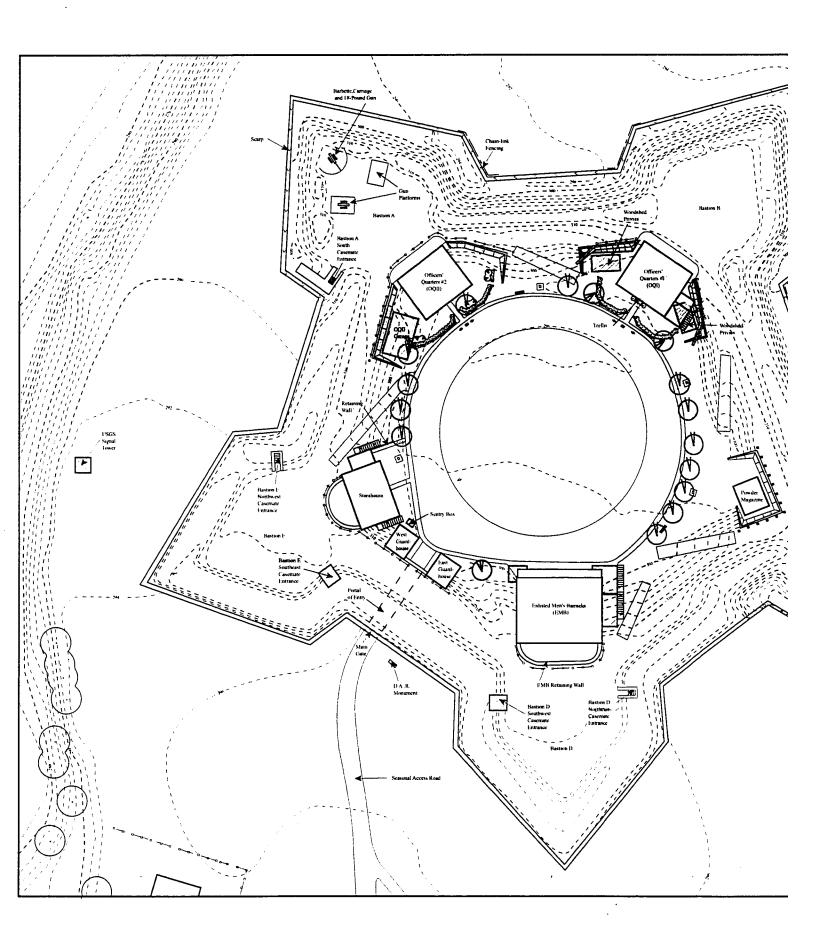
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	Reservation boundary						
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Site Plan

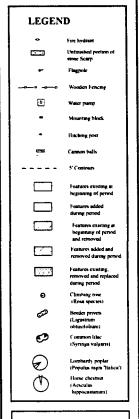
<sup>2</sup> For clarity all permiseter area features from the previous period which were removed prior in 1954 do not appear on this plan

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Drawn by R. J. Hetzler / January 2002

CULTURAL LANDSCAPE REPORT

FORT ONTARIO STATE HISTORIC SITE



NORTH scale 1" = 70 feet

Fifth Historic Period 1946-2002 Core Fortification Plan

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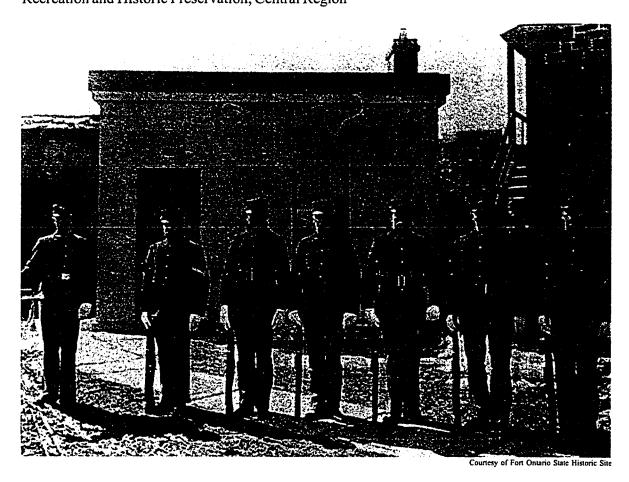
# **Cultural Landscape Report Fort Ontario State Historic Site**

Oswego, New York

Volume Two

Part 1: Existing Conditions, Analysis and Evaluation

Prepared for New York State Office of Parks, Recreation and Historic Preservation, Central Region



Prepared by
State University of New York
College of Environmental Science and Forestry
Faculty of Landscape Architecture, Syracuse, New York
Research Assistant Robert J. Hetzler, Project Director George W. Curry
June 2003

# **Chapter 6 - Existing Conditions 2002**

#### Introduction

This chapter discusses the landscape features and their respective conditions as they appear in 2002. The Landscape Context section provides a general explanation of the current geomorphology, geology, hydrology and climate of the Site, City and County of Oswego and also discusses the properties adjoining or located on the historic Site boundaries. The Landscape Characteristic section provides a more in-depth look at the geology and hydrology of the current Site, and also provides in-depth detailed recording of landscape features within the current Site.

For each landscape feature, an assessment of its physical condition is provided based on a comparison between historic information and a current visual inspection. Condition is assessed according to the following four categories.<sup>2</sup>

Good: Indicates the landscape feature shows no clear evidence of major negative disturbances and deterioration by natural and/or human forces, and is as well preserved as can be expected under the given environmental conditions.

Fair: Indicates the landscape feature shows clear evidence of minor disturbance and deterioration by natural and/or human forces, and some degree of corrective action is needed within three to five years to prevent further harm. The cumulative effect of deterioration of many of the significant characteristics of the feature, if left to continue without the appropriate corrective action, will cause the feature to degrade to a poor condition.

Poor: Indicates the landscape feature shows clear evidence of major disturbances and rapid deterioration by natural and/or human forces. Immediate corrective action is required.

Unknown: Indicates that not enough information is available to make an evaluation.

#### I. LANDSCAPE CONTEXT

# A. Natural Systems and Features

# 1. Geomorphology

The Fort Ontario Site is located in the Lower Great Lakes Plain. This plain extends inland thirty to forty miles and is situated between a ridge of sand and gravel created by the ancient Lake Iroquois and the southern shoreline of present-day Lake Ontario.<sup>3</sup> Traversing the plain with a N/S alignment and adjacent to the Site, is the Oswego River. This river, formed by the confluence of the Seneca and Oneida Rivers at a point approximately twenty-three miles south of Fort Ontario, flows in a northerly direction to Lake Ontario. Except for within and near the city limits, the majority of the terrain adjacent to the river is not much higher than the river edge and varies from slightly undulating to sometimes flat. These flat areas, which are also located along the lakeshore, are often swampy. Approximately ten miles west of the river, the terrain is marked by glacial drumlins and approximately twenty miles east of the river, the low-lying terrain merges with the Tug Hill Plateau, a tilted mesa and extension of the Allegheny Plateau.

In the City of Oswego, the immediate terrain related to the Oswego River consists of small hills, ridges and knolls with the terrain to the east of the Oswego River generally more varied than that on the west side.

Existing Conditions 2002

Overlooking the confluence of the Oswego River and Lake Ontario on the east side of the river is a plateau created by a bluff approximately fifty feet in height. The bluff faces both the Oswego River to the west and Lake Ontario to the north. Sand spits and small bays exist along the lake shoreline east of the Site, beginning at Port Ontario (twenty miles east of the Site) and continuing eastward into present-day Jefferson County. Elevations within the county range from 200 to 1,750 feet above mean sea level with the lower extremes along the shoreline of Lake Ontario (where swamps exist) and the upper extremes in the Tug Hill Plateau.

# 2. Geology

Most of the bedrock in present-day Oswego County region is composed of flat-lying sedimentary rock produced during the Middle and Lower Silurian and Upper Ordovician periods of the Paleozoic era some 430 million years ago.<sup>5</sup> This includes the Clinton Group, Medina Group, Queenston Formation, Oswego Sandstone and Lorraine Group. For the most part, these broad bands of sandstone and combinations of sandstone and shale lie on an east west axis which, along with subsequent rock formations, are covered by alluvial deposits, drift and glacial till.<sup>6</sup> These deposits were in turn sheathed by deep acidic soils with variations on the sandy or clay ends of the spectrum.<sup>7</sup>

The Soil Conservation Service of the United States Department of Agriculture refers to the vast majority of soil in the City of Oswego as "Urban land" or "UB." This descriptor signifies that the soil originally deposited by glacial and erosive action has been disturbed to a high degree by settlement and construction activities. As a result, it is generally not possible to identify the soil types within the city without doing an extensive soil survey.

# 3. Hydrology

The City of Oswego exists in a drainage basin known as the Oswego River Basin. This drainage system covers an area of approximately 5,122 square miles and empties into Lake Ontario via the Oswego River. The headwaters of the Oswego River, also known as Three Rivers Point, is located approximately 23 miles south of the Site and is formed by the confluence of the Oneida River and Seneca River. The Oneida River drains the eastern third of the basin and the Seneca River drains the western two-thirds of the basin. The Oswego River flows in a northerly direction and empties into Lake Ontario at a point parallel and immediately west of the Site. The total change in elevation from Three Rivers Point to Lake Ontario is 128 feet. The largest change in elevation occurs at Fulton where the drop is approximately twelve feet. The Oswego River Basin also contains a number of poorly defined minor drainage systems, resulting in the formation of many marshes and wetlands along the lakeshore and muck fields within the basin.

Lake Ontario is situated to the north of the current Site. Part of the Great Lakes System, Lake Ontario is 193 miles long, fifty-three miles wide, has a surface area of 7,240 square miles, 726 miles of shoreline, a mean elevation of 246.6 feet above sea level and a maximum depth of 738 feet. The watershed of the lake is approximately 21,600 square miles. The expansiveness and proximity of the lake allows northerly winds to buffet the Site throughout the year.

# 4. Climate

Oswego County generally experiences a humid-continental climate influenced by air masses originating from regions within the North American continent as well as the Atlantic Ocean. Air masses from the northwest bring cold, dry air while air masses from the south and southwest bring warm and sometimes humid air. Lake Ontario significantly influences these air masses by tempering the cold of winter and the heat of summer. The lake also affects the amount of precipitation the county receives in the winter as the cold, dry air from the northwest absorbs the warm lake waters as it flows southeasterly. As this moisture-laden air continues inland and cools, the moisture it carries is released in the form of snow often causing severe squalls and heavy accumulation.<sup>12</sup>

Winters in Oswego County are long, but not as severe as other inland New York State counties at a similar latitude. Near the lakeshore, temperatures of zero degrees Fahrenheit or less occur only three to six days each winter in the western part of the county and approximately twelve days each winter in the eastern part of the county. Snowfall is heavy throughout the county and the average season total ranges from 100 to 125 inches in the extreme western part of the county and from 150 to 200 inches in the eastern half of the county. Sunshine averages twenty to thirty percent of the maximum possible from late fall to the end of winter.<sup>13</sup>

The frost-free season in Oswego County lasts about 180 days in the vicinity of the City of Oswego, about 190 days in the southeastern part of the county and about 150 days in the northeastern part of the county. In the summer, the maximum daily temperature is usually around seventy-five to eighty degrees Fahrenheit. Rainfall from May through September averages about fourteen inches near Lake Ontario to more than eighteen inches on the Tug Hill Plateau. Sunshine averages sixty-five to seventy-five percent of the maximum possible during the summer and early fall months.<sup>14</sup>

# B. Adjoining Properties (Cultural Factors)

Adjacent to and within the historic Site boundaries are a number of properties owned by various private and public concerns including the New York Central Railroad, Port of Oswego Authority, City of Oswego and United States Army Reserve (see fig 6.1, p. 346). In addition to a discussion of these properties, an overview will be provided on the residential areas located along East Ninth and Schuyler Streets which abut the east and south boundaries of the historic Site. Lake Ontario, located to the north of the historic Site, is also discussed.

#### 1. New York Central Railroad

The New York Central Lines, hereafter referred to as NYCR, owns approximately 8.5 acres of land adjacent to the northern and western limits of the current Site boundaries but within the historic Site boundaries. The 8.5 acres is linear and forms an "L" and is bound by Lake Ontario to the north, the current Site boundaries to the south and east, and Port of Oswego Authority property to the west. The portion of land adjacent to the northern limits of the current Site boundaries contains a linear bed of gravel supporting train tracks which extend into Port of Oswego Authority property along the outer harbor (see fig. 6.2, p. 347). The portion of land adjacent to the western limits of the current Site boundaries consists of a ground plane generally covered with asphalt paving but also has small areas of turf containing annual and perennial grasses and low growing herbaceous vegetation (see fig. 6.3, p. 347). Within the property is the historic railroad seawall (see fig. 6.4, 348). It was constructed c. 1864 and is located along the lakeshore. It is linear, aligned along an E/W axis, and is approximately 7' wide, 3' high and 200' long.

# 2. Port of Oswego Authority

The Port of Oswego Authority (POA) owns approximately 41.0 acres of land which is distributed into three separate parcels. Parcel 1 is adjacent to a portion of the eastern limit of the current Site boundary. Parcel 2 is adjacent to a portion of the southern limits of the current Site boundaries. Parcel 3 is adjacent to the western limits of current Site boundaries. Parcel 1 contains 12.9 acres, with approximately 5.7 acres within the historic Site boundaries (see fig. 6.5, p. 348). The 12.9 acres is generally L-shaped and is bound by NYCR property to the north, City of Oswego property to the east and south, and a portion of the eastern limits of the current Site boundaries to the west. The land is currently vacant and consists of a ground plane with a combination of asphalt access roads, asphalt parking lots with intermittent patches of various annual and perennial grasses and low growing herbaceous vegetation.

Parcel 2 contains approximately 3.7 acres and is located within the historic Site boundaries (see fig 6.6, p. 349). It is generally square and is bound by the current Site property to the north, City of Oswego property to the south and east, and NYCR property to the west. The land is currently vacant and consists of a ground plane with compacted soil and gravel and a thin stand of annual and perennial grasses and low growing herbaceous vegetation.

scale 1" = 450'

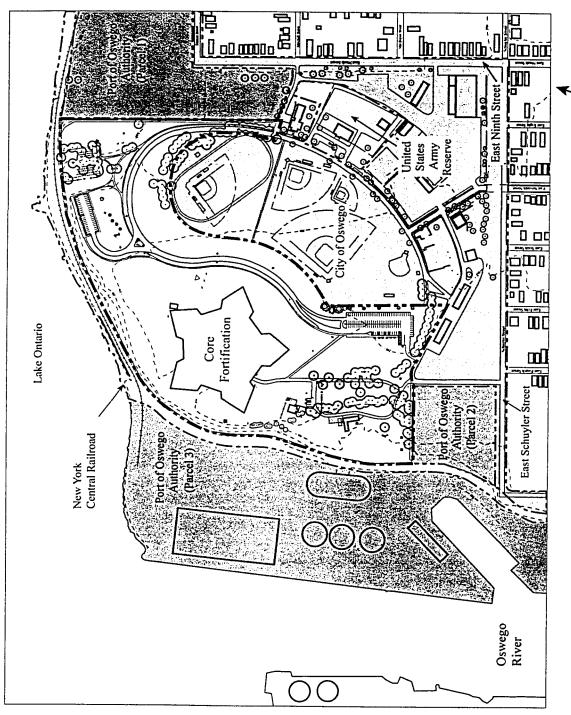


Fig. 6.1. Property ownership surrounding the Site. Graphic produced by R. Hetzler, SUNY ESF, 2002.

Existing Conditions 2002



Fig. 6.2. New York Central Railroads property looking northeast from west edge of property. Photograph by R. Hetzler, SUNY ESF, 2001.

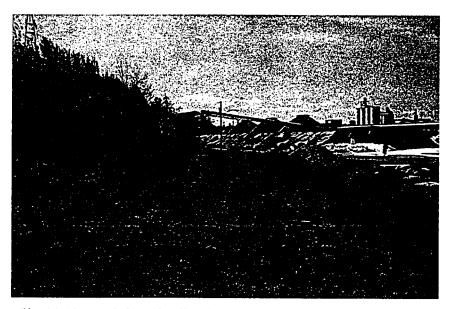


Fig. 6.3. New York Central Railroad property looking south from north edge of property. Photograph by R. Hetzler, SUNY ESF, 2002.

Existing Conditions 2002



Fig. 6.4. Railroad seawall looking southeast from lakeshore. Photograph by R. Hetzler, SUNY ESF, 2001.



Fig. 6.5. Port of Oswego Authority Parcel 1 looking northwest from Mitchell Street Entrance Road.Photograph by R. Hetzler, SUNY ESF, 2001.

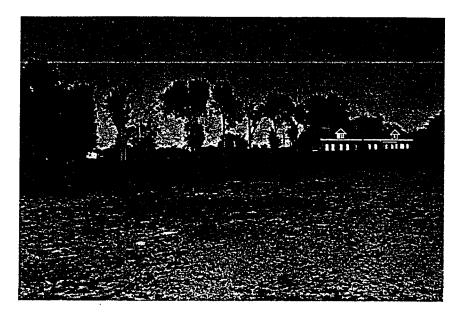


Fig. 6.6. Port of Oswego Authority Parcel 2 looking north from East Schuyler Street. Photograph by R. Hetzler, SUNY ESF, 2001.

Parcel 3 contains approximately 27.6 acres and is adjacent to the historic Site boundaries. It is generally rectangular and is bound by the Port of Oswego to the north and west, City of Oswego property to the south and NYCR property to the east (fig. 6.7). The land is currently used by the POA and contains facilities to store goods and house administrative offices. These facilities include 100,000 square feet of shed storage, 400,000 square feet of open storage, three storage domes and a 32,000-ton storage facility.<sup>15</sup>

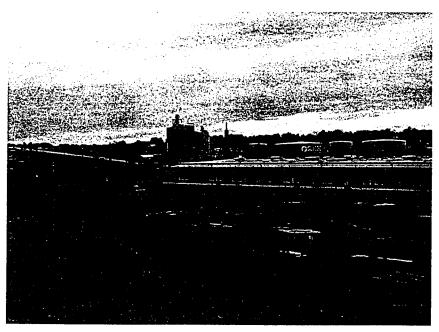


Fig. 6.7. Port of Oswego Authority Parcel 3 looking southwest from signal tower space. Photograph by R. Hetzler, SUNY ESF, 2001.

#### 3. City of Oswego

Within the historic Site boundaries and adjacent to the current Site boundaries, the City of Oswego owns approximately 42.5 acres. It generally occupies the southeastern half of the historic Site and, with the exception of a parcel owned by the United States Army, the parcel is leased to various agencies of the City of Oswego and private interests including the City of Oswego Parks and Recreation, City of Oswego Traffic Section, Safe Haven Incorporated, Oswego Players Incorporated, Art Association of Oswego, Oswego Little League and Head Start.

Located within the former Parade Ground of the military post there are three active ball fields which comprise approximately 75% of the Parade Ground and two unused fields comprising the remaining quarter (see fig. 6.8, fig. 6.9, p. 351 and fig. 6.10, p. 351). The active fields are distinguished by fences, scoreboards, bleachers, storage sheds and dugouts; only bleachers and storage sheds remain in the unused fields. Two historic Parade Ground walks served this Parade Ground; only the northern-most walkway remains (see fig. 6.11, p. 352).

To the east of the Parade ground, there are a number of buildings and facilities which are used for recreation and recreation management that are surrounded by walkways, roadways and expanses of asphalt and turf comprised of various annual and perennial grasses and low growing herbaceous vegetation. East of the Parade and south of the 9th street entrance is Building 25 ( see fig. 6.12, p. 252). It was constructed c. 1903-1905 and located at the southeast corner of the intersection of the 9th Street entrance and the Parade Drive. It is t-shaped, 40' x 140', and aligned along a E/W axis. It is 1-story tall, representative of the Academic Revival style, constructed of red brick and surmounted by a hipped roof with a pedimented entry portico; an asphalt parking lot and areas of turf containing annual and perennial grasses and low growing herbaceous vegetation is located to the north of the building, and sidewalks and areas of turf containing annual and perennial grasses and low growing herbaceous vegetation are located to the south, east and west. It is currently known as the Anthony J. "Butch" Ponzi Recreation Building and is used by the City of Oswego Parks and Recreation Department.

South of Building 25 is the parcel of land owned by the United States Army (this parcel is discussed on page 360). South of the government parcel and north of the Seventh Street entrance is five buildings and two

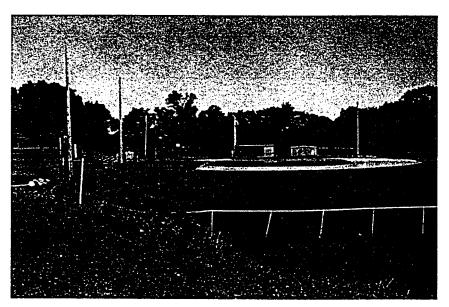


Fig. 6.8. City of Oswego active ball field looking north from point west of historic walk. Photograph by R. Hetzler, SUNY ESF, 2001.



Fig. 6.9. City of Oswego active ball fields looking southeast over historic walkway. Photograph by R. Hetzler, SUNY ESF, 2001.



Fig. 6.10. City of Oswego unused ball field looking south from visitor space. Photograph by R. Hetzler, SUNY ESF, 2002.

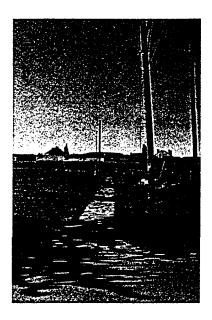


Fig. 6.11. Parade Ground walk looking east from City of Oswego active ball fields. Photograph by R. Hetzler, SUNY ESF, 2001.



Fig. 6.12. Building 25 looking east from historic walkway. Photograph by R. Hetzler, SUNY ESF, 2001.

city recreation facilities surrounded by associated expanses of asphalt and turf containing annual and perennial grasses and low growing herbaceous vegetation. The five buildings and two city recreation facilities are the Skateboard Park, Building 34, Parks and Recreation Building, Recreation Building, Building 32, and Swimming Pool.

### Skateboard Park

The Skateboard Park was created c. 1980 and is located south of the government parcel. It is rectangular, approximately 75' x 100', has an area of approximately.2 acres and is aligned along an E/W axis. The ground plane is asphalt, with a variety of wooden skateboard apparatus located throughout; a chain-link fence delineates the space; the height of the fence is 7' to 8'; an area of turf containing annual and perennial grasses and low growing herbaceous vegetation surrounds the park. The overhead plane is unobstructed. The space is currently managed by the City of Oswego Parks and Recreation Department.

#### Building 34

Building 34 was constructed c. 1903-1905 and is located southeast of the Skateboard Park (fig. 6.13). It is rectangular, 40' x 50', and aligned along an E/W axis. It is 1-story tall, representative of the Academic Revival style, constructed of red brick and surmounted by a side-gable roof; an area of turf containing annual and perennial grasses and low growing herbaceous vegetation is located to the north of the building, and an asphalt parking lot is located to the south, east and west of the building. The building and a portion of the parking lot to the south and west of the building are surrounded by a chain-link fence; the height of the fence is 7' to 8'. It is currently used by the City of Oswego Traffic Section.



Fig. 6.13. Building 34 looking west from Parks and Recreation building. Photograph by R. Hetzler, SUNY ESF, 2002.

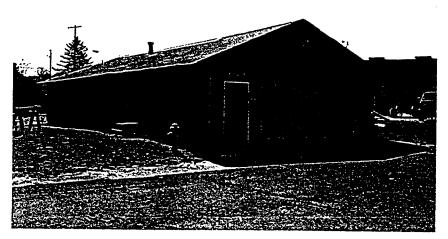


Fig. 6.14. Parks and Recreation building looking west from Parks and Recreation building. Photograph by R. Hetzler, SUNY ESF, 2002.

# Parks and Recreation Building

The Parks and Recreation Building was constructed c. 1903-1905 and is located southeast of Building 34 (fig. 6.14). It is rectangular, 25' x 125', and aligned along an E/W axis. It is 1-story tall, constructed of wood and surmounted by a side-gable roof; an asphalt parking lot surrounds the building. It is currently used by the City of Oswego Parks and Recreation Department.

# Recreation Building

The Recreation Building was constructed c. 1990 and is located south of the Skateboard Park (see fig. 6.15, p. 355). It is rectangular, 25' x 100', and aligned along an NE/SW axis. It is 1-story tall, representative of contemporary commercial architecture, constructed of concrete blocks and surmounted by a flat roof; an area of turf containing annual and perennial grasses and low growing herbaceous vegetation is located to the northeast of the building, an asphalt parking lot is located to the south and west and a swimming pool is located to the east of the building. It is currently used by the City of Oswego Parks and Recreation Department.

### Building 32

The Building 32 was constructed c. 1903-1905 southeast of the Recreation Building (see fig. 6.16, p. 355). It is rectangular, 40' x 150', and aligned along an E/W axis. It is 1-story tall, representative of the Academic Revival style, constructed of red brick and surmounted by a side-gabled roof.

Two additions have been added to the building; one to the east and one to the south (see fig. 6.17, p. 356). The addition to the south was constructed c. 1985. The addition is rectangular, 100' x 235' and aligned along an E/W axis. It is 1-story tall, representative of contemporary commercial architecture, sheathed with corrugated sheet metal and surmounted by a side-gabled roof.

The addition to the east was constructed c. 1985 (see fig. 6.18, p. 356). The addition is rectangular, 40' x 50' and aligned along an E/W axis. It is 1-story tall, representative of contemporary commercial architecture, constructed of concrete block and surmounted by a side-gabled roof; an asphalt

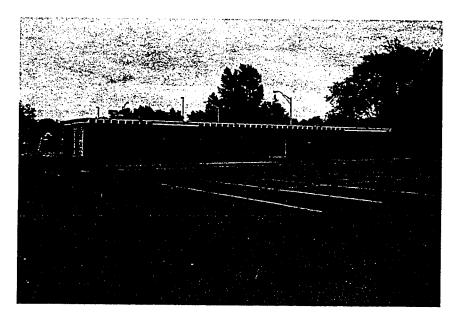


Fig. 6.15. Recreation Building looking east from Recreation Building parking lot . Photograph by R. Hetzler, SUNY ESF, 2002.

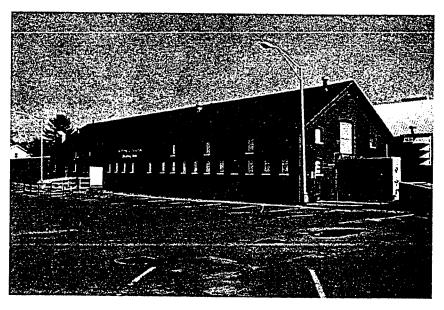


Fig. 6.16. Building 32 looking east from parking lot. Photograph by R. Hetzler, SUNY ESF, 2002.

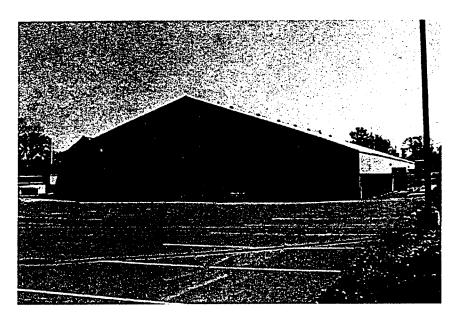


Fig. 6.17. Addition to the south of Building 32 looking east from parking lot. Photograph by R. Hetzler, SUNY ESF, 2002.



Fig. 6.18. Addition to the east of Building 32 looking east from parking lot. Photograph by R. Hetzler, SUNY ESF, 2002.

parking lot is located to the north and west and turf containing annual and perennial grasses and low growing herbaceous vegetation turf is located to the south and east of the complex. The complex is currently known as the Anthony J. Crisafulli Skating Arena and is used by the City of Oswego Parks and Recreation Department.

#### Swimming Pool

The Swimming Pool was constructed c. 1980. It is roughly Z-shaped, approximately 125' x 125', and aligned along an NW/SE axis. It is an in-ground pool and constructed of concrete. A chain-link fence surrounds the pool and accompanying concrete deck; the height of the fence is approximately 5' to 6'. The overhead plane is unobstructed. It is currently managed by the City of Oswego Parks and Recreation Department.

To the south of the Parade ground, and east of the Seventh Street entrance, there are four buildings and one city recreation facility surrounded by walkways, roadways and associated expanses of asphalt and turf comprised of various annual and perennial grasses and low growing herbaceous vegetation. The four buildings and one city recreational facility are the Building 22, Building 23, Building 31, Playground and Building 30.

#### Building 22

Building 22 was built c.1903-1905 and is located at the south corner of the intersection of the Seventh Street entrance and Secondary Parade Drive (fig. 6.19). It is 47' x 59' square and aligned along a NW/SE axis. It is 1-story tall, representative of the Academic Revival style, constructed of red brick and surmounted by a hipped roof with a shed roof, entry portico; walkways and areas of turf containing annual and perennial grasses and low growing herbaceous vegetation surround the building. It is currently used by Safe Haven Incorporated.



Fig. 6.19. Building 22 looking southwest from Seventh Street Entrance Road. Photograph by R. Hetzler, SUNY ESF, 2001.

#### Building 23

Building 23 was built c.1903-1905 and is located southwest of Building 22 (fig. 6.20). It is 25' x 50' and aligned along a NW/SE axis. It is 1-story tall, representative of the Academic Revival style, constructed of red brick and surmounted by a gabled roof; an asphalt parking lot is located to the northwest and southwest of the building and walkways and areas of turf containing annual and perennial grasses and low growing herbaceous vegetation are located to the northeast and southeast of the building. It is currently used by Oswego Little League.

### • Building 31

Building 31was built c.1903-1905 and is located west of building 23 (see fig. 6.21, p. 359). It is 40° x 125° and aligned along a E/W axis. It is 1-story tall, representative of the Academic Revival style, constructed of red brick and surmounted by a side-gabled roof; an asphalt parking lot surrounds the building. It is currently used by Safe Haven Incorporated and Head Start.

### Playground

The Playground was created c. 1980 and is located north of Building 31 and the Secondary Parade Drive. It is triangular, approximately 75' per side, and has an area of approximately .1 acres. The ground plane is turf containing annual and perennial grasses and low growing herbaceous vegetation, with a variety of plastic and metal playground apparatus located throughout. A chain-link fence delineates the space; the height of the fence is approximately 5' high. The overhead plane is partially obstructed by the individual canopies of trees located outside the playground and adjacent to the fence. The space is currently managed by Head Start.

# Building 30

Building 30 was built c.1903-1905 and is located west of building 31 (see fig. 6.22, p. 359).

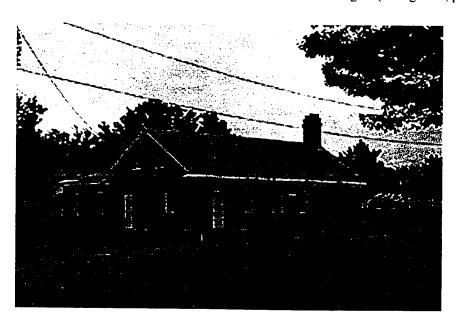


Fig. 6.20. Building 23 looking south from secondary vehicular route. Photograph by R. Hetzler, SUNY ESF, 2001.

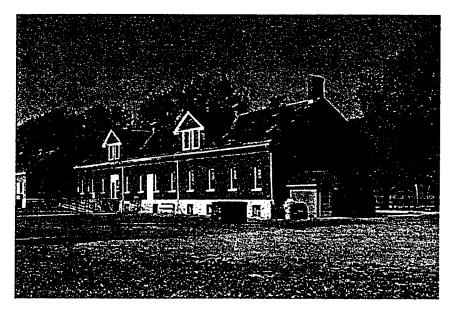


Fig. 6.21. Building 31 looking northwest from East Schuyler Street. Photograph by R. Hetzler, SUNY ESF, 2001.

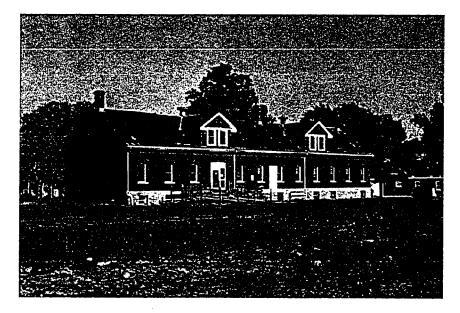


Fig. 6.22. Building 30 looking north from East Schuyler Street. Photograph by R. Hetzler, SUNY ESF, 2001.

The building is 40' x 125' and aligned along a E/W axis. It is 1-story tall, representative of the Academic Revival style, constructed of red brick and surmounted by a side-gabled roof; an asphalt parking lot surrounds the building. It is currently used by Oswego Players Incorporated and Art Association of Oswego,

The vehicular circulation system within the City of Oswego property consists of the Parade Road, Secondary Parade Road, 9th Street entrance, East Seventh Street entrance and the East Fourth Street entrance. Extending from Building 25 to a point in front of the Building 30, the Parade Road is curvilinear, approximately 24' wide, asphalt paved and defined by a 6" high granite curb; extending from the west side of the Building 22 to the Fourth Street entrance, the Secondary Parade Road is curvilinear, approximately 24' wide, asphalt paved and defined by a 6" high granite curb; the East Ninth Street, East Seventh Street and East Fourth Street entrances are each linear, approximately 24 feet wide, asphalt paved and not defined by a curb.

The pedestrian circulation system within the City of Oswego property consists of a pedestrian walkway located along and parallel to portions of the Parade Drive and East Seventh Street Entrance. The walkway has curvilinear and linear sections, is approximately 4' wide, and is constructed of concrete. An historic walkway extends across the Parade ground. The walkway is linear, approximately 2' 6" wide, and is constructed of concrete.

Adjacent to the historic Site boundaries, the city owns East Ninth and East Schuyler Streets; both are residential streets, each with 100' right-of-ways (see fig. 6.23, p. 361 and fig. 6.24, p. 361). Privately owned residential lots line the east side of East Ninth Street and south side of East Schuyler Street. The lots are generally rectangular, aligned along an E/W axis and N/S axis respectively and vary from 25' to 50' wide and 125' to 500' long; the setback is approximately 40' and a concrete sidewalk extends the length of each street in front of the residential lots. A street side planting strip is parallel to the curb and is approximately 10' wide and planted with trees approximately 6" dbh..

### 4. United States Army Reserve

The United States Army Reserve owns approximately 3.2 acres of land within the historic Site boundaries which is located south of Building 25. Within the parcel are two buildings used by the Reserve. One is the United States Army Reserve Building and the other is a small storage building (see fig. 6.25, p. 362). The United States Army Reserve Building was constructed c.1968 and is located at the northwest corner of the parcel. It is 60' x 90' and aligned along a N/S axis. It is 1-story tall, representative of contemporary commercial architecture, constructed of red brick and surmounted by a side-gabled roof with a gabled entrance; areas of turf containing annual and perennial grasses and low growing herbaceous vegetation and asphalt parking lots and drives surround the building.

The small storage building was constructed c.1968 and is located at the southeast corner of the parcel. It is approximately 20' x 20' and aligned along a N/S axis. It is 1 ½-stories tall, representative of contemporary commercial architecture, constructed of yellow brick and surmounted by a flat roof; an area of asphalt parking surrounds the building. The entire portion of the parcel east of the United States Army Reserve Building is surrounded by a chain-link fence; the height of the fence is 7' to 8'.

#### C. Current Site Boundaries

The current Site contains approximately 40 acres. The northern boundary is located at the base of the bluff parallel to the lakeshore and abuts NYCR property; the southern boundary abuts POA Parcel 2 and the City of Oswego property; the eastern boundary abuts POA (Parcel 1) and the City of Oswego property; and the western boundary abuts NYCR property (see fig. 6.1, p. 346).

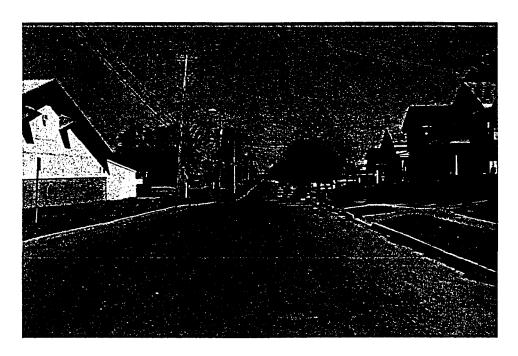


Fig. 6.23. East Ninth Street looking north from Schuyler Street. Photograph by R. Hetzler, SUNY ESF, 2002.



Fig. 6.24. East Schuyler Street looking west from East Schuyler Street. Photograph by R. Hetzler, SUNY ESF, 2002.

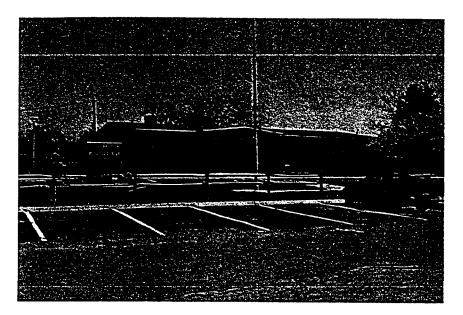


Fig. 6.25. United States Army Reserve building looking east from Parade Ground driveway. Photograph by R. Hetzler, SUNY ESF, 2002.

### II. Landscape Characteristics

# A. Natural Systems and Features

### 1. Geology

The geology within the current Site boundaries consists primarily of bedrock of Upper Ordovician sedimentary rock called Oswego Sandstone; a subsequent rock formation of Onondaga limestone, also sedimentary rock, lies closer to the surface soils. The surface soils have been disturbed to such a degree that the soil type falls under the general category of Urban land (UB).<sup>16</sup>

Condition: Unknown

# 2. Hydrology

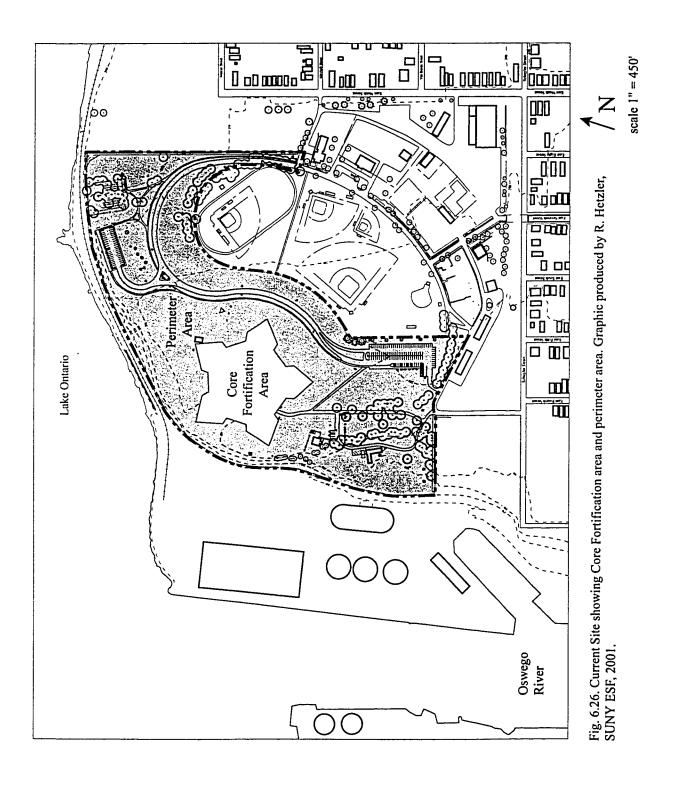
There are no known surface natural hydrological features such as streams, rivers or ponds on the Site. The only known subsurface hydrological feature is an unusually high water table.<sup>17</sup>

Condition: Unknown

### **B. Spatial Organization**

The current Site is divided into two major spatial areas to provide a comprehensive survey of all existing Site features in 2002. The two major spatial areas are the Core Fortification area and the perimeter area (see fig. 6.26, p. 363). The Core Fortification area, also synonymously referred to as the fort, fortification and Fort Ontario, consists of the space contained within the outer surface of the Scarp; the perimeter area consists of the space between the outer surface of the Scarp and the boundaries of the current Site.

### 1. Core Fortification Area



The Core Fortification area is divided into two spaces to provide a comprehensive survey of all existing Site features in 2002. The two spaces are the Parade space and the Bastioned Fortification space (see fig. 6. 27, p. 365).

#### a) Parade Space

The Parade space was created c. 1839-1844 and is located within the center of the Core Fortification area. It is generally circular in shape, has a radius of approximately 160°, a circumference of approximately 1,000° and contains an area of approximately 1.8 acres. The ground plane contains areas of crushed stone, concrete, red brick, and turf containing annual and perennial grasses and low growing herbaceous vegetation. The Parade Wall creates an implied edge for the space; the implied edge of the Parade Wall that is approximately 15°. The overhead plane is unobstructed.

Condition: Good

# b) Bastioned Fortification Space

The Bastioned Fortification space is divided into two spaces to provide a comprehensive survey of all existing Site features in 2002. The two subspaces are the Terre Plein and the Bastion subspaces (see fig. 6.27, p. 365).

### (1) Terre Plein Subspaces

The five Terre Plein subspaces were created c. 1839-1844 and are located between the five Bastions of the Core Fortification area. The spaces are linear in shape, approximately 25'x 100' and each contains an area of approximately 2,500 sq. ft. The ground plane is turf containing annual and perennial grasses and low growing herbaceous vegetation. The earthen Parapet and the change in elevation of the Parade Wall create implied edges for each space; the implied edge of the Parapet is approximately 4 ½'. The overhead plane is unobstructed.

Condition: Good

#### (2) Bastion Spaces

The five Bastion subspaces were created c. 1839-1844 and are located at each corner of the pentagonal Core Fortification area. The spaces are generally pentagonal in shape, approximately 70' x 75' and each contains an area of approximately 3,750 sq. ft. 18 The ground plane is turf containing annual and perennial grasses and low growing herbaceous vegetation. The Parapet and interior building located at the Gorge of each Bastion create the edges for each space; the parapet is approximately 4 ½' high and each Parade building rises approximately 10' above the Bastion ground plane. The overhead plane is unobstructed.

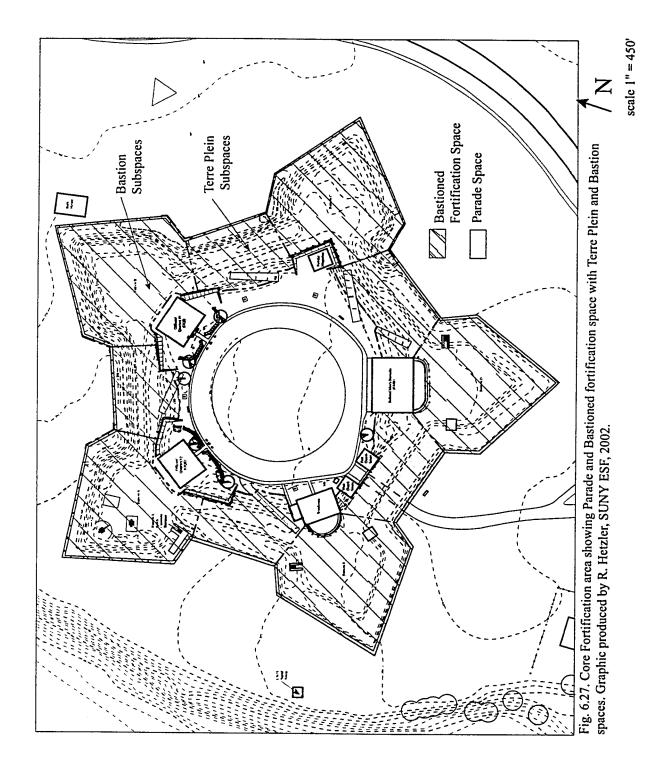
Condition: Good

#### 2. Perimeter Area

The perimeter area is divided into seven spaces to provide a comprehensive survey of all existing Site features in 2002. The seven spaces are the entrance space, cemetery space, overlook space, visitor space, picnic space, maintenance space and radio tower space (see fig 6.28, p. 366).

#### a) Entrance Space

The entrance space was created in 1953 and is located east of the Core Fortification area. It is generally linear, approximately 100' x 400' and contained an area of approximately .9 acres. The ground plane



scale 1" = 450°

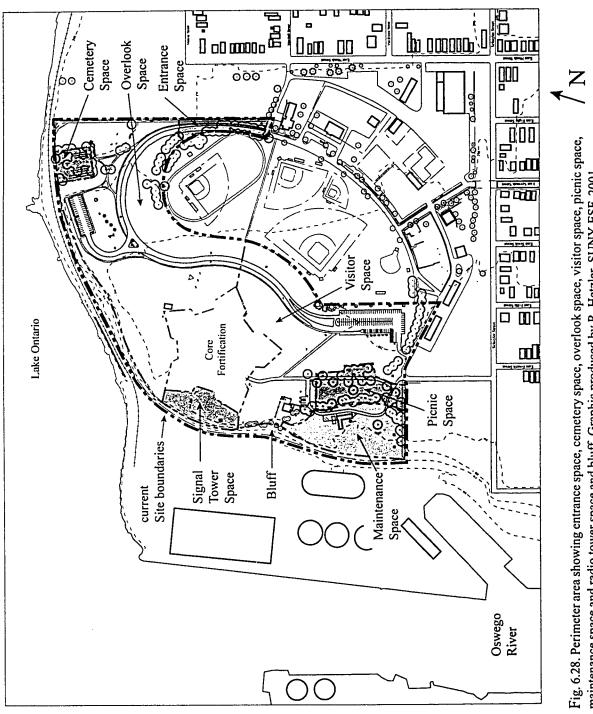


Fig. 6.28. Perimeter area showing entrance space, cemetery space, overlook space, visitor space, picnic space, maintenance space and radio tower space and bluff. Graphic produced by R. Hetzler, SUNY ESF, 2001.

contains areas of asphalt roadways, concrete walks, and turf containing annual and perennial grasses and low growing herbaceous vegetation. The boundary vegetation creates a defined edge to the east and the public access road tree trunks created an implied edge to the west. An overhead plane is created by the canopy of two rows of trees located on either side of the public access road; the height of the canopy varies from approximately 20' to 45'.

Condition: Good

### b) New Cemetery Space

The new cemetery space was created prior to 1910, exact date unknown, and is located to the northeast of the Core Fortification area. It is rectangular, 170'x 180' and contains an area of approximately .7 acres. The ground plane is turf containing annual and perennial grasses and low growing herbaceous vegetation. The bluff creates an implied edge for the space to the north and a post-and-rail fence creates an implied edge to the south, east and west. An overhead plane is created by the canopy of trees located throughout the space; the height of the canopy is approximately 45'.

Condition: Good

### c) Overlook Space

The overlook space was created in 1949 and is located to the north of the Core Fortification area. It is irregular, has average dimensions of approximately 600' x 1,200' and contains an area of approximately 16.5 acres. The ground plane contains areas of asphalt roadways and parking lots, concrete walks, and turf containing annual and perennial grasses and herbaceous vegetation. The bluff creates an implied edge for the space to the north; the Core Fortification and change in elevation between the overlook space and the City of Oswego property delineate and create an implied edge respectively to the south; and the boundary vegetation delineates the space to the northeast. The overhead plane is generally unobstructed.

Condition: Good

# d) Visitor Space

The visitor space was created c. 1968 and is located to the south of the Core Fortification area. It is irregular, has average dimensions of approximately 600' x 600' and contains an area of approximately 8.3 acres. The ground plane contains areas of asphalt roadways and parking lots, concrete walks, and turf containing annual and perennial grasses and low growing herbaceous vegetation. The Core Fortification delineates the space to the north; an implied edge is created by a row of tree trunks to the south; an implied edge is created by a change in elevation between the visitor space and the City of Oswego property to the east; and an implied edge is created by the picnic space maples and bluff to the west. The overhead plane is generally unobstructed.

Condition: Good

#### e) Picnic Space

The picnic space was created c. 1968 and is located to the south of the Core Fortification area. It is generally rectangular, has average dimensions of approximately 200' x 400' and contains an area of approximately 1.8 acres. The ground plane contains areas of gravel and earth roadways, and annual and perennial grasses and low growing herbaceous vegetation. A post-and-rail fence creates an implied edge to the north; boundary vegetation delineates the space to the south; the seasonal access road creates an implied edge to the east; and an implied edge is created by a change in elevation between the picnic space and the maintenance space to the west. An overhead plane is created by the canopy of trees located throughout the space; the height of the canopy varies from approximately 15' to 45'.

Condition: Good

#### f) Maintenance Space

The maintenance space was created c. 1968 and is located south and southwest of the Core Fortification area. It is irregular, has average dimensions of approximately 250' x 600' and contained an area of approximately 2.6 acres. The ground plane contains areas of gravel and earth roadways, and annual and perennial grasses and herbaceous vegetation. A ridge creates an implied edge to the north and northeast; boundary vegetation delineates the space to the south; and an implied edge is created by the bluff to the west. The overhead plane is generally unobstructed.

Condition: Good

#### g) Signal Tower Space

The signal tower space was created c. 1905 and is located to the west of the Core Fortification area. It is generally rectangular, approximately 150' x 400' and contains an area of approximately 1.4 acres. The ground plane contains annual and perennial grasses and herbaceous vegetation. The Core Fortification delineates the space to the east and an implied edge is created by the bluff to the west. The overhead plane is unobstructed.

Condition: Good

# C. Circulation

#### 1. Core Fortification Area

For the remainder of this discussion on existing Site features within the current Site in 2002, refer to the site plan and Core Fortification plan at the end of this chapter for location of the feature being described

a) Parade Space

### Circular Drive

The circular drive was constructed c. 1845 and is located at the perimeter of the Parade (see fig. 6.29, p. 369). It has a radius of 90', a circumference of 565' and is generally 15' wide. The surface is crushed, gray stone and the edge is not uniformly defined due to the encroachment of turf from the Parade. A pedestrian and vehicular route through the portal of entry connects the circular drive to the seasonal access road.

Condition: Fair

Parade Walkway

The Parade walkway was constructed in 2002 and is located at the perimeter of the circular drive (see fig. 6.30, p. 369). It is circular, has a radius of 100', a circumference of 628' and is approximately 3' wide. The surface is rectangular or square, gray cut stone, either 3 'x 2', 3' x 3' or 3' x 4', dry laid in a random pattern.

Condition: Good

Entry Walks

The entry walks were constructed in 2002 and are located extending from the Parade walkway to a

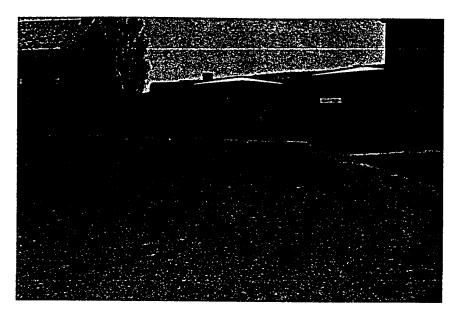


Fig. 6.29. Circular drive looking southeast from front of OQII. Photograph by R. Hetzler, SUNY ESF, 2002.



Fig. 6.30. Parade walkway looking southeast from front of OQ1. Photograph by R. Hetzler, SUNY ESF, 2002.

number of the Parade space buildings (the Storehouse, Officers' Quarters #2 [OQII], Officers' Quarters #1 [OQI]). They are linear, are approximately 3' wide and vary in length from approximately 3' to 20'. The surface is rectangular or square, gray cut stone, either 3 'x 2', 3' x 3' or 3' x 4', dry laid in a random pattern.

Condition: Fair

- b) Bastioned Fortification Space
  - (1) Terre Plein Subspaces

#### Ramps

The six Ramps were constructed c. 1839-1844 and are located along the Parade Wall; one is located between the Storehouse and OQII; one is located between OQII and OQI; one is located between OQI and the Powder Magazine; two are located between the Powder Magazine and the EMB; and one is located between the EMB and the East Guardhouse. (see fig. 6.31, p. 371). They are linear, approximately 5' wide, vary in length from approximately 45' to 90' and slope upwards from the Parade to the Terre Plein reaching a height of 15'. The surface (originally cobblestone which is currently obscured) is turf containing annual and perennial grasses and low growing herbaceous vegetation.

Condition: Fair

Terre Plein Paths

The Terre Plein paths were constructed c. 1839-1844 and are located between the five Bastions (see fig. 6.32, p. 371). They are linear, extend between two adjacent bastions, are approximately 25' wide and approximately 100' long. The surface is turf containing annual and perennial grasses and low growing herbaceous vegetation.

Condition: Fair

(2) Bastion Subspaces

Not applicable.

#### 2. Perimeter Area

Public Access Road

The public access road was constructed c. 1968 and was located east of the Core Fortification area; it was resurfaced in 2001 (see fig. 6.33, p. 372). It was a series of curves and tangents, extends from the western terminus of the 9th Street entrance through the entrance space and overlook space where it terminates at the visitor parking lot in the visitor space. It is 24' wide, approximately 2,000' long and generally aligned along a N/S axis. The surface is asphalt and a 6" high granite curb defines the edge.

Condition: Good

Public Access Walkway

The public access walkway was constructed c. 1968 and is located parallel to and along the northern and western edges of the public access road and visitor parking lot (see fig. 6.34, p. 372). The walkway is curvilinear, extends from the western terminus of the 9th Street entrance through the entrance space and overlook space where it terminates at the visitor parking lot in the visitor space. It is 4' wide, approximately

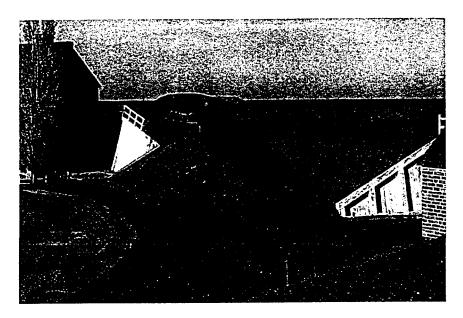


Fig. 6.31. Ramp looking northwest towards Bastion B. Photograph by R. Hetzler, SUNY ESF, 2001.



Fig. 6.32. Terre Plein path looking northwest towards Bastion B. Photograph by R. Hetzler, SUNY ESF, 2001.

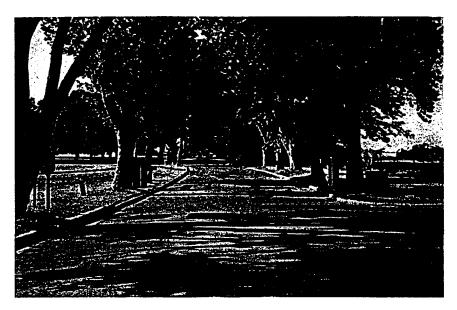


Fig. 6.33. Public access road and public access walkway looking north from East Ninth Street entrance. Photograph by R. Hetzler, SUNY ESF, 2000.

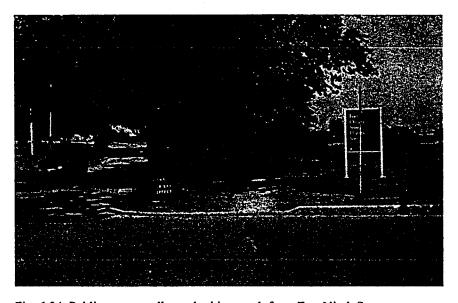


Fig. 6.34. Public access walkway looking north from East Ninth Street entrance. Photograph by R. Hetzler, SUNY ESF, 2000.

2,250' long and generally aligned along a N/S axis. The surface is concrete.

Condition: Good

# Pathway to Lake

The pathway to lake was created c. 1965 and is located near the eastern most end of the bluff, north of the cemetery space (fig. 6.35). It is generally linear, extends between the top of the bluff to the base, is approximately 2' 6" wide, 25' long and is generally aligned along a NE/SW axis. The surface is compacted soil.

Condition: Fair

### a) Entrance Space

See Public Access Road and Public Access Walkway under the Perimeter Area heading of the Landscape Characteristics section of this chapter.

# b) New Cemetery Space

# Not applicable



Fig. 6.35. Pathway to lake looking southwest from New York Central Railroad property. Photograph by R. Hetzler, SUNY ESF, 2002.

### c) Overlook Space

# Public Access Road Spur

The public access road spur was constructed c. 1968 and is located along the northwestern-most edge of the public access road; it was resurfaced in 2001. It is curvilinear, extends between the public access road and the overlook parking lot, is approximately 24' wide and approximately 375' long. The surface is asphalt and a 6" high granite curb defines the edge.

Condition: Good

# **Overlook Parking Lot**

The overlook parking lot was constructed c. 1968 and is located along the north edge of the visitor space parallel to the bluff; it was resurfaced in 2001 (fig. 6.36). It is rectangular, has an entry/exit point along its southwest side, is 64' wide, 199' long and is aligned along a NE/SW axis. The surface is asphalt and a 6" high granite curb defines the edge; yellow striping delineates 39 parking spaces, two of which provide for universal access.

Condition: Good

# Public Access Walkway Spur

The public access walkway spur was constructed c. 1968 and is located parallel to the western edge of the public access road spur and encircles the overlook parking lot. It is generally curvilinear, extends between the public access road and overlook parking lot and then encircles the overlook parking lot. It is approximately 4' wide and approximately 875' long. The surface is concrete.

Condition: Good

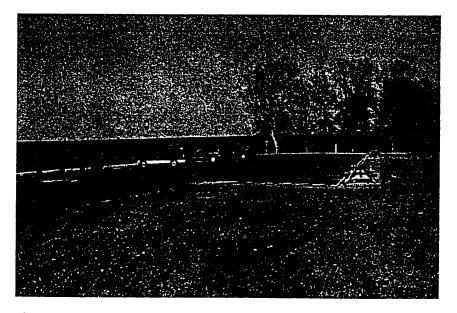


Fig. 6.36. Overlook parking lot looking northeast from public access road spur. Photograph by R. Hetzler, SUNY ESF, 2002.

#### Cemetery Walkway

The cemetery walkway was constructed c. 1968 and is located along the northeastern-most edge of the public access walkway. It is generally X-shaped, extends between the public access walkway to the post cemetery and overlook parking lot, is approximately 4' wide, 700' long and is generally aligned along an E/W axis. The surface is concrete.

Condition: Good

d) Visitor Space

# Visitor Parking Lot

The visitor parking lot was constructed c. 1968 and is located south of the Core Fortification area; it was resurfaced in 2001 and altered in 2002 (fig. 6.37). It is generally rectangular, has an entry/exit point and semicircular turnaround along its north side, is generally 190' wide, 328' long and is aligned along a N/S axis. The surface is asphalt and a 6" high granite curb defines the edge; yellow striping delineates 112 parking spaces, six of which provide for universal access and four for buses. The bus spaces are located at the southwest corner of the lot in a rectangular alcove, approximately 30' x 50' and aligned along an E/W axis; a curb cut at the northwest corner of the alcove allows for the passage of maintenance vehicles between the visitor parking lot and the seasonal access road. In 2002, the lot was altered when a portion of the curb located along the western edge of the bus alcove was removed and an additional entry constructed at that point between the lot and East Fourth Street. The entry curved 24' wide, 100' long and is aligned along a N/S axis. The surface is asphalt and a 6" high granite curb defines the edge.

The semicircular turnaround located along the north side of the visitor parking lot was landscaped in 2001 (see fig. 6.121, p. 438). The area within is approximately 800 sq. ft. It contains 11 small rocks, 13 flat stones varying from 1 to 3' in diameter, two logs varying in length from 7' to 17', 6 clumps of ornamental grass, and 8 lavender (Lavandula var.) plants; all are informally placed or planted except for the flat stones which are placed in a row aligned N/S and lead to the flagpole from the northern edge of the turnaround. The earth within the turnaround is covered with redwood mulch. The edge is defined by the 6" granite



Fig. 6.37. Visitor parking lot north from boundary cottonwoods. Photograph by R. Hetzler, SUNY ESF, 2001.

#### curbing.

Condition: Good

### Site Manager Parking Lot

The Site manager parking lot was constructed c. 1968 and is located south of the Site manager house (fig. 6.38). It is rectangular, has entry/exit points along its east and west sides, is 50' wide, 100' long and is aligned along a E/W axis. The surface is asphalt and a change in materials delineates the edge; yellow striping delineates 4 parking spaces, two of which provide for universal access.

Condition: Fair

#### Seasonal Parking Area

The seasonal parking area is not a designed parking area and is located south of the Core Fortification area near the Site Manager's House (see fig. 6.39, p. 377). The lot is generally rectangular, accessed from the Site manager parking lot, is 20' wide, 70' long and is aligned along a NE/SW axis. The surface is turf containing annual and perennial grasses and herbaceous vegetation; the lot accommodates approximately 7 cars.

Condition: Fair

# Visitor Walkway

The visitor walkway was constructed c. 1968 and is located east of the Site manager's house (see fig. 6.40, p. 377). It is linear, extends between the seasonal access road and visitor parking lot, is 4' wide, 325' long and is aligned along a NW/SE axis. The surface is asphalt.

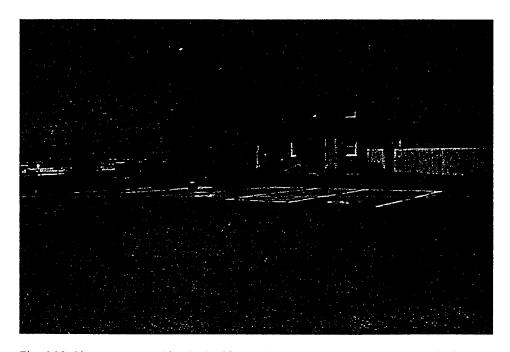


Fig. 6.38. Site manager parking lot looking northwest from seasonal access road. Photograph by R. Hetzler, SUNY ESF, 2002.



Fig. 6.39. Seasonal parking area looking southwest from seasonal access road. Photograph by R. Hetzler, SUNY ESF, 2002.



Fig. 6.40. Visitor access walkway looking northwest from visitor parking lot. Photograph by R. Hetzler, SUNY ESF, 2002.

Condition: Fair

Manager Walk

The manager walk was constructed c. 1968 and is located south of the Site manager's house (fig. 6.41). It is generally T-shaped, extends between the Site manager parking lot to the entries of the house located on the south and east elevations, is 2' wide, 75' long and is aligned along a N/S and E/W axis. The surface is flagstone.

Condition: Fair

e) Picnic Space

Seasonal Access Road

The seasonal access road was constructed c. 1968 and is located along the east edge of the picnic space (see fig. 6.42, p. 379). It is generally linear, extends from the 4th Street entrance through the picnic space and visitor space where it terminates at the Core Fortification area. It is 12' wide, 680' long and is aligned along a N/S axis. The surface is gravel and compacted earth.

Condition: Fair

f) Maintenance Space

Maintenance Road

The maintenance road was constructed in 1968 and is located along the east edge of the maintenance space (see fig. 6.43, p. 379). It is generally linear, extends from the 4th Street entrance through the picnic space and maintenance space where it terminates at the Site manager parking lot. It is 12' wide, 450' long



Fig. 6.41. Manager walk and Site manager house foundation plantings looking northwest from Site manager parking lot. Photograph by R. Hetzler, SUNY ESF, 2002.

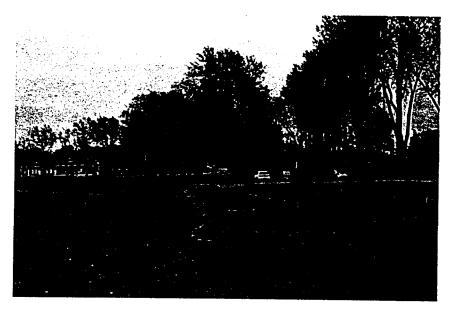


Fig. 6.42. Seasonal access road looking south from the Core Fortification area towards the East Fourth Street entrance. Photograph by R. Hetzler, SUNY ESF, 2001.



Fig. 6.43. Maintenance road looking southwest from small cottonwoods. Photograph by R. Hetzler, SUNY ESF, 2001.

and is generally aligned along a N/S axis. The surface is asphalt paving.

Condition: Fair

g) Signal Tower Space

Not applicable

# D. Topography

- 1. Core Fortification Area
  - a) Parade Space

The Parade space topography is generally flat (fig. 6.44).

Condition: Good

- b) Bastioned Fortification Space
  - (1) Terre Plein Subspaces

Terre Plein

For each of the five Terre Plein subspaces the topography is generally flat along their length (see fig. 6.32 p. 371), except for the spaces between Bastion A and B and Bastions B and C. The Terre Plein spaces have an approximate 5 to 8% grade where they approach the ramps. For each of the five Ramps the topography has an approximate 20 to 40% grade (see fig. 6.31, p. 371).

Condition: Good

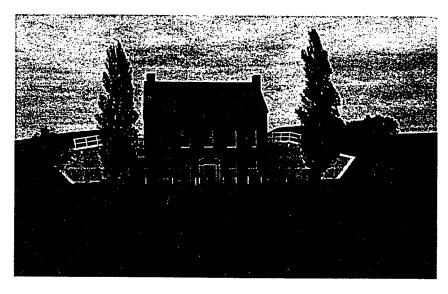


Fig. 6.44. Parade Topography looking north from Parade drive. Photograph by R. Hetzler, SUNY ESF, 2001.

# (2) Bastion Spaces

#### **Bastions**

For each of the five Bastion subspaces the topography is generally flat (fig. 6.45), except for Bastion C. Bastion C contains a mound of earth covered with turf near the Flanked Angle of the Bastion (fig. 6.46). The mound is V-shaped, approximately 4' high, 30' wide and 75' long.

Condition: Good



Fig. 6.45. Bastion Topography of Bastion E looking northwest from Parapet. Photograph by R. Hetzler, SUNY ESF, 2002.

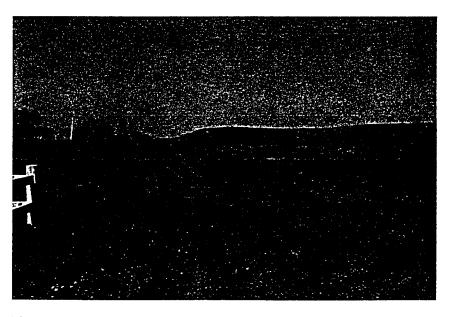


Fig. 6.46. Bastion Topography of Bastion C looking northeast from Terre Plein. Photograph by R. Hetzler, SUNY ESF, 2002.

2002

### 2. Perimeter Area

#### Bluff

The bluff topography is steep with a 6% to 35% grade change from the top of the bluff, northward and westward, to the base of the bluff; the grade change occurs over a distance of 15' to 100' (fig. 6.47 and see fig. 6.48, p. 383).

Condition: Good

# a) Entrance Space

The entrance space topography was generally flat with a 1 to 2% grade change from the western to the eastern edge of the space (see fig. 6.49, p. 383).

Condition: Good

# b) New Cemetery Space

The new cemetery space topography was gently sloping with a 5% grade change from the western to the eastern edge of the space (see fig. 6.50, p. 384).

Condition: Good

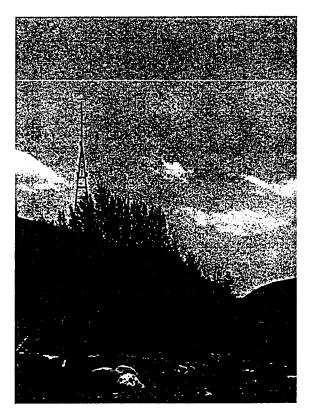


Fig. 6.47. Bluff space topography looking south from northern edge of Parcel 3 of the Port of Oswego Authority. Photograph by R. Hetzler, SUNY ESF, 2002.



Fig. 6.48. Bluff topography looking west from New York Central Railroad tracks. Photograph by R. Hetzler, SUNY ESF, 2002.



Fig. 6.49. Entrance space topography looking south from north edge of space. Photograph by R. Hetzler, SUNY ESF, 2002.

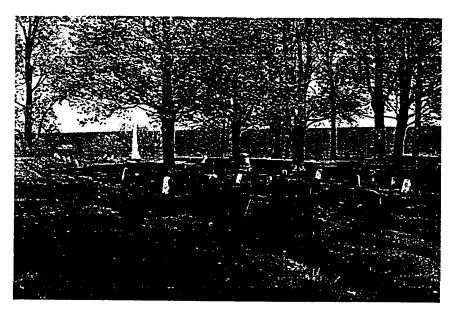


Fig. 6.50. Cemetery space topography looking northwest from overlook space. Photograph by R. Hetzler, SUNY ESF, 2002.

# c) Overlook Space

The overlook space topography is gently sloping with a 2 to 3% grade change generally occurring from the western to the eastern edge of the space. However, two low-lying areas are located within this space (see fig. 6.51, p. 385).

The first area is located north of the Core Fortification area near the edge of the bluff. It is linear in shape, approximately 50' wide, 300' long and is generally flat except for the southern most approximately 25', which slopes down to the north at 8%.

The second area is located southeast of the post cemetery near the post cemetery walkway. It is V-shaped, approximately 100' wide, 100' long and is generally gently sloped at 2 to 3% except for the southwestern most area, which slopes down to the northeast at 32%.

Condition: Good

### d) Visitor Space

The visitor space topography was generally flat with an approximately 1% grade change sloping downwards from the northern to the southern edge of the space (see fig. 6.52, p. 385).

Condition: Good

### e) Picnic Space

The picnic space topography was generally flat with an approximately 1% grade change sloping downwards from the northern to the southern edge of the space (see fig. 6.53, p. 386).

Condition: Good



Fig. 6.51. Overlook space topography looking north from stone Scarp Wall of Bastion A. Photograph by R. Hetzler, SUNY ESF, 2002.

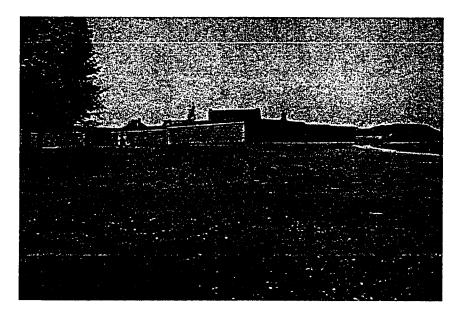


Fig. 6.52. Visitor space topography looking north from boundary cottonwoods. Photograph by R. Hetzler, SUNY ESF, 2002.

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Fig. 6.53. Picnic space topography looking north from East Fourth Street entrance. Photograph by R. Hetzler, SUNY ESF, 2002.

# f) Maintenance Space

The maintenance space topography is gently sloping with an approximately 6% grade change generally occurring from the center to the northern edge of the space and an approximately 6% grade change generally occurring from the southeastern to the western edge of the space (see fig. 6.54, p. 387). In addition, a small ridge and drainage outlet area are located within this space.

The ridge is located along the eastern edge of the space. It is linear in shape, approximately 25' to 50' wide, 500' long and is sloped with an 8% to 32% grade change occurring from the eastern edge of the space to the west.

The drainage outlet area is located south of the maintenance shed. It is triangular in shape, approximately 20' wide, 15' long and is sloped with an 8% to 10% grade change occurring from the northern to the southern edge of the area.

Condition: Good

# g) Signal Tower Space

The signal tower space topography was generally flat with an approximately 1% grade change sloping downwards from the eastern to the western edge of the space (see fig. 6.55, p. 387).

Condition: Good

# E. Vegetation

- 1. Core Fortification Area
  - a) Parade Space

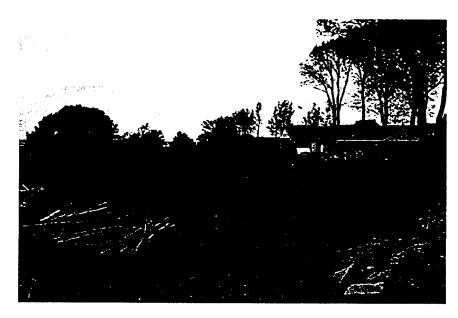


Fig. 6.54. Maintenance space topography looking north from debris pile along south edge of space. Photograph by R. Hetzler, SUNY ESF, 2002.

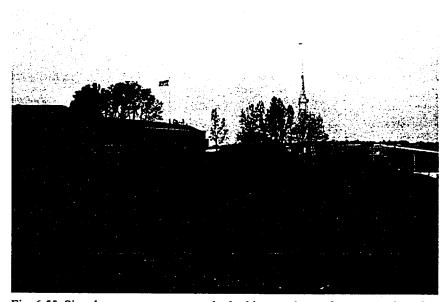


Fig. 6.55. Signal tower space topography looking southwest from west edge of overlook space. Photograph by R. Hetzler, SUNY ESF, 2001.

## **Lombardy Poplars**

Three Lombardy poplars (Populus nigra 'Italica') were planted c. 1992. One is located between the East Guardhouse and the Enlisted Men's Barracks (EMB); the other two are located south of Officers' Quarters #1 (OQI) (fig. 6.56). They range from 15 to 18" dbh and are approximately 35 to 40' high.

Condition: Good



Fig. 6.56. Lombardy poplar and horse chestnut looking north from circular drive. Photograph by R. Hetzler, SUNY ESF, 2002.

# Common Lilacs

Seven common lilacs (Syringa vulgaris) were planted c. 1990. Four are located north of the entry walk to Officers' Quarters #2 (OQII) and three are located south of the same walk (see fig. 6.57, p. 389). They are planted in informal groupings; they range from 3 to 4' wide and 5 to 7' high. Condition: Good

# Horse Chestnuts

Three horse chestnuts (Aesculus hippocastanum) were planted c. 1990. They are located: to the north of the entry walk to OQII; to the southeast of OQII; and between OQI and OQII (fig. 6.56). They range from 4 to 6" dbh and are 15' to 20' high.

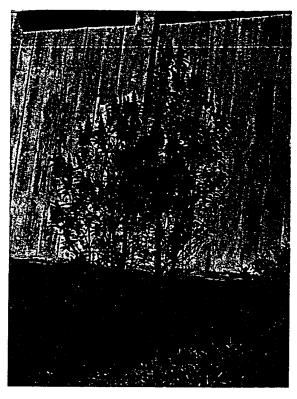


Fig. 6.57. Common lilacs looking northwest from parade walkway. Photograph by R. Hetzler, SUNY ESF, 2002.

## **Border Privets**

Sixty-three border privets (Ligustrum obtusifolium) were planted c. 1992. They are located along the interior of the front fencing of OQI and OQII (see fig. 6.58, p. 390). They are planted in a row and are approximately 2' wide and 2 ½' high.

Condition: Good to Fair

Climbing Variety Rose

A climbing variety rose (Rosa species) was planted in 1989. It is located to the east of the trellis which surrounds the entry of OQI (see fig. 6.59, p. 390). It is approximately 5' high.

Condition: Fair

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation has been established within the interior Parade and between the Parade walkway and the Parade Wall. The vegetation is trimmed to a height of approximately 2 ½" to 3" and forms a dense mat throughout.



Fig. 6.58. Border privets looking northeast from within front fencing of OQ1. Photograph by R. Hetzler, SUNY ESF, 2002.



Fig. 6.59. Climbing rose looking northwest front of OQI. Photograph by R. Hetzler, SUNY ESF, 2002.

## b) Bastioned Fortification Space

## (1) Terre Plein Subspaces

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation has been established within the Terre Plein, Earthen Parapets and Ramps. The vegetation is trimmed to a height of approximately 2 ½" to 3" and forms a dense mat throughout.

Condition: Good

#### (2) Bastion Subspaces

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation has been established within the Bastion and Earthen Parapets. The vegetation is trimmed to a height of approximately 2 ½" to 3" and forms a dense mat throughout.

Condition: Good

#### 2. Perimeter Area

Bluff

#### **Bluff Vegetation**

A combination of annual and perennial grasses, and herbaceous and woody vegetation has been established along the bluff (see fig. 6.47, p. 382 and 6.48, p. 383). Some of the woody vegetation includes cherry trees (Prunus var.), eastern cottonwoods (Populus deltoids) and staghorn sumac (Rhus typhina).

Condition: Good

#### a) Entrance Space

#### Public Access Road Trees

A combination of twelve Norway maples (Acer platanoides) and two Siberian elm (Ulmus pumila) were planted c. 1905. They are located on either side of the public access road, just north of 9th Street entrance (see fig. 6.33, p. 372). Seven trees are planted along the east edge of the road and seven trees are planted along west edge. They range from 1' to 2' dbh and are 40' to 60' high.

Condition: Good

## **Boundary Vegetation**

A combination of herbaceous and woody vegetation has been established on either side of the boundary fence defining the boundaries between the POA Parcels 1 and 2 and the current Site boundaries (see fig 6.60, p. 392). The linear strips of vegetation are approximately 5' wide on each side of the fence and vary from 12' to 40' high. The woody vegetation includes cherry (Prunus var.), eastern cottonwood (Populus deltoids), maple (Acer var.) and staghorn sumac (Rhus typhina).

Condition: Good



Fig. 6.60. Boundary vegetation looking north from east edge of overlook space towards. Photograph by R. Hetzler, SUNY ESF, 2002.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation has been established within the entrance space and are located wherever there is an absence of asphalt paving, concrete sidewalk or other Site features. The vegetation is trimmed to a height of approximately 2 ½" to 3" and forms a dense mat throughout.

Condition: Good

b) New Cemetery Space

#### Cemetery Trees

A combination of sixteen eastern cottonwoods (Populus deltoides), three Siberian elms (Ulmus pumila) and seven red maples (Acer rubrum) were planted prior to 1941, exact date unknown. They are located within and to the east and south of the cemetery space (fig. 6.61). They range from 1' to 6' dbh and are approximately 50' to 80' high.

Condition: Good

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation has been established within the cemetery space and are located wherever there is an absence of trees and cemetery markers. The vegetation is trimmed to a height of approximately 2 ½ to 3" and forms a fairly dense mat.



Fig. 6.61. Cemetery trees looking northwest from public access road. Photograph by R. Hetzler, SUNY ESF, 2001.

## c) Overlook Space

#### Overlook Trees

Four Norway maples (Acer platanoides) and one red maple (Acer rubrum) were planted c. 1968. They are located southeast of the overlook parking lot (see fig. 6.62, p. 394). They are planted in an informal pattern; they range from 1" to 4" dbh and are approximately 10' to 20' high.

Condition: Fair

## Safe Haven Monument Arborvitaes

Five arborvitaes (Thuja var.) were planted prior to 2000, exact date unknown. Two are located north of and three are located south of the Safe Haven monument (see fig. 6.62, p. 394). They are planted in an informal pattern; they are 2.5' wide and 3' high. The arborvitaes and monument are located within an oval planting bed 6' wide, 14' long and aligned N/S. The soil of the planting bed in covered with shredded pine-bark mulch.

Condition: Good

## Traffic Island Yews

Four yews (Taxus var.) were planted c. 1968. One is located north of the public access walkway; three are south of the walkway with two at the eastern and one at the southern corner of the island (see fig. 6.63, p. 395). They range from 3' to 8' wide and are 2' to 6' high. The yews near the southeast corner are located within a planting bed 4' wide, 6' long and aligned N/S. The soil of the planting bed is exposed.



Fig. 6.62. Overlook trees in background, with Safe Haven monument, arborvitaes and planting bed in foreground looking east from public access road spur. Photograph by R. Hetzler, SUNY ESF, 2001.

#### Parade Road Trees

A combination of twenty Norway maples (Acer platanoides) and two Siberian elm (Ulmus pumila) were planted c. 1905. They are located on either side of the portion of the Parade Ground driveway removed c. 1968 (see fig. 6.64, p. 395). They range from 1' to 2' dbh and are approximately 40 to 60' high.

Condition: Good

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation has been established within the overlook space and are located wherever there is an absence of asphalt paving, concrete sidewalk or other Site features. The vegetation is trimmed to a height of approximately 2 ½" to 3" and forms a dense mat throughout.

Condition: Good

d) Visitor Space

Visitor Parking Lot Trees and Shrubs

A combination of two Norway maples (Acer platanoides), two yews (Taxus var.), two bloodtwig dogwoods (Cornus sanguinea) and twenty-five junipers (Juniperus var.) were planted c. 1968. They are located to the east of the visitor parking lot (see fig. 6.65, p. 396).

The two maples, two yews and approximately 20 junipers are planted in three groups north of the visitor parking lot. The center of the first group is located approximately 35' east of the public access road and 100' north of the visitor parking lot. The group contains a Norway maple approximately 6" dbh and 15' high, a yew approximately 10' wide and 7' high with both surrounded by a ring of approximately eight junipers 10' wide and 7' high. The center of the second group is located approximately 30' east of the

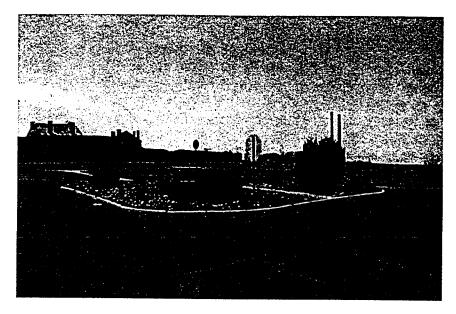


Fig. 6.63. Traffic island yews looking west from public access road. Photograph by R. Hetzler, SUNY ESF, 2002.



Fig. 6.64. Parade road trees looking northwest from entrance space. Photograph by R. Hetzler, SUNY ESF, 2000.

public access road and 70' north of the visitor parking lot. The group contains approximately four junipers 10' wide and approximately 7' high. The center of the third group is located approximately 30' east of the public access road and 35' north of the visitor parking lot. The group contains a centrally located Norway maple approximately 6" dbh and 15' high, a yew approximately 10' wide and 7' high with both surrounded by a ring of approximately eight junipers 10' wide and 7' high.

The bloodtwig dogwood (Cornus sanguinea) and junipers (Juniperus var.) are planted in a grouping and individually respectively. The center of the dogwood grouping is located approximately 19' east of the visitor parking lot and parallel to the northern edge of the same lot. The group contains two dogwoods approximately 2' wide and 4' high. The five junipers are planted in a single row parallel to and approximately 19' east of the visitor parking lot, with the first juniper located 15' south of the northern edge of the visitor parking lot; the remaining four junipers are located south of the first juniper and all five are planted at approximately 70' to 100' o.c. with one another. The junipers are approximately 12' wide and range from 4' to 7' in height.

Condition: Fair (The maples require pruning, a number of the yews and junipers are stressed by the close planting conditions and the dogwoods are not growing well).

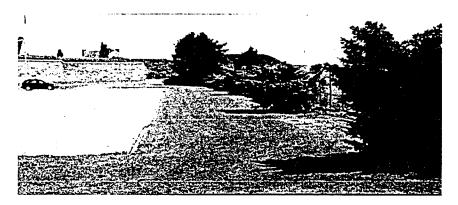


Fig. 6.65. Visitor parking lot trees and shrubs looking north from south end of visitor parking lot.. Photograph by R. Hetzler, SUNY ESF, 2000.

# **Turnaround Plantings**

Six clumps of ornamental grass and eight lavender (Lavandula var.) plants were planted in 2001 (see fig. 6.121, p. 438). They are located with the semicircular turnaround at the north edge of the visitor parking lot. They are informally arranged, range from 12" to 15" wide and are 12" to 18" high. The soil surrounding them is covered with pine-bark mulch.

Condition: Good

Boundary Cottonwoods (Boundary Trees)

Twelve eastern cottonwoods (Populus deltoides) were planted c. 1903-1905. They are located approximately 40' to 60' north of the southern edge of the visitor space (see fig. 6.66, p. 397). They are planted in a row, approximately 30' o.c., range from 28" to 35" dbh and are approximately 60' high.

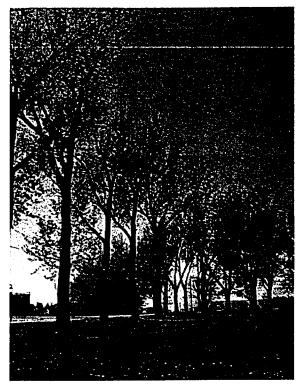


Fig. 6.66. Boundary cottonwoods looking west from the front of Building 31. Photograph by R. Hetzler, SUNY ESF, 2001.

#### Small Cottonwoods

Four eastern cottonwoods (Populus deltoides) were planted in 1993. They are located to the south and west of the Site Manager's House (see fig. 6.67, p. 398). They are planted in an informal pattern, range in 6 to 8" dbh and are approximately 20' high.

Condition: Good

Site Manager House Foundation Plantings

Chrysanthemums, begonias, dusty millers (annuals) have been planted annually since 1986 and yews (Taxus var.) were planted c. 1986. The annuals are located along the southern and eastern foundation walls of the house (see fig. 6.40, p. 378). They are informally arranged, range from 12" to 18" wide and are 12" to 18" high. The four yews are located along the western foundation wall. They are informally arranged with two located at each corner of the foundation and they range from 5' to 6' wide and are 4' to 5' high.

The annuals are along the foundation in a planting bed approximately 4' wide on the south elevation and 2' wide on the east elevation. The yews are in a similar planting bed approximately 4' wide on the west elevation. The soil of each planting bed in covered with pine-bark chips.

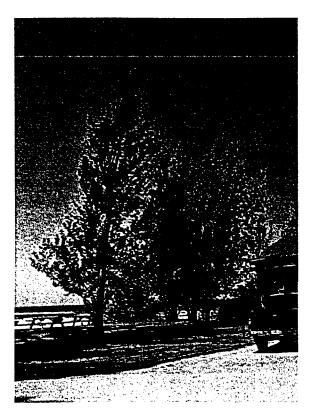


Fig. 6.67. Small cottonwoods looking northwest from seasonal parking area. Photograph by R. Hetzler, SUNY ESF, 2002.

## Red Maple

A red maple (Acer rubrum) was planted c. 1968. It is located approximately 20' west of the visitor parking lot. It is 16" dbh and is approximately 25 to 30' high.

Condition: Poor (The maple is girdled by a root and exhibits significant signs of stress).

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation has been established within the visitor space and are located wherever there is an absence of asphalt paving, concrete sidewalk or other Site features. The vegetation is trimmed to a height of approximately 2 ½" to 3" and forms a dense mat throughout.

Condition: Good

e) Picnic Space

Picnic Space Maples

Sixteen Norway maples (Acer platanoides) were planted c. 1940. Fifteen are located in three rows parallel to the seasonal access road; one row is 37' from the east edge of the road; one row is 10' from the east edge of the road and extends into the visitor space; one row is 5' from the west edge of the road; and one tree is located at the center of the picnic space (see fig. 6.68, p. 399). The maples range from 18" to 32"

dbh and are approximately 40' to 45' high.

Condition: Good



Fig. 6.68. Picnic space maples looking north from boundary cottonwoods. Photograph by R. Hetzler, SUNY ESF, 2002.

## Picnic Space Cottonwoods

Twenty-two eastern cottonwood (Populus deltoides) were planted prior to 1924, exact date unknown. They are located along the west edge of the picnic space and extend into the visitor space (see fig. 6.69, p. 400). The cottonwoods are planted in a row, range from 28" to 35" dbh and are approximately 60' high.

Condition: Good

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation has been established within the picnic space and are located wherever there is an absence of asphalt paving, concrete sidewalk or dirt roads. The vegetation is trimmed to a height of approximately 2 ½" to 3" and forms a dense mat throughout.

Condition: Good

f) Maintenance Space

Maintenance Space Cottonwoods

Eight eastern cottonwood (Populus deltoides) were planted c. 1903-1905 and c. 1974; two were planted c. 1903-1905 and six were planted c. 1974. They are located near the south edge of the maintenance space. They are informally planted, range from 18" to 28" dbh and are approximately 30 to 50' high.



Fig. 6.69. Picnic space cottonwoods looking north over maintenance road. Photograph by R. Hetzler, SUNY ESF, 2001.

# Black Willow

A black willow (Salix nigra) was planted c. 1968. It is centrally located in the southern half of the maintenance space. It is approximately 36" dbh and is approximately 25' high.

Condition: Good

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation has been established within the maintenance space and are located wherever there is an absence of asphalt paving, a building or other Site features. The vegetation is trimmed to a height of approximately 2 ½" to 3" and forms a dense mat throughout.

Condition: Good

g) Signal Tower Space

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Annual and perennial grasses and low growing herbaceous vegetation has been established within the signal tower space and are located wherever there is an absence of a Site feature. The vegetation is trimmed to a height of approximately 2 ½" to 3" and forms a dense mat throughout.

Condition: Good

## F. Buildings and Structures

#### 1. Core Fortification Area

## a) Parade Space

The East and West Guardhouses

The East and West Guardhouses were constructed in 1867 and 1868 respectively, and are built into the Ramparts on either side of the Portal of Entry (fig. 6.70). The mirror-image buildings are rectangular, 1-story tall, 2 bays wide by 2 bays deep (18'x 20') with an entry placed within the first bay closest to the Portal of Entry of the north elevation. They are aligned along an N/S axis. They are constructed of coursed ashlar Onondaga limestone and surmounted by a standing-seamed, metal hipped roof.

Condition: Fair

## Enlisted Men's Barracks (EMB)

The EMB was constructed c. 1842 and is built into Bastion D and flanked by the turf-covered slopes of the Parade Wall (see fig. 6.71, p. 402). It is rectangular, 2 ½-stories tall, 10 bays wide by 2 bays deep (62' x 39') with entries symmetrically placed on the first and second floors within the third and eighth bays of the north elevation. It is aligned along an E/W axis. It is constructed of coursed ashlar Onondaga lime-



Fig. 6.70. East and West Guard Houses looking south from interio parade. Photograph by R. Hetzler, SUNY ESF, 2001.

stone, surmounted by a wood shingle, side-gabled roof and characterized by a prominent 2-story frame portico with a shed roof.

Condition: Good

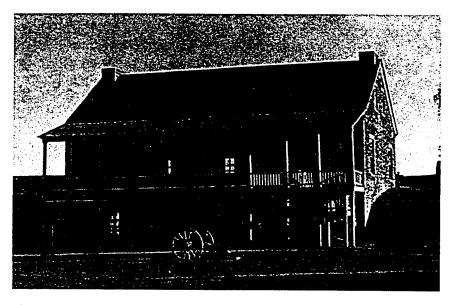


Fig. 6.71. Enlisted Men's Barracks looking southeast from interior parade. Photograph by R. Hetzler, SUNY ESF, 2001.

# EMB Retaining Wall

The EMB retaining wall was constructed in 1889 and is built into Bastion D south of the EMB; it extends between the west corners of the south elevation of the EMB creating a space 13' wide, 58' long with a base 15' below the surrounding grade of Bastion E; various annual and perennial grasses and low growing herbaceous vegetation cover the base; the overhead plane is unobstructed (see fig. 6.72, p. 403). The retaining wall is curvilinear, 1' 6" thick, 62' long and 15' high. It is constructed of sandstone blocks with a limestone block cap. It is accessed by a first floor entry within the third bay from the west corner of the south elevation of the building.

Condition: Good

## Powder Magazine

The Powder Magazine was constructed c. 1843 and is built within the Gorge of Bastion C, partially surrounded by the Powder Magazine Revetments (see fig. 6.73, p. 403). It is rectangular, 1-story tall, 20' wide by 25' long with an entry centrally placed on the southeast elevation. It is aligned along an NW/SE axis. It is constructed of coursed ashlar Onondaga limestone and surmounted by a wood shingle, sidegabled roof.

Condition: Good

## Powder Magazine Revetment

The Powder Magazine Revetment was reconstructed in c. 1984 and is built into the Parade Wall surrounding the magazine (see fig. 6.73, p. 403). It is generally rectangular, approximately 33' wide and 50' long. The northeast and southeast Revetments are linear and approximately 15' high; the northwest and

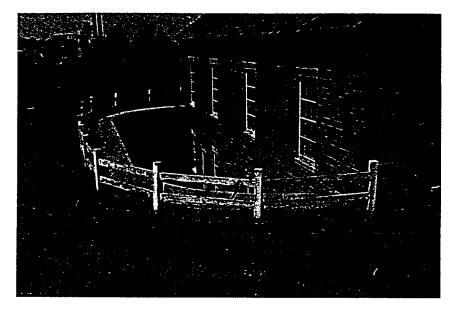


Fig. 6.72. Enlisted Men's Barracks retaining wall and Parade Wall fencing looking west from Parapet of Bastion D. Photograph by R. Hetzler, SUNY ESF, 2002.

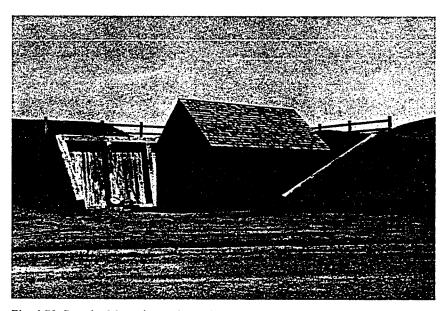


Fig. 6.73. Powder Magazine and Powder Magazine Revetments looking east from interior Parade. Photograph by R. Hetzler, SUNY ESF, 2002.

southwest Revetments are linear with their top edge sloping down from the top of the Parade Wall to the ground plane of the Parade. The Revetment is aligned along a NW/SE axis. It is constructed of wood planking and timber and whitewashed.<sup>19</sup>

Condition: Good

Officers' Quarters #1 (OQI)

OQI was constructed c. 1841-1843 and is built into Bastion B and flanked by the OQI Revetments (fig. 6.74). It is rectangular, 2 ½-stories tall, 5 bays wide by 3 bays deep (42' x 38') with an entry centrally placed on the first floor within the third bay of the south elevation; an entry placed on the first floor within the north bay of the east elevation; and an entry placed on the first floor within the north bay of the west elevation. It is aligned along an E/W axis. It is constructed of coursed ashlar Onondaga limestone and surmounted by a wood shingle, side-gabled roof.

Condition: Good



Fig. 6.74. OQI looking northwest from interior Parade. Photograph by R. Hetzler, SUNY ESF, 2002.

## **OQI** Revetments

Two OQI Revetments were reconstructed in 2000 and are built into the Parade Wall flanking OQI (see fig. 6.75, p. 405). They are L-shaped and approximately 58' long. Each Revetment consists of two sections; a main body and a wing. The main body of the Revetment is located closest to OQI, is approximately 42' long and generally 15' high; the wing is located at the end of each Revetment, furthest from OQI, is approximately 16' long with its top edge sloping down from the top of the Parade Wall to the ground plane of the Parade. The Revetments are generally aligned along an E/W axis. They are constructed of wood planking and timber and whitewashed; a wooden fence surmounts each Revetment.



Fig. 6.75. OQ1 Revetments looking northwest from interior Parade. Photograph by R. Hetzler, SUNY ESF, 2002.

# OQI Retaining Wall

A retaining wall was constructed in 1849 and is built into Bastion B north of OQI; it extends between the two OQI Revetments creating a space 5' wide, 50' long with a base 15' below the surrounding grade of Bastion B. The retaining wall is curvilinear, 2' thick, approximately 50' long and 15' high. It is aligned along an E/W axis. It is constructed of brick and concrete and surmounted by a wooden board roof with furring strips reconstructed in 1980; the roof is painted gray (fig. 6.76).

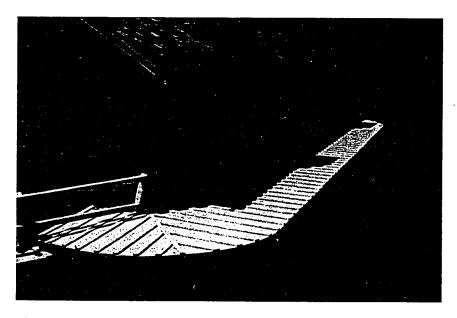


Fig. 6.76. OQ1 wooden board roof looking northwest from Parapet of Bastion B. Photograph by R. Hetzler, SUNY ESF, 2002.

## Officers' Quarters #2 (OQII)

OQII was constructed c. 1845 and is built into Bastion A and flanked by the OQII Revetments (fig. 6.77). Essentially a mirror image of OQI, it is rectangular, 2 ½-stories tall, 5 bays wide by 3 bays deep (42' x 38') with an entry centrally placed on the first floor within the third bay of the southeast elevation; an entry placed on the first floor within the north bay of the east elevation; and an entry placed on the first floor within the north bay of the west elevation. It is aligned along an NE/SW axis. It is constructed of coursed ashlar Onondaga limestone and surmounted by a wood shingle, side-gabled roof.

Condition: Good

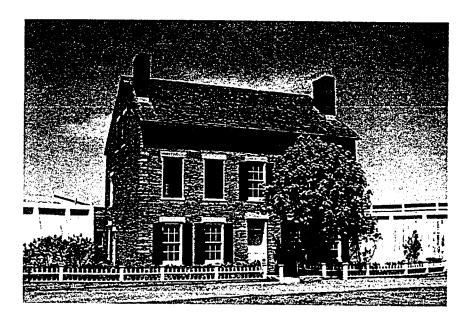


Fig. 6.77. OQII looking northwest from interior parade Photograph by R. Hetzler, SUNY ESF, 2002.

#### **OQII** Revetments

Two OQII Revetments were reconstructed in 1984-85 and are built into the Parade Wall flanking OQII (see fig. 6.78, p. 407). They are L-shaped and approximately 76' long. Each Revetment consists of two sections; a main body and a wing. The main body of the Revetments are located closest to OQII, are approximately 53' long and generally 15' high; the wings are located at the end of each wall furthest from OQII, are approximately 23' long with their top edge sloping from the top of the Parade Wall, approximately 15' high, to the ground plane of the Parade. The Revetments are generally aligned along an NE/SW axis. They are constructed of wood planking and timber supports and whitewashed; a wooden fence surmounts each Revetment.

Condition: Good

# **OQII** Retaining Wall

The OQII retaining wall was constructed in 1849 and is built into Bastion A northwest of OQII; it extends between the two OQII Revetments creating a space 5' wide, 50' long with a base 15' below the surrounding grade of Bastion A. The retaining wall is curvilinear, 2' thick, approximately 50' long and 15' high. It is aligned along an NE/SW axis. It is constructed of brick and concrete and surmounted by a concrete cap



Fig. 6.78. OQII revetments looking northwest from interior parade Photograph by R. Hetzler, SUNY ESF, 2002.

installed in 1960; the cap is not painted (fig. 6.79).

Condition: Good

Storehouse

The Storehouse was constructed c. 1842-44, with additions constructed in 1928 and 1941, and is built into Bastion E and flanked by the turf-covered slopes of the Parade Wall (see fig. 6.80, p. 408). The original portion of the Storehouse is rectangular, 2 ½-stories tall, 5 bays wide by 3 bays deep (42' x 30') with an entry centrally placed on the first floor within the third bay of the northeast elevation. It is aligned

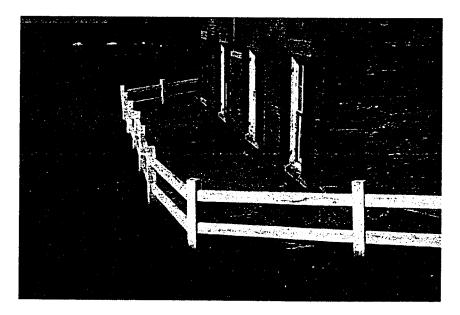


Fig. 6.79. OQII concrete cap looking northwest from interior parade Photograph by R. Hetzler, SUNY ESF, 2001.

along an NW/SE axis. It is constructed of coursed ashlar Onondaga limestone, surmounted by a wood shingle, side-gabled roof and is characterized by a 2-story addition on the northwest elevation.

The 2-story addition was constructed in two phases, one phase c. 1927 and one phase in 1940, and is located parallel to and adjoining the northwest elevation of the original portion of the Storehouse. The c. 1927 addition is rectangular, 1-story tall, 2 bays wide by 2 bays deep (10' x 20') with an entry placed on the first floor within the first bay from the north corner of the northeast elevation. It is aligned along a NE/SW axis. It is constructed of coursed ashlar Onondaga limestone and was originally surmounted by a wood-shingled, hipped roof. The 1940 addition was built on top of the c. 1927 addition as a second story, is rectangular, 2 bays wide by 2 bays deep (10' x 20') with an entry placed within the first bay from the north corner of the northwest elevation. It is aligned along an NW/SE axis. It is constructed of concrete block and surmounted by a hipped, metal roof.

Condition: Good

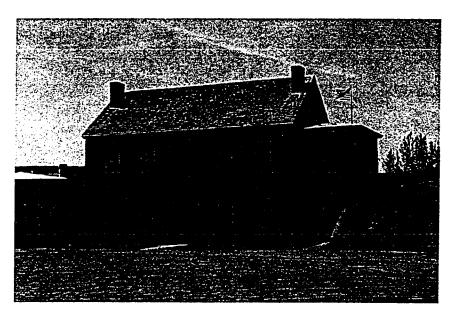


Fig. 6.80. Storehouse looking southwest from interior parade. Photograph by R. Hetzler, SUNY ESF, 2002.

## Storehouse Retaining Wall

A Storehouse retaining wall was constructed in 1884 and is built into Bastion E southwest of the Storehouse; it extends between the west and southwest corners of the southwest elevation of the original portion of the Storehouse creating a space with a radius of 21' 6" and a base 15' below the surrounding grade of Bastion E; various annual and perennial grasses and low growing herbaceous vegetation cover the base; the overhead plane is unobstructed (see fig 6.81, p. 409). The retaining wall is semi-circular, has a radius of 23', is 1' 6" thick, approximately 72' long and 15' high. It is aligned along a NW/SE axis. It is constructed of sandstone blocks with a limestone block cap. It is accessed by an entry centrally placed on the first floor of the southwest elevation of the original portion of the Storehouse.

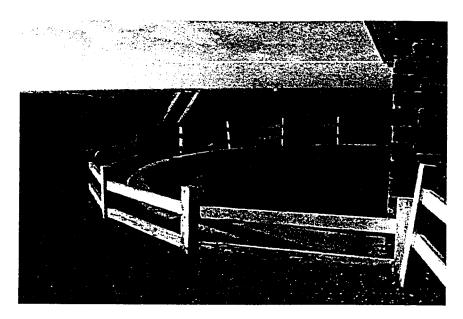


Fig. 6.81. Storehouse retaining wall and Parade wall fencing looking northwest from southeast corner of Storehouse. Photograph by R. Hetzler, SUNY ESF, 2001.

# Sentry Box

The sentry box was reconstructed in 1986 and is located to the north of the West Guardhouse (fig. 6.82). It is 3' 4" square, 8' 6" tall with an entry on the north elevation. It is aligned along a N/S axis. It is constructed of wood with vertical plank siding; it is painted green and surmounted by a metal sheathed, front-gabled roof.

Condition: Poor

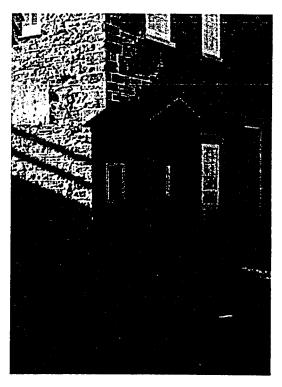


Fig. 6.82. Sentry Box. Looking northwest from circular drive. Photograph by R. Hetzler, SUNY ESF, 2001.

## b) Bastioned Fortification Space

## Stone Scarp

The stone Scarp was constructed c. 1863-1872 and was located along the exterior of the Core Fortification sheathing the outer vertical face of the Ramparts (fig. 6.83). The wall was linear and angled, 7'6" thick and generally 15' to 18' high. It is constructed of rusticated sandstone blocks and surmounted by limestone capstones; access through the Scarp is provided through the Portal of Entry located along the Ramparts between Bastions D and E. Approximately half of the Scarp was never completed and five breaches, locations where the wall reaches heights varying from 1' to approximately 4', remain: one is located at the north Flank of Bastion B; one is located at the southeast Flank of Bastion B; one is located at the north Flank of Bastion C; and one is located at the south Flank of Bastion C.

The breaches at Bastion A and Bastion B are secured by a metal, chain-link installed c. 1950 and located parallel and adjacent to the unfinished portions of the Scarp (see fig. 6.84, p. p. 411). The fencing is linear, approximately 45' long and 7' high. The breaches at Bastion C are secured by a pine plank fencing installed in 2001 and located along the top of the unfinished portions of the Scarp at those location (see fig. 6.85, p. 411). The fencing is linear, approximately 45' and 30' long respectively and approximately 8' high.

Condition: Good

## Parapet

The Parapet was constructed c. 1839-1844, altered c. 1862-72 and c. 1880, and is located on the Terre Plein, parallel to the Scarp wall (see fig. 6.86, p. 412 and fig. 6.87, p. 412). They are linear, approximately 35' wide, 100' long and vary from 3' 6" to approximately 5' 6" high. They are constructed of earth and the Breast Height, Superior Slope and Exterior Slope are covered with turf containing annual and perennial grasses and low growing herbaceous vegetation; where the Breast Height and Exterior Slope meet the

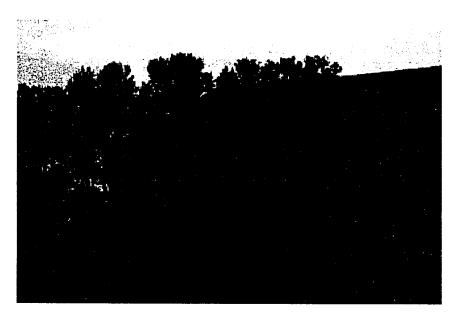


Fig. 6.83. Stone Scarp wall looking southeast towards flank and face of Bastion D. Photograph by R. Hetzler, SUNY ESF, 2001.

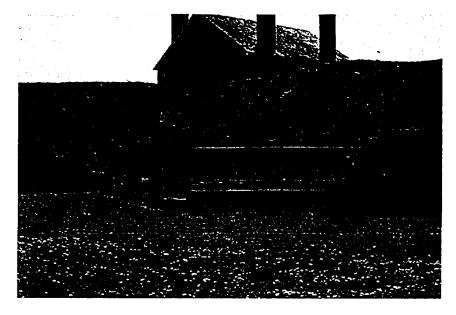


Fig. 6.84. Stone Scarp chain link fence looking southeast towards flank and face of Bastion D . Photograph by R. Hetzler, SUNY ESF, 2001.

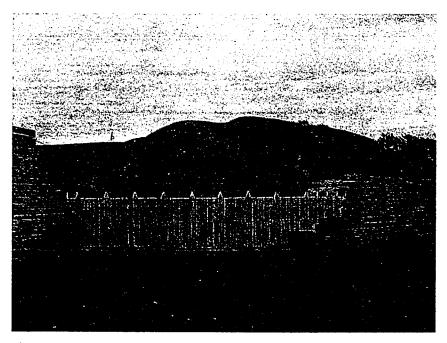


Fig. 6.85. Stone Scarp pine-plank fencing looking northwest from visitor space. Photograph by R. Hetzler, SUNY ESF, 2001.

Superior Slope the edge created is generally rounded.

Condition: Good

(1) Terre Plein Subspaces

Terre Plein

The Terre Pleins were constructed c. 1839-1844 and abut and join the Bastions of the Core Fortification.

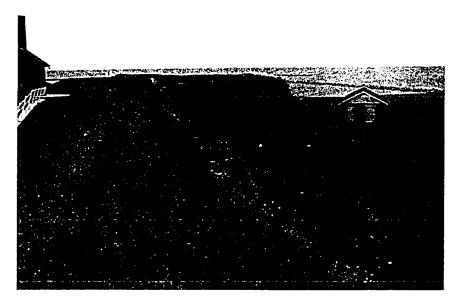


Fig. 6.86. Parapet looking northwest from Terre Plein towards Bastion B. Photograph by R. Hetzler, SUNY ESF, 2002.

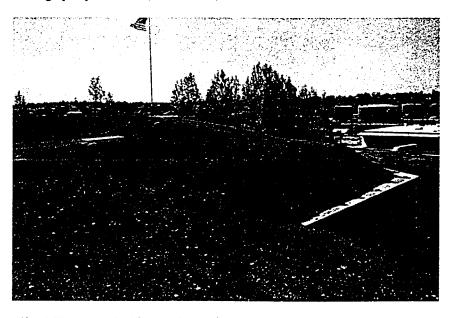


Fig. 6.87. Parapet looking southwest from Terre Plein towards Bastion E. Photograph by R. Hetzler, SUNY ESF, 2002.

They are linear, approximately 60' wide, 100' long and 15' high (see fig. 6.31, p. 371). They are constructed of earth and stone and characterized a Parapet, stone Scarp wall and in some cases a Ramp or Ramps; the surface is turf containing annual and perennial grasses and low growing herbaceous vegetation.

Conditon: Good

Portal of Entry

The Portal of Entry was constructed c. 1839-1844, altered c. 1863-1872, and is built into and through the Terre Plein, which extended between Bastions D and E. It is linear, 15' wide, 60' long, 12' high and is situated along a N/S axis. It is constructed of sandstone and characterized by a barrel-vaulted ceiling; it is accessed through the main gate at the south end of the entry and surmounted by a wooden fence at its north end (see fig. 6.102, p. 426).

Condition: Good

(2) Bastion Subspaces

**Bastions** 

The Bastions were constructed c. 1839-1844 and abut and join the Terre Pleins of the Core Fortification (see fig. 6.45, p. 381). They are generally pentagonal, approximately 160' wide, 160' long and 15' high. They were constructed of earth and stone and characterized a Parapet and stone Scarp wall; the surface is turf containing annual and perennial grasses and low growing herbaceous vegetation.

Condition: Good

Bastion A South Casemate Entrance

Bastion A south Casemate entrance was constructed c. 1863-1872 and is built into the earthen Parapet along the south Flank of Bastion A (see fig. 6.88, p. 414). It is rectangular, approximately 8' 8" deep, 15' long with the roof of the entry approximately 3' above the surrounding ground plane and an entry placed on the north elevation; the threshold of the entry is located 4' below the surrounding ground plane and is reached by descending a limestone staircase 12' in length. The entrance is surmounted by limestone blocks and generally aligned along a N/S axis. It is constructed of limestone. The door of the entry is 3' 6" wide, 5' 10" high and is constructed of pine pickets spaced approximately 4" apart with a solid board backing; the door is not painted.

Condition: Good

Bastion D East Casemate Entrance

The Bastion D east Casemate entrance was constructed c. 1863-1872 and is built into the earthen parapet along the east flank of Bastion D (see fig. 6.89, p. 414). The entrance is rectangular, 5' 2" wide, 8' deep, approximately 5' 10"' above the surrounding ground plane with an entry placed on the west elevation; the threshold of the entry is located approximately 6" below the surrounding ground plane and is reached stepping down from a limestone block. The entrance is surmounted by limestone blocks and generally aligned along an E/W axis. It is constructed of limestone and has two sloped retaining walls flanking the entry. The door of the entry is approximately 3' 6" wide, 5' 10" high and is constructed of approximately 4" wide, 5' 6" high pine pickets spaced approximately 4" apart with a solid board backing; the door is not painted.



Fig. 6.88. Bastion A south casemate entrance looking southeast from Bastion A parapet. Photograph by R. Hetzler, SUNY ESF, 2001.

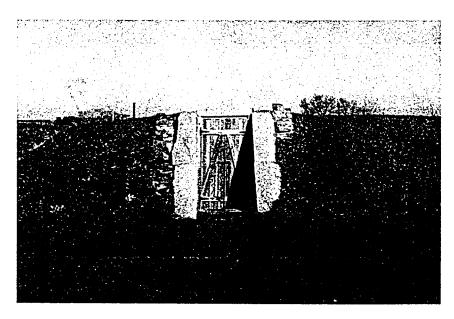


Fig. 6.89. Bastion D east casemate entrance looking east from Bastion D. Photograph by R. Hetzler, SUNY ESF, 2001.

#### Bastion D West Casemate Entrance

The Bastion D west Casemate entrance was reconstructed c. 1992 and is built into the earthen parapet along the west flank of Bastion D (fig. 6.90). The entrance is generally semi-circular in shape, 8' wide, 10' 5" deep and 7' high with an entry centrally placed on the east elevation. It is surmounted by a barrel vaulted roof sheathed with a rolled asphalt material and is aligned along an E/W axis. It is constructed of wood of wood and not painted. The door of the entry is approximately 3' 6" wide, 6' high and is constructed of wood; the door is not painted

Condition: Good

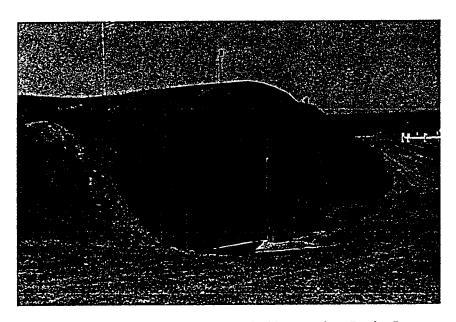


Fig. 6.90. Bastion D west casemate entrance looking west from Bastion D. Photograph by R. Hetzler, SUNY ESF, 2002.

#### Bastion E North Casemate Entrance

The Bastion E north Casemate entrance was constructed c. 1863-1872 and is built into the earthen parapet along the north flank of Bastion E (see fig. 6.91, p. 416). The entrance is rectangular, 5' 2" wide, 8' deep, approximately 5' 10" above the surrounding ground plane with an entry placed on the west elevation; the threshold of the entry is located approximately 6" below the surrounding ground plane and is reached stepping down from a limestone block. The entrance is surmounted by limestone blocks and generally aligned along an N/S axis. It is constructed of limestone and has two sloped retaining walls flanking the entry. The door of the entry is approximately 3' 6" wide, 5' 10" high and is constructed of approximately 4" wide, 5' 6" high pine pickets spaced approximately 4" apart with a solid board backing; the door is not painted.

Condition: Good

# Bastion E Southeast Casemate Entrance and Staircase

The Bastion E southeast Casemate entrance was constructed c. 1952 and is built into the earthen parapet along the southeast flank of Bastion E (see fig. 6.92, p. 417). It is rectangular, 8" wide, 9' 4" deep and 7' 6" high with an entry located on the northwest elevation. It is surmounted by a concrete, shallow, front-gabled roof and aligned along a NE/SW axis. It is constructed of concrete with a pink hue. The double-

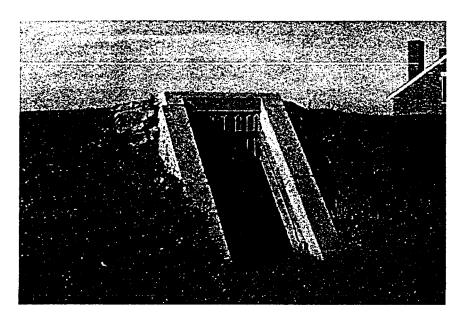


Fig. 6.91. Bastion E north casemate entrance looking north from Bastion E. Photograph by R. Hetzler, SUNY ESF, 2001.

door of the entry is approximately 7' wide, 7' high and is constructed of approximately 4" wide, 7' high pine pickets spaced approximately 4" apart with a solid board backing; the door is painted brown.

A Staircase was constructed in c. 1952 and is located to the north of the entryway. It is rectangular, 5' wide, 9' 4" deep and 7'4" high, and leads from Bastion E to the top of the earthen Parapet along the southeast flank of Bastion E; it is aligned along a NE/SW axis. It is constructed of wood and painted brown and characterized by 11 treads 1' wide with a 6" rise between each tread. A wooden handrail rises 40" above the staircase and is painted brown.

Condition: Good, Good

## 2. Perimeter Area

a) Entrance Space

Not applicable.

b) New Cemetery Space

Not applicable.

c) Overlook Space

Bath House

The Bath House was constructed prior to 1938, exact date unknown, and is located northeast of the Core Fortification adjacent to Bastion B (see fig. 6.93, p. 417). It is rectangular, 1-story tall, 3 bays wide by 5 bays deep (25' x 40') with entries centrally placed on the north and east elevations and two entries symmetrically placed on the south elevation. It is aligned along a N/S axis. It is constructed of concrete blocks and surmounted by a wood framed, corrugated polyethylene sheathed, side-gabled roof; the gables

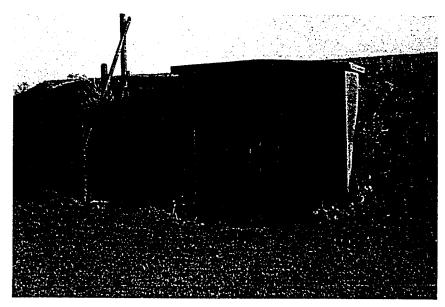


Fig. 6.92. Bastion E southeast casemate entrance and staircase looking southeast from Bastion E. Photograph by R. Hetzler, SUNY ESF, 2001.

are sheathed with cedar shingles and painted gray.

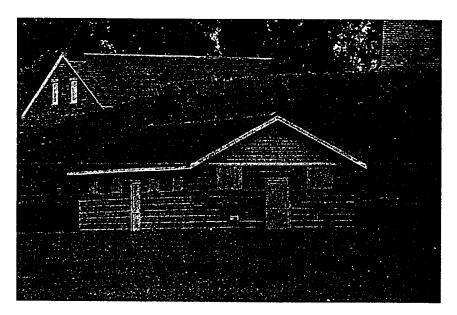


Fig. 6.93. Bath House looking southeast from overlook space. Photograph by R. Hetzler, SUNY ESF, 2001.

# d) Visitor Space

Site Manger's House (N.C.O. Quarters, Stone Laundress' Quarters, Post Hospital, Keeper's Cottage)

The Site Manger's House was constructed c. 1821, an addition was constructed c. 1851, and is located south of the Core Fortification northwest of the Site manager's parking lot (fig. 6..94). The original portion of the house is 1 ½-stories tall, 3 bays wide and 2 bays deep (45' x 25') with an entry centrally placed on the south elevation and an entry placed within the south bay of the east elevation. It is aligned along an E/W axis. It is constructed of coursed ashlar Onondaga limestone, surmounted by a standing-seamed, tin, side-gabled roof painted red-brown and characterized by a 1-story portico, supported by two columns, extending over the central entry on the south elevation; the frieze and columns are painted white.

The 1-story addition was constructed in c. 1851 and is located parallel to and adjoining the north elevation of the original portion of the Site manager's house. It is rectangular, 1-story tall, 3 bays wide by 2 bays deep (45' x 25') with an entry placed within the south bay of the east elevation. It is aligned along an E/W axis. It is constructed of coursed ashlar Onondaga limestone and surmounted by a standing-seamed, tin, shed roof painted red-brown.

Condition: Good



Fig. 6.94. Site manger house looking northwest from Site manager parking lot. Photograph by R. Hetzler, SUNY ESF, 2001.

e) Picnic Space

Not applicable.

f) Maintenance Space

Maintenance Shed

The Maintenance Shed was constructed c. 1955 and was located south of the Core Fortification area west of the maintenance road; additions were constructed in 1966 and 1980 (see fig. 6.95, p. 419). The c. 1955

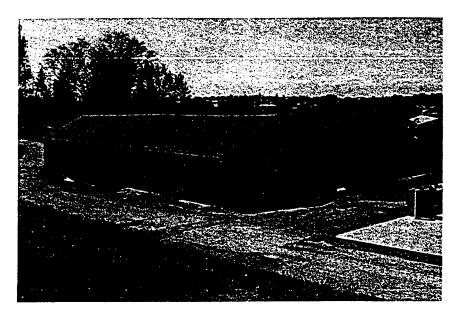


Fig. 6.95. Maintenance Shed looking southwest from picnic space. Photograph by R. Hetzler, SUNY ESF, 2002.

and 1966 portion of the shed is rectangular, 1-story tall, 6 bays wide by 2 bays deep (75' x 20') with an entry placed within the east bay of the north elevation of the shed and two vehicular entries, one centrally placed on the south elevation and two spanning the first, second and third bays of the southern half of the east elevation of the shed. It is aligned along a N/S axis. It is constructed concrete block sheathed with stucco painted red and surmounted by an asphalt shingled, side-gabled roof; the gables are sheathed with clapboard and painted white.

The 1-story addition was constructed in 1980 and is located perpendicular to and adjoining the west elevation of the original portion of the shed. It is 1-story tall, 3 bays wide by 2 bays deep (30' x 20') with an entry centrally placed on the south elevation and a vehicular entry placed within the east bay of the north elevation. It is aligned along an E/W axis. It is constructed concrete block sheathed with stucco painted red and surmounted by an asphalt shingled, side-gabled roof; the east gable intersects the main roof and the west gable is sheathed with clapboard and painted white.

Condition: Good

#### Fuel Station

The fuel station was constructed c. 1966 and is located north of the maintenance shed (see fig. 6.96, p. 420). It is generally rectangular, situated along an E/W axis, constructed of two abutting concrete slabs; one, the eastern-most slab, is 23' square and the other, 15' square. The eastern-most slab is a vehicular fueling platform; the other supports a fuel tank which is rectangular, situated along a N/S axis, 8' wide, 12' long and 5' high. It is made of metal and painted cream-white. The slab also supports a steel lighting structure situated along a N/S axis, 13' wide and 12' high with two vertical posts, 8" square, supporting two light fixtures and a rectangular, vertical steel frame; the structure is painted red-brown. The tank and lighting structure are protected by a row of six bollards, 8" in diameter and 3' high along its eastern edge and two preformed, concrete traffic barriers, 1' wide, 12' long and 3'high, one along the northern and southern edges.

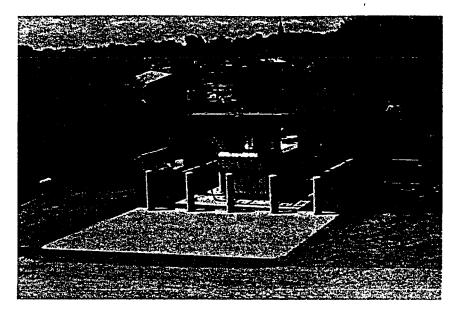


Fig. 6.96. Fuel Station looking west from picnic space. Photograph by R. Hetzler, SUNY ESF, 2002.

g) Signal Tower Space

U.S.C.G. Signal Tower

The U.S.C.G. signal tower was constructed prior to 1938, exact date unknown, and is located west of the Core Fortification near the bluff (fig. 6.97). The tower is pyramidal, 10' square at the base and approximately 35' high. It is aligned along a N/S axis. It is constructed of metal, painted white and surmounted by an approximately 15' high antenna; it is situated upon a 12' square concrete slab.

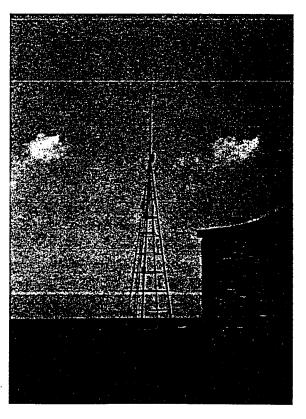


Fig. 6.97. U.S.C.G. signal tower looking northwest from visitor space. Photograph by R. Hetzler, SUNY ESF, 2002.

### G. Views and Vistas

### 1. Core Fortification Area

# a) Parade Space

### Parade

The views within the Parade were established c. 1845 and extend across the Parade from any position along its circumference to the various interior buildings and the ramparts. An additional view is provided through the Portal of Entry to a portion of the visitor space, seasonal access road, the Site manger's house and the seasonal parking lot.

Condition: Good

# b) Bastioned Fortification Space

# (1) Terre Plein

The views from the Terre Plein subspaces were established c. 1844 and are extensive in all directions. To the north they extend to the horizon. To the south they extend over the visitor space to the City of Oswego parcels and the picnic space. To the east they extend over the overlook space, the visitor space and the City of Oswego parcels to the boundary vegetation to the east. To the west they extend over the radio tower space, the POA Parcel 3 and the Port of Oswego to the City of Oswego and over Lake Ontario to the horizon. The views also extend into the adjoining Bastions as well as across the Parade to the various interior buildings and segments of the ramparts.

Condition: Good

# (2) Bastion Spaces

The views from the Bastions subspaces were established c. 1845 and are extensive in all directions. To the north they extend to the horizon. To the south they over the visitor space to the City of Oswego parcels. To the east they extend over the overlook space, the visitor space and the City of Oswego parcels to the boundary vegetation to the east. To the west they extend over the radio tower space, POA Parcel 3 and the Port of Oswego to the City of Oswego and over Lake Ontario to the horizon. The views also extend down the adjoining Terre Plein as well as across the Parade to the various interior buildings and segments of the ramparts.

Condition: Good

### 2. Perimeter Area

### a) Entrance Space

The views from the entrance space were established in 1953. To the north they extend over the public access road to a turf covered rise of earth; to the south over the public access road to a point where the road curves westward; to the east between the trunks of the public access road trees to the boundary vegetation; to the west between the trunks of the public access road trees over the City of Oswego parcels to the Core Fortification area.

# b) New Cemetery Space

The views from the new cemetery space were established prior to 1910, exact date unknown. To the north they extend over Lake Ontario to the horizon; to the south to a rise in the topography created by the public access road; to the east to the boundary vegetation; to the west over the overlook space to the northern boundary of the current Site and the Core Fortification area.

Condition: Good

### c) Overlook Space

The views from the overlook space were established in 1946. To the north they extend over Lake Ontario to the horizon; to the south to the Core Fortification area and over the City of Oswego parcels; to the south to the southern boundary cottonwoods; to the east to the cemetery space and boundary vegetation; to the west to the Core Fortification area and to the horizon.

Condition: Good

# d) Visitor Space

The views from the visitor space were established in 1953. To the north they extend over the overlook space to the horizon; to the south to the boundary vegetation; to the east over the City of Oswego parcels; to the west to the Core Fortification area, bluff vegetation and picnic space maples.

Condition: Good

# e) Picnic Space

The views from the picnic space were established c. 1905. To the north they extend over the visitor space to the Site manager's house and the Core Fortification area; to the south to the boundary vegetation that comprises the southern edge of the space; to the east over the visitor space to the City of Oswego parcels; to the west over the maintenance space to bluff vegetation.

Condition: Good

### f) Maintenance Space

The views from the maintenance space were established c. 1905. To the north they extend to the Site manager's house and along the northern edge of the space; to the south to the boundary vegetation that comprises the southern edge of the space; to the east to the small ridge that comprises the eastern edge of the space and the picnic space; to the west over the POA Parcel 3 and the East Side Harbor Marina to the City of Oswego.

Condition: Good

# g) Signal Tower Space

The views from the signal tower space were established c. 1905. To the north they extend to the west face of Bastion A; to the south to the west face of Bastion E; to the east to the Core Fortification area; to the west over the POA Parcel 3 to the City of Oswego and the horizon.

### H. Small-Scale Features

- 1. Core Fortification Area
  - a) Parade Space

# Water Pumps

Five water pumps were installed c. 1990 and are located at various points between the Parade walkway and the Parade Wall (fig. 6.98). They have a curvilinear handle, an L-shaped spout and are 4' 7" high. They are made of metal, painted green and mounted on a sandstone slabs 3' 5" square.

Condition: Good



Fig. 6.98. Water pump looking southeast towards EMB. Photograph by R. Hetzler, SUNY ESF, 2001.

# Mounting Blocks and Hitching Posts

The mounting blocks and hitching posts were installed in c. 1987 and are located within the circular drive in front of OQI and OQII (see fig. 6.99, p. 424). The blocks are rectangular, 12" wide, 18" and 36" long respectively, 12" high and parallel with their respective building; they are solid limestone. The hitching posts are 6" square, 30" high. They are made of pine, painted white and surmounted by a hipped, pine cap. The posts in front of OQI each have a hitching ring 4" in diameter which is connected to the post by a 4-½" eye bolt; they are made of metal and painted black.

Condition: Good

# Front Fencing

Five sections of front fencing were installed in 1987 and are located on either side of the entry walks to OQI and OQII (see fig. 6.77, p.406). They are linear and angled, vary from 8' to 56' in length and are 2' 6" high. They are made of wood; posts are located approximately 6 to 8' o.c. and have a 2" high, hipped cap; two, 2" by 6" rails were attached to the posts; 1 ½" square pickets were mounted to the rails approximately 8" o.c. The posts and rails are painted white; the pickets are painted green. A 5" diameter cannon ball (6-pounder) surmounts the posts flanking the entry walks.

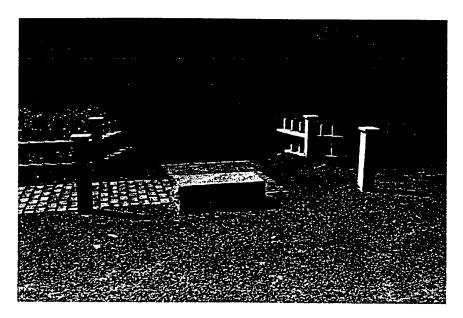


Fig. 6.99. Mounting block and hitching posts looking northwest from circular drive. Photograph by R. Hetzler, SUNY ESF, 2002.

# Cannon Balls

The cannon balls were installed in 1988 and are located northeast of the EMB and northeast of OQII (see fig. 6.100, p. 425). They are stacked in a pyramid 2 ½' wide, 3' long, 2' high and are aligned along a NE/SW and E/W axis respectively. They are made of metal and painted black. The stacks are surrounded by a wooden frame constructed of 2-½" by 3" boards and painted white.

Condition: Good

# **OOI** Trellis

The OQI trellis was reconstructed in 1987 and is located over the main entry of OQI (see fig. 6.101, p. 425). It is generally rectangular6'6" wide, 3' deep and 11' high. It is constructed of wood with wood latticework; the latticework is painted green; and the trim white.

Condition: Good

# b) Bastioned Fortification Space

# (1) Terre Plein Subspaces

# Main Gate

The main gate was installed in 1877 and is located at the south end of the Portal of Entry (see fig 6.102, p. 426). It is generally rectangular, aligned perpendicular to the Portal of Entry when closed, 15' wide and 12' high. It is constructed of wood and is painted green.

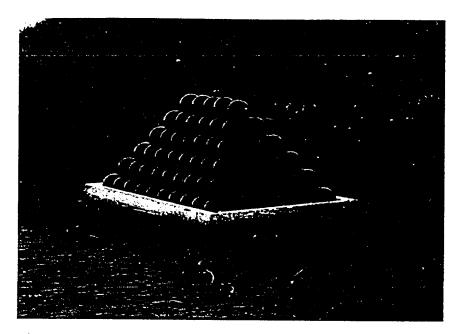


Fig. 6.100. Cannon balls looking northeast from EMB. Photograph by R. Hetzler, SUNY ESF, 2001.

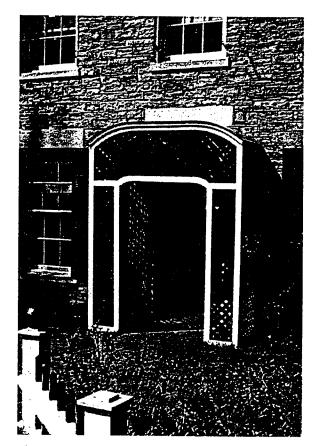


Fig. 6.101. OQ1 trellis looking northwest from parade walkway. Photograph by R. Hetzler, SUNY ESF, 2002.



Fig. 6.102. Main gate looking north from seasonal access road. Photograph by R. Hetzler, SUNY ESF, 2002.

# (2) Bastion Subspaces

### 18-Pound Flank Howitzer en Barbette with Traverse Circle

The 18-pound flank howitzer en barbette with traverse circle was installed in 1989 and is located at the salient of Bastion A (see fig. 6.103, p. 427). The howitzer is 20' long; it is made of metal and is painted black; the barbette is 7' 6" high; it is constructed of wood with metal strapping; the wood is painted olive green and the metal strapping black. The traverse circle has a 9.5' radius; it is constructed of wood with metal strapping; the wood is painted olive green and the metal strapping black.

# Condition: Good

# 12-Pound Field Gun

The 12-pound field gun was installed in 1985 and is a moveable feature currently located on the south Flank gun platform on Bastion A (see fig. 6.104, p. 427).<sup>23</sup> The carriage is 4' 9" wide, 11' long and 4' 8" high; it is made of wood with metal strapping; the wood is painted olive green and the metal strapping black. The gun, mounted on the carriage, is 12' long; it is made of metal and painted black.

# Condition: Good

# **Gun Platforms**

Two gun platforms were installed in 1989 and are located on Bastion A (see fig. 6.104, p. 427). They are rectangular, aligned along a N/S and E/W axis, 9' wide and 18' long, and flush with the surround-

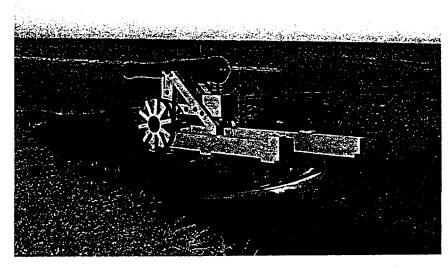


Fig. 6.103. 18-pound gun with Barbette and Carriage looking northeast from Bastion A. Photograph by R. Hetzler, SUNY ESF, 2001.

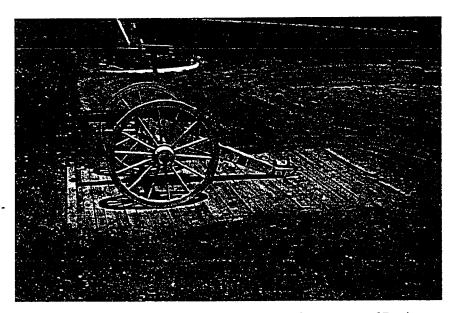


Fig. 6.104. Gun platform and field gun looking north from Parapet of Bastion A with 18-pound gun in background. Photograph by R. Hetzler, SUNY ESF, 2002.

ing grade. They are made of 2" by 6" pine planking and unpainted. A 5" square, 9' long pine timber is attached to the front edge of each platform and an eyebolt is located at each platform corner.

Condition: Good

# Parade Wall Fencing

Five sections of Parade Wall fencing were installed c. 1966 and are located surmounting various sections of the parade wall, revetments and retaining walls (see fig. 6.81, p. 429). They are linear, vary from 20' to 60' in length and are approximately 3' high. They are made of wood and painted white; posts are located approximately 7' o.c. and two rails, approximately 2" by 6", are inserted into the posts using mortise and tenon joints.

Condition: Good

# Flagpole

The flagpole was installed in 1958 and is located on the parapet near the Capital of Bastion E. It is approximately 25' high. It is made of metal and painted white (fig. 6.105).

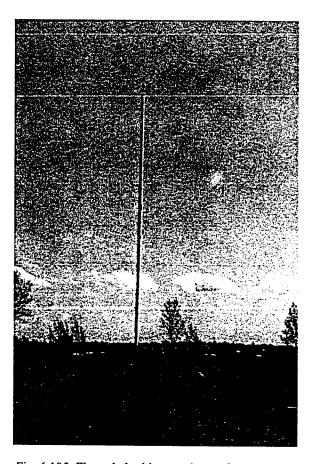


Fig. 6.105. Flagpole looking southwest from Parapet. Photograph by R. Hetzler, SUNY ESF, 2002.

# 2. Perimeter Area

# **Boundary Fence**

Portions of the boundary fence were installed prior to 1938, exact date unknown, c. 1951, and prior to 1968, exact date unknown and located in a continuous line along the east edge of the entrance and visitor spaces; north and west edge of the bluff; and along the southern edge of the maintenance space. It is approximately 3,700' long and 5' high. It is constructed of metal, chain-link. A gate is located to the northeast of the cemetery space.

# a) Entrance Space

### Public Access Gate

The public access gate was installed in 1968 and is located north of the intersection of the public access road and the 9th Street entrance (fig. 6.106). It is aligned along an E/W axis when closed and consists of two sections, one on either side of the public access road; each section is approximately 13' 6" long and 3' 8" high. They are made of wood and painted brown. Each section swings towards the center of the public access road.

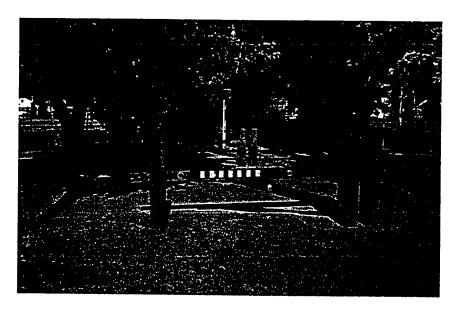


Fig. 6.106. Public access gate looking east from City of Oswego ball fields. Photograph by R. Hetzler, SUNY ESF, 2001.

# Informational Signs

The informational signs were installed in 1977 and are located along the edges of the various roadways throughout the Site (fig. 6.107). They are aligned perpendicular to the roadways, generally 2' 6" wide and approximately 1' to 2' high. They are made of plywood and painted brown with white, incised lettering. They are mounted on a 6" wide I-beam post resulting in overall height of approximately 2' 10" to 3' 3"; the I-beam post are painted brown. Sign messages designate speed limits and instruct users regarding certain Site procedures.

Condition: Good



Fig. 6.107. Operational sign looking north from public access road. Photograph by R. Hetzler, SUNY ESF, 2001.

# Historic Site Signs

Two historic site signs were installed c. 1994; one is located north of the 9th Street entrance and one is located east of the traffic island along the public access road (fig. 6.108). They are rectangular, aligned perpendicular to the public access road, 2' 6" and 5' wide, respectively, and 7' and 3' high overall. They are made of plywood, painted a rustic-brown with white lettering; the supporting 3 ½" square pine posts are painted gray and surmounted by a hipped cap. The signs are located within oval areas of mulch, approximately 5' wide and 8' long; 5 stones, 10" to 12" in diameter are randomly placed upon the pine mulch. The edge of the bed is not defined.

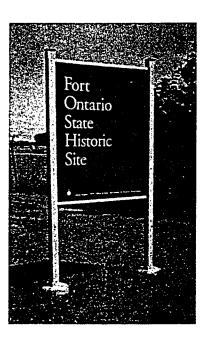


Fig. 6.108. Historic site sign looking north from the East Ninth Street entrance. Photograph by R. Hetzler, SUNY ESF, 2001.

# D.O.T. Signs

Four standard Department of Transportation signs were installed c. 1968; one standard directional sign is located opposite the western terminus of the 9th Street entrance; one standard stop sign is located to the north of the 9th Street entrance; one standard stop sign is located at the northeast corner of the traffic island; and one standard stop sign is located to the west of the traffic island (fig. 6.109). They are approximately 6' to 7' high and the directional sign is aligned parallel to the roadway and the two stop signs are aligned perpendicular to the roadway. They are made of metal and supported by one or two, 2" square metal posts.

Condition: Good

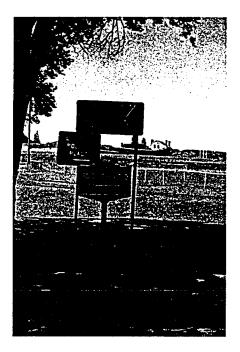


Fig. 6.109. State Education Department sign looking west from the East Ninth Street entrance. Photograph by R. Hetzler, SUNY ESF, 2001.

# State Education Department Sign

The New York State Education Department sign was installed c. 1955 and is located west of the intersection of the public access road and the 9th Street entrance (see fig. 6.109). It is rectilinear, aligned parallel with the public access road, 3' 2" wide and 1" 7" high. It is made of metal, painted green with raised white lettering. The sign is mounted on a steel-pipe post approximately 3' 6" high resulting in an overall height of approximately 5' 1"; the steel-pipe post is painted green.

Condition: Good

# Parking Signs

Ten parking signs identifying universal access spaces were installed c. 1990; two are located along the northwest edge of the overlook lot; eight are located along the southwest edge of the visitor parking lot; two are located along the northwest edge of the manager parking lot. They are rectangular, aligned parallel

to the respective lots, are 1' wide and 2' high. They are made of metal and painted white with green lettering. The signs are mounted on 2" square metal posts resulting in an overall height of approximately 7'0"; the post are not painted.

Condition: Good

b) New Cemetery Space

# Cemetery Fence

The cemetery fence was installed c.1965 and is located along the south, east and west edges of the cemetery space (fig 6.110). It consists of 10' sections and has posts that are 3' 6" high with an overall length of approximately 400'. It is constructed of cedar and is not painted. There is an approximately 25' opening in the southwest run that allows access to the cemetery.

Condition: Good



Fig. 6.110. Cemetery fence looking north from post cemetery walkway. Photograph by R. Hetzler, SUNY ESF, 2002.

# Cemetery Sign

The cemetery sign was installed in 1988 and is located near the northwest corner of the cemetery space (see fig. 6.111, p. 433). It is rectangular, aligned along an E/W axis, 5' 6" wide and 1' 9" high. It is made of plywood, painted brown with white lettering. It is mounted on two, 3" by 5" wooden posts resulting in an overall height of approximately 5' 2"; the posts are painted brown. The lettering on the sign directs Site users to a nearby gate in the chain link fence north of the cemetery space.

Condition: Good

# Cemetery Markers

The cemetery markers were installed prior to 1941, exact date unknown, and are located in nine parallel rows aligned along a N/S axis within the cemetery space (see fig. 6.50, p. 384). They are generally



Fig. 6.111. Cemetery sign looking north from overlook space. Photograph by R. Hetzler, SUNY ESF, 2002.

rectangular with a rounded top edge, aligned along an N/S axis, generally 2' wide and 3' high. They are made of marble or granite and contain incised lettering.

Condition: Good

c) Overlook Space

# Safe Haven Monument

The Safe Haven Monument was installed in 1981 and is located south of the overlook parking lot (see fig. 6.112, p. 434). It is rectangular, aligned along a NW/SE axis, 10" wide, 2' 4" long and 2' 5" high. It is granite, gray and has a beveled and polished face with the remaining surfaces rough cut. It has an inscription honoring the 982 survivors of the European holocaust who arrived at Fort Ontario in 1944.

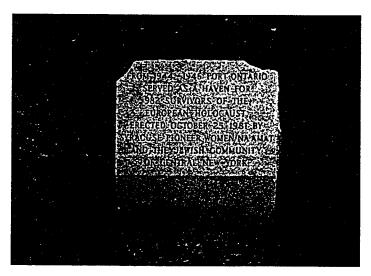


Fig. 6.112. Safe Haven Monument looking east. Photograph by R. Hetzler, SUNY ESF, 2001.

### Hearth of America Monument

The Hearth of America monument was installed in 1976 and is located near the southeast corner of the cemetery space (see fig 6.113, p. 434). It is in the shape of a fireplace, aligned along a NW/SE axis, is 3' 7" wide, 10' 6" long and approximately 14' high. It is made of various sedimentary rocks of varying shape and color held together with a concrete binder. A granite mantel, approximately 6' above the ground plane, contains the following inscription: "From the Hearth of America, comes the Heart of America." A rectangular concrete slab, situated along a NW/SE axis, 15' 6" wide and 19' 6" long surrounds the hearth. A stone plaque is set into the slab; the plaque is rectangular, situated along a NW/SE axis, 1' wide and 4' long and has the following inscription:

THIS HEARTH IS DEDICATED TO THE WOMEN & CHILDREN OF ALL RACES WHO LIVED & DIED ON THE COLONIAL FRONTIERS. IT WAS BUILT BY THEIR GRATEFUL DESCENDANTS IN THE BICENTENNIAL YEAR OF OUT LORD ONE THOUSAND, NINE HUNDRED AND SEVENTY-SIX. WHERE THEY WALKED, THE UNITED STATES OF AMERICA BEGAN.

Condition: Good

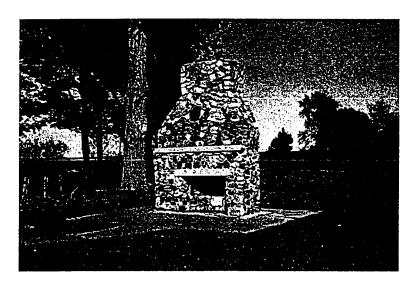


Fig. 6.113. Hearth of America monument looking north from post cemetery walkway. Photograph by R. Hetzler, SUNY ESF, 2001.

### Rose-and-Crown Platform

The Rose-and-Crown platform was installed c. 1963 and is located east of the Core Fortification (see fig. 6. 114, p. 435). It is in the shape of an equilateral triangle, aligned along a N/S axis and is 25' long per side. It is made of concrete with fieldstone set into the surface; it is flush with the surrounding grade.

Condition: Poor (The pad has begun to crack and several fieldstones are missing).

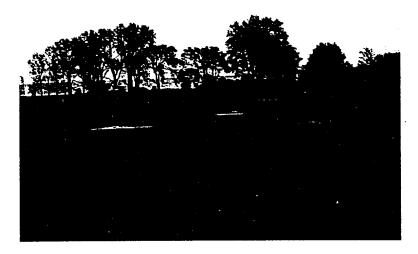


Fig. 6.114. British culverin pad looking northeast from stone scarp walls. Photograph by R. Hetzler, SUNY ESF, 2001.

# Three Flagpoles

Three flagpoles were installed in 1962 and are located east of the Core Fortification (fig. 6.115). They are in a row aligned along an E/W axis and are approximately 40' high. They are metal, painted white and currently fly the eighteenth century flags of Great Britain, France and the United States.

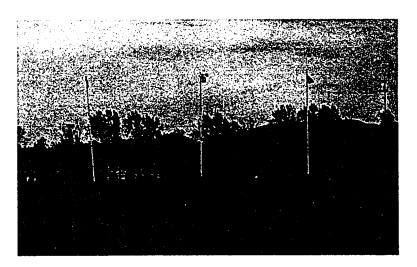


Fig. 6.115. Three flagpoles looking southwest towards Bastion C. Photograph by R. Hetzler, SUNY ESF, 2001.

# Carry-In-Carry-Out Signs

Two carry-in-carry-out signs were installed c. 1990; one is located south of the overlook parking lot and one is located east of the seasonal access road (fig. 6.116). They are rectangular, aligned parallel to the parking lots and road respectively, 2' wide and 3' high. They are metal and painted white with green lettering. They are mounted on 2" square metal posts resulting in an overall height of approximately 7'0"; the post is not painted.

Condition: Good



Fig. 6.116. Carry-in-carry-out sign looking south towards City of Oswego property. Photograph by R.

# War of 1812 Sign

The War of 1812 sign was installed 1986 and is located north of the overlook parking lot (fig. 6.117). It is rectangular, aligned parallel to the lot, 2' wide and 3' high. It is made of metal and painted brown with white lettering. It is mounted on a 2" square metal post resulting in an overall height of approximately 10'; the post is not painted. The lettering on the sign acknowledges the British attack on Fort Ontario in 1812.

Condition: Poor (The sign face has faded to a large degree and is no longer easily read).

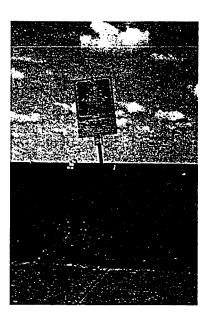


Fig. 6.117. War of 1812 sign looking northwest from overlook parking lot. Photograph by R. Hetzler, SUNY ESF, 2001.

# **Timber Railing**

The timber railing was installed in 1968 and is located along the north edge of the overlook parking lot (fig. 6.118). It is linear, aligned along a NE/SW axis, approximately 9' long and 2' high. It is constructed of wood planks and 10" square posts placed 8 feet o.c.; it is painted brown.

Condition: Good



Fig. 6.118. Timber railing looking northwest from overlook parking lot. Photograph by R. Hetzler, SUNY ESF, 2001.

# d) Visitor Space

# LH Monument

The Lighthouse (LH) monument was installed c.1952 and is located southwest of the Core Fortification area near the Salient of Bastion E (fig. 6.119). It is approximately 1' square and aligned along a N/S axis; it made of white marble.

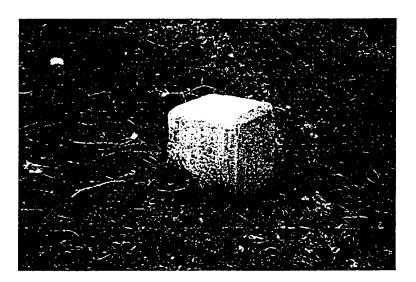


Fig. 6.119. LH monument looking south. Photograph by R. Hetzler, SUNY ESF, 2001.

# D.A.R. Monument

The Daughters of the American Revolution (D.A.R.) monument was installed in 1906 and is located east of the northern terminus of the seasonal access road (fig. 6.120). It is oval, aligned along an E/W axis, 5' in diameter and 3' high. It is a sedimentary boulder and is red-brown. It has an oval, commemorative bronze plaque, 2 ½' long and 2' high; the plaque has an inscription summarizing the evolution of Fort Ontario from 1755 to 1905.

Condition: Good

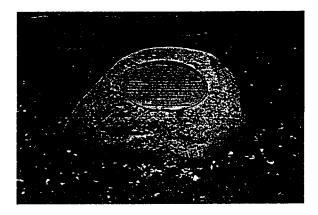


Fig. 6.120. D.A.R. monument looking north towards core fortification. Photograph by R. Hetzler, SUNY ESF, 2001.

# Flagpole

The flagpole was installed in the c. 1974 and is located at the north end of the visitor parking lot (fig. 6.121). It is approximately 40' high. It is metal, painted white and currently flies an American flag.



Fig. 6.121. Flagpole looking southeast from visitor walkway. Photograph by R. Hetzler, SUNY ESF, 2001.

# **Boulder and Fence**

A small area along the western edge of the visitor parking lot (fig. 6.122) was landscaped in 2001. The area is irregularly shaped and approximately 400 sq. ft. It contains a boulder approximately 5' in diameter, 3 small rocks randomly placed, a section of post and rail fencing and a 10' long cedar trunk with the inscription: "Fort Ontario State Historic Site." The earth within the area is covered with redwood mulch. The edge is defined by the 6" granite curbing and a concrete sidewalk.

Condition: Good

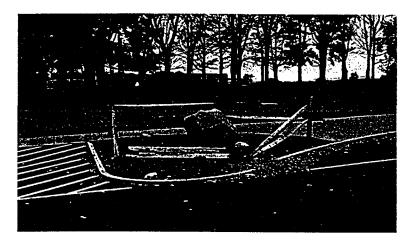


Fig. 6.122. Visitor parking lot boulder and fence looking northwest from visitor parking lot. Photograph by R. Hetzler, SUNY ESF, 2001.

# Lampposts

Two lampposts were installed c. 1972 and are located southeast of the Site Manager's House (fig. 6.123). The lamps are glass paneled, pyramidal shaped light fixtures. They are mounted on 4" diameter metal posts resulting in an overall height of approximately 7'; the posts are painted black.

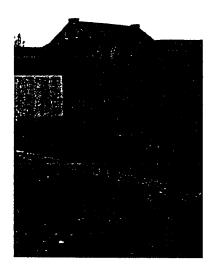


Fig. 6.123. Lamppost looking north from site manager parking lot. Photograph by R. Hetzler, SUNY ESF, 2001.

# Barbeque

The barbeque was installed in 1970 and is located southwest of the Site Manager's House (fig. 6.124). It is rectangular, approximately 1' wide and 2' long. It is metal and painted black. It is mounted on a 5" diameter metal post resulting in an overall height of approximately 3'6"; the post is painted black.

Condition: Good



Fig. 6.124. Barbeque looking northwest. Photograph by R. Hetzler, SUNY ESF, 2001.

# Picnic Tables

Approximately 30 picnic tables were added to the Site c. 1960 and are moveable features currently located in the overlook space south of the overlook parking lot; in the visitor space near the barbeque and in the picnic space east of the seasonal access road near (fig. 6.125). The tables are rectangular, 3' wide, 5' long and approximately 2 ½' high. They are made of pine and are not painted.

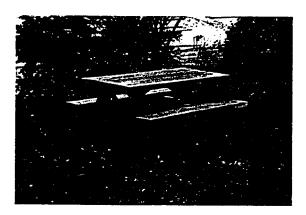


Fig. 6.125. Picnic table looking northwest. Photograph by R. Hetzler, SUNY ESF, 2001.



Fig. 6.126. Manager's fence looking southwest from seasonal access road. Photograph by R. Hetzler, SUNY ESF, 2002.

# Manager's Fence

The manager's fence was installed 1995 and is located north of the Site Manager's House (fig. 6.126). It consists of three sections; one linear, aligned along an E/W axis and 48' long; the second U-shaped, aligned along a NW/SE axis and 100' long; and the third aligned along an E/W axis and 28' long; the fence varies from 5' 4" to 6' 2" high with its highest point located at the most western extension. The fence is constructed of pine-boards, 8" to 10" wide and 7/8" thick, which are whitewashed. There are two openings, approximately 3' 6", one located between the first and second sections and one between the second and third sections.

# Fire Hydrants

Three fire hydrants were installed c. 1950; one is located west of the northern terminus of the seasonal access road, one is north of the Fourth Street entrance, and one is north of the 9th Street entrance (fig. 6.127). They are 8" in diameter and 3' 3" high. They are made of metal and painted an orangered.

Condition: Good



Fig. 6.127. Fire hydrant looking north from Fourth Street entrance. Photograph by R. Hetzler, SUNY ESF, 2001.

# Seasonal Parking Area Fence

The seasonal parking area fence was installed in 1968 and is located along the southern boundary of the seasonal parking lot. It consists of two sections, one linear, aligned along an E/W axis and 80' long and the second L-shaped, with one part aligned along an E/W axis and 50' long and the other part aligned along an N/S axis and 30' long. It is made of cedar post and rail and not painted. The posts are placed 10' o.c, with an opening of approximately 10' located between the ends of the two sections of fencing.

Condition: Good

### Power Box

A power box was installed in 1968 and is located near the Site manager's fence (see fig. 6.128, p. 443). It is 3' square and aligned along a N/S axis. It is made of metal, painted green and located on a 4' 8" square concrete slab, 6" thick; the concrete slab is framed by 6" of pea gravel. Southwest of the power box, and 8' o.c. with the box, is a manhole cover 2' 10" in diameter.

Condition: Good

# Concrete Utility Box

A concrete utility box was installed in 1968 and is located north of the 4th Street entrance(see fig. 6.129, p. 443). It is rectangular, aligned along an E/W axis, is 2' 9" wide, 4' 9" long and 3' 6" high. It is made of 8" by 16" concrete blocks and has an access door on the east elevation; it is surmounted by a shed roof and not painted. Southeast of the box is a utility pole approximately 20' high and a utility post 10" square and 2 ½' high; it is painted light green.

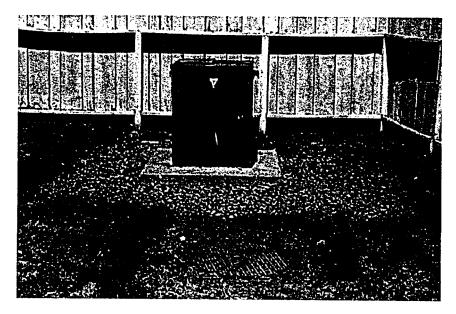


Fig. 6.128. Power box and manhole cover looking north from site manager's house. Photograph by R. Hetzler, SUNY ESF, 2001.



Fig. 6.129. Concrete utility box looking northwest from Fourth Street entrance. Photograph by R. Hetzler, SUNY ESF, 2001.

# e) Picnic Space

### Mailbox

The mailbox was installed in 1968 and is located west of the 4th Street entrance (fig. 6.130). It is aligned along an E/W axis, is 12" wide, 2' long and 15" high. It is made of metal and painted black. It is mounted on 2" diameter metal pipe resulting in an overall height of approximately 5' 3"; the post is not painted.

Condition: Good

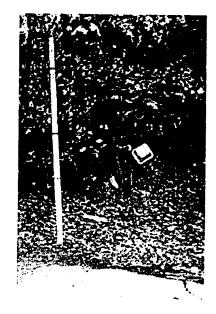


Fig. 6.130. Mailbox looking west from Fourth Street entrance. Photograph by R. Hetzler, SUNY ESF, 2001.

# f) Maintenance Space

# Debris Piles

Three debris piles were introduced to the Site c. 1968 and are located at points along the southern and western edge of the maintenance space (see fig. 6.131, p. 445). Each pile occupies approximately 1,000 sq. ft. and is approximately 6' high. They contain discarded picnic benches, gun carriages, earth, stumps, branches and stone from the Site.

Condition: Unknown

# Wood Pile

The woodpile was introduced to the Site c. 1968 and is located west of the 1960s maintenance shed. It occupies approximately 400 sq. ft. and is approximately 4' high. It cut firewood of lengths approximately 1 ½ to 2'.

Condition: Unknown

### Raised Manhole Cover

The raised manhole cover was installed in 1968 and is located west of the 1960s maintenance shed (see fig. 6.132, p. 445). It is 2' in diameter and 2' high. It is made of metal and painted green. Two vents located north and southeast of the cover and are approximately 5" in diameter, 1 ½' high and painted green.



Fig. 6.131. Debris pile looking south from maintenace space. Photograph by R. Hetzler, SUNY ESF, 2002.



Fig. 6.132. Raised manhole cover looking west from picnic space. Photograph by R. Hetzler, SUNY ESF, 2001.

# Drain and Fencing

The drain was installed in 1968 and is located south of the modern maintenance shed (fig. 6.133). It is linear, aligned along an E/W axis and is approximately 3' in diameter. It is made of concrete and not painted. A 6' section of post and rail fencing is located to the southeast of the outlet; it is 3 ½' high and not painted.

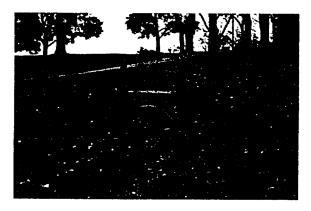


Fig. 6.133. Drain and fence looking southeast from maintenance space. Photograph by R. Hetzler, SUNY ESF, 2001.

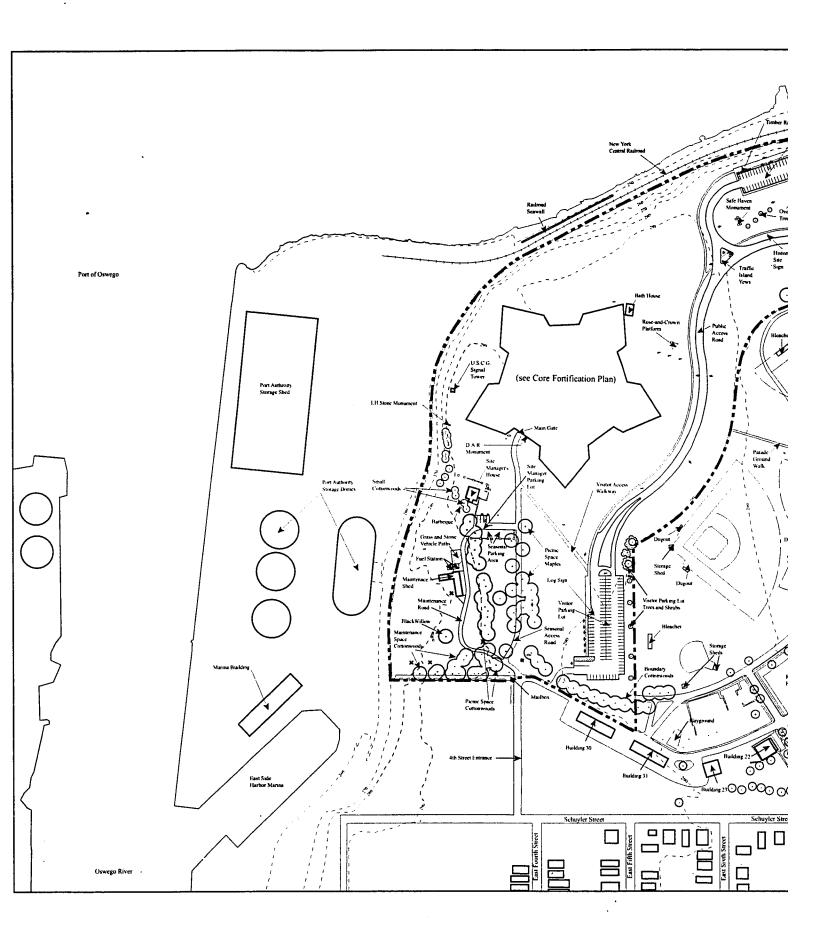
Condition: Good

g) Signal Tower Space

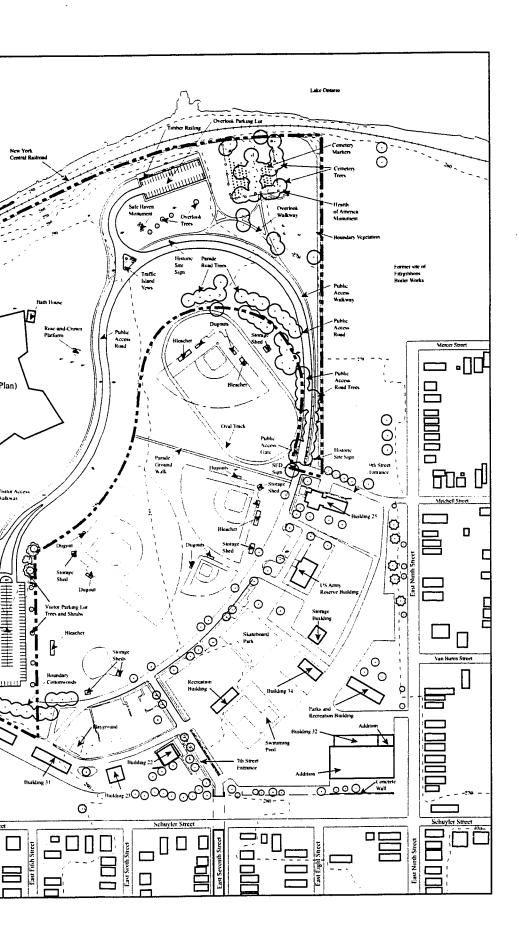
Not applicable.

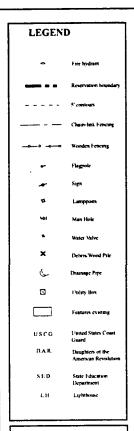
# I. Archeological Sites

Due to the extensive use of the Site from the eighteenth to the twenty-first century, archeological remains have been uncovered associated with the first and second Fort Ontarios. Archeology investigations conducted to date have included a survey of a section of the bluff exposed during a mudslide in 1975, and a survey of portions of the Ramparts during the replacement of the Powder Magazine revetment wall, OQI revetment walls and OQII revetment walls. Other archeological investigations have been conducted preceding the replacement or reintroduction of the OQI trellis, vegetation located throughout the Parade space and the fencing in front of OQI and OQII.<sup>24</sup>



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Map Source

"Topography - Fort Ontario, Ownego: NY," rws-Dickerson Associates, Jan 1968)

Access Road Relocation Parking Facilities & Misc Sitework," (Central NY State Parks Commission, Clark Reservation, Jamesville, NY)

Drawn by R. J. Hetzler - February 2003

CULTURAL LANDSCAPE REPORT

FORT ONTARIO STATE HISTORIC SITE



Recenture and Historic Preservation.

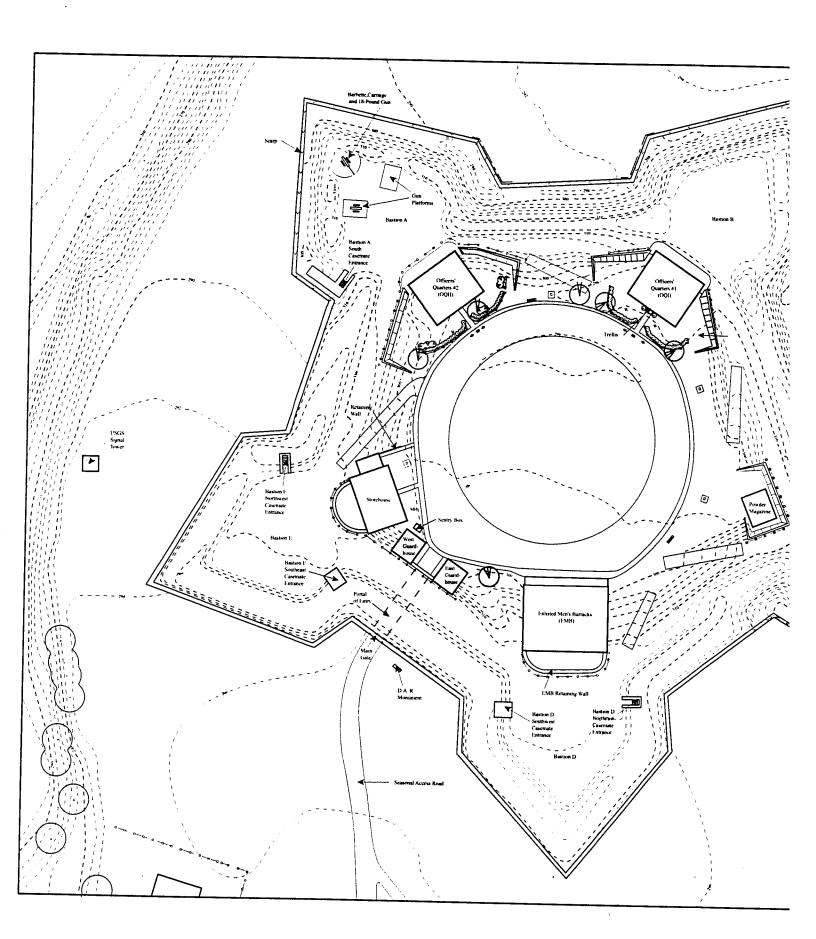
State University of New York College of Environmental Science and Forestry, cutty of Eandacape Architecture, Systecum, New Yor

Research Assistant Robert J. Hetzler Process Director Professor George W. Curry

NORTH

Existing Conditions 2002 Site Plan

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# LEGEND File hydram Unfambed portion of stone Scarp Flagpole Wonden Fencing Water pump Mounting block Hisching post Canoon balls - - - 5' Contours Water valve Features existing O Climburg rine (Rosa species) Honder priveb (Ligustrum obrustolium) Common like (Syrmpa vulgaris) Lombarty poplar (Populus nigra Halica') Hone chestnut (Aceculas hippenastanum)

### Map Source

TLandscape Restoration (Base Plans), Interior of Fort Grounds," (New York State OPRHP, Jamesville, NY T. Cumpa 2-86).

"Landscape Restoration Site Plans Vicinities OQ 1 and 2," (New York State OPRHP, Jamesville, NY, T. Ciampa 11766).

Drawn by R. J. Hetzler : January 200

CULTURAL LANDSCAPE REPORT

FORT ONTARIO STATE HISTORIC SITE



report for the New York State Office of Park Recreation and Historic Preservation, Central Repost, Janeaville, New York

State University of New York
College of Environmental Science and Environ,
scales of Landscape Architecture, Syracian, New Yor

Research Associant Robert J. Hetzler rosect Director Professor George W. Curr

NORTH
scale 1"= 70 feet

Existing Conditions 2002 Core Fortification Plan

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# **Chapter 7 - Analysis and Evaluation**

### Introduction

This Analysis and Evaluation chapter contains two discussions: one, a review of the existing National Register documentation, which is accompanied by a proposed updated statement of significance; and two, an analysis of the historical significance and integrity of the landscape context and landscape features of the Fort Ontario State Historic Site (Site). Both of these components have been developed according to the National Register Criteria for Evaluation of Historic Properties. The updated statement of significance is derived from existing National Register documentation and information contained in the site history sections of this report.

### I. STATEMENT OF SIGNIFICANCE

### A. Review of Existing National Register Documentation

The Fort Ontario State Historic Site was nominated to the National Register of Historic Places in August 1970 and was listed in the State Register of Historic Places in 1981.2 Chester Liebs of the New York State Historic Trust in Albany, New York prepared the nomination form. The form does not contain an in-depth documentation of landscape features associated with the Site or its general context. The information provided is a brief history of the Site and contains minor discrepancies. Section B of the form, which lists a period of significance, specific date or dates of significance, areas of significance and a statement of significance, is fairly broad and inclusive but not as complete as it could be. The period of significance noted on the form is from the eighteenth to twentieth century; the date of significance is 1839; the area of significance is engineering and military; and the statement of significance acknowledges the role of the various forts in the French and Indian War, American Revolutionary War, War of 1812, Canada's Patriot War and WWII. While the form notes the role of the Site as having been associated with events important to the broad patterns of our history and embodying distinctive characteristics of a period and construction method, which meet Criteria A and C respectively of the National Register Criteria for listing in the National Register of Historic Places, it fails to acknowledge the ability of the Site to meet Criteria D, the possibility of yielding important information regarding history. Another shortfall of the form is its failure to acknowledge the existence and importance of the buildings and structures located outside the existing Site boundaries, which had originally been contained within historic Site boundaries. Furthermore, it does not acknowledge the significance of the context of the Site, which includes its location overlooking the confluence of the Oswego River and Lake Ontario, and the role of the Site in the development of the City of Oswego. Based on these findings, it is recommended that the statement of significance currently filed in the National Register of Historic Places designation be updated. This revised statement should be forwarded to the New York State Historic Preservation Office (SHPO) for their approval and a formal amendment to the National Register should be undertaken.

# B. Ammended Statement of Significance

The National Register contains four criteria to evaluate historic properties for quality of significance in American history, architecture, archeology, engineering and culture. A property is considered eligible for listing in the National Register of Historic Places if it posses integrity of location, design, setting, materials, workmanship, feeling and association, and is shown to be significant for one or more of the following Criteria for Evaluation:

- A. It is associated with events having made a significant contribution to the broad patterns of our history.
- B. It is associated with the lives of persons significant to our past.

- C. It embodies distinctive characteristics of a type, period, or construction method, or represents the work of a master, or possesses high artistic values or represents a significant and distinguishable entity whose components may lack individual distinctions.
- D. It has yielded, or may be likely yield, important information regarding prehistory or history.

Based on the findings of this report, the Site meets Criteria A, C and D of the National Register Criteria. The Site is historically significant at the national level in its association with its design and construction, and its association with the French and Indian War, War of 1812, Patriots War and World War II. It is also significant at the state and local levels for its impact on the development of the City of Oswego. In addition, it has been determined that the period of significance, the time span for which a property attains historical significance and for which meets National Register criteria, should extend from 1755 to 1954. This will begin on the date when construction of the first Fort Ontario began and end on the date when the majority of the current Site boundaries were established and any association of the Site with the federal government was terminated. A brief discussion of the time span is provided below and is divided into time periods similar to those of the Site History section of this report.

### 1755-1796

The first and and second Fort Ontarios were constructed during the French and Indian War. The British began constuction of the first Fort Ontario in 1755 with construction activities continuing into 1756. In August 1756 the French destroyed the fort in an attempt to control the fur trade of the Great Lakes region. The site upon which the fort was constructed remained unused until 1758. In 1758, the British constructed temporary defenses on the site to protect their advancing troops from French counter attacks. In 1759, the British began construction of a second Fort Ontario. With the end the French and Indian War in 1763, the strategic importance of the fort declined and construction activities came to an end. The strategic importance of the fort once again came into prominence during the American Revolution. During that time the second fort was destroyed, and a third fort was built by the British along the same general plan as its predecessor. Seeking war reparations and continued control of various northern waterways, the British continued to occupy the fort at the end of the war even though it existed within United States territory. Shortly after the signing of the Jay Treaty, in 1796 the British turned the fort over to American forces.

### 1796-1839

The Americans garrisoned the fort on a regular basis until about 1804. After that the fort was periodically abandoned and entered a period of decline. During the War of 1812, the seriously decayed fort was defended by American forces against a British attack. Out-numbered and out-gunned, the American were forced to retreat. After taking possession of the fort, the British destroyed what few defenses remained. The ruins of the fort remained untended until 1839 during which time the villages of East and West Oswego grew in size around the fort. During their growth the official boundaries of the Fort Ontario Military Reservation were established.

# 1839-1903

In 1839 construction on the fourth Fort Ontario began. This defensive structure was constructed on the ruins of the third Fort Ontario. As such, it was similar in size and located on the same site as its predecessor. The Core Fortification and many of the buildings constructed during this period exist into present day. In addition, for the first time a number of support buildings were constructed outside the Core Fortification and the activities at the Reservation were confined to a space within the boundaries established in 1814. The Reservation served as an induction center during the American Civil War and it was at that time that the timber Scarp of the Core Fortification was reconstructed in stone. Except for a few short period, the Reservation was continuously garrisoned until 1901. In 1901, the Reservation was termed obsolete by the Army and decommissioned.

1903-1954

In 1903 work began on reconstructing the Reservation and converting it from a defensive to a training installation. The extensive outer earthworks constructed from 1839 to 1844 were removed as were the majority of the nineteenth century buildings outside the Core Fortification. The entire area around the Core Fortification was graded and a number of roadways, walkways, buildings and a large Parade were constructed within the area surrounding the fort. From 1905 to 1946 the United States Army used the Reservation for various training purposes, a hospital base and a refugee camp. A number of the roadways and buildings constructed during this period remain today. In 1946 the United States Army turned over the Reservation to the State of New York. In 1949 the State transferred a portion of the old Reservation to the State Education Department (SED) to manage as an historic Site. From 1949 to 1953 additional parcels of the old Reservation were added to the parcel transferred to the SED in 1949. In 1954, eleven buildings located on the Site, contructed c. 1903-1905, and used to house WWII veterans, were demolished, ending the period of federal government activity on what has become the Fort Ontario State Historic Site.

#### II. SITE ANALYSIS

Based upon the complex history and dramatic changes to the Site during the period of significance, it was determined that only extant features associated with the period of significance, extant features added during state stewardship (1955-2002), and features removed by the State after 1955 which were associated with the period of significance will be discussed in this chapter.

Site Analysis contains two components: one, an analysis of the landscape context of the Site, consisting of those properties and landscape features that fall outside the jurisdiction of the OPRHP, but which are adjacent to the Site and are important to its history and setting; and two, an analysis of all landscape features and associated characteristics that are located within the Site and fall under the jurisdiction of the OPRHP. The site analysis process consists of a comparison of historic and existing conditions. This analysis is organized according to the following format:

Historic Condition: A brief description of the feature and its history up to 1955.

Existing Condition: A brief history of the feature since 1955 and a description of the feature in its present form.

Analysis: A statement as to whether the feature exists and whether the feature contributes to the historic character of the Site. An exisiting feature will be considered "contributing" if it was present during the period of significance and possesses historic integrity. An existing feature that was added to the Site after 1954 but accurately represent a feature that existed during the period of significance will be considered "contributing" but will also be denoted as "non-historic." An existing feature will be considered "non-contributing" if it was not present during the period of significance or if it was present during the peirod of significance but no longer possesses historic integrity.

### A. Landscape Context

This section summarizes and analyzes historic and existing conditions for all landscape features that are important to the context of the Site, and determines whether those features contribute to the historic significance of the Site.

## 1. Natural Systems and Features

Historic Condition:

The Site existed in the drainage basin known as the Oswego River Basin. This drainage system emptied into

Lake Ontario via the Oswego River below and to the west of the present-day Fort Ontario State Historic Site. The Oswego River Basin also contained a number of poorly defined minor drainage systems resulting in the creation of many marshes and swamps along the river edge and lakeshore near the fort. Lake Ontario, to the north of the fort, was part of the Great Lakes system and had a surface area of 7,240 square miles. To the south and east of the fort existed small hills and knolls with an established forest covering the surfaces. Circa 1814, development of East Oswego began and the forest was gradually harvested and replaced with buildings and structures common to a small urban environments.

### Existing Condition:

The Oswego River, Lake Ontario and small hills and knolls generally remain unchanged from their condition at the end the period of significance. Lake Ontario is to the north, the Oswego River is to the west, and the landforms exist to the south and east of the Site.

Analysis: Existing, Contributing

The Oswego River, Lake Ontario and general landforms to the south and east of the Site were present during the period of significance and contribute to the historic character of the Site as part of the larger landscape context. They retain integrity of location, setting, materials, feeling and association.

## 2. Adjoining properties

East Side

#### Historic Condition:

In 1851, a map of the city was created showing the beginning of residential development along the east side of East Ninth Street, the street that was parallel and adjacent to the historic Site. Along East Ninth Street, north of East Schuyler Street and south of Mercer Street, there were approximately thirteen buildings fronting the street with approximately five undeveloped lots intermixed among the developed lots. North of Mercer Street were two tracts of undeveloped land; one large (tract 1), approximately 500 feet by 600 feet, and one smaller (tract 2), approximately 100 feet by 600 feet. By 1867, there were approximately twenty-one buildings fronting East Ninth Street with only three undeveloped lots intermixed among the developed lots. North of Mercer Street, a Oswego and Rome Railroad line extended tract 1 and a building had been constructed located west of the tract within the East Ninth Street right-of-way.

By 1880, the distribution of developed and undeveloped lots along East Ninth Street generally remained the same and north of Mercer Street within tract 1 a roundhouse had been constructed by the Rome, Watertown and Ogdensburg Railroad. By 1925, the Fitzgibbon Boiler Works had acquired the two tracts north of Mercer Street and had constructed a large sprawling factory. During the 1950s, the Works acquired two additional parcels located within the historic Site boundaries just east of the cemetery. Gradually they expanded their factory onto these lands as well. Also occurring during the 1950s was the transfer of parcels of the historic Site to various public and private entities. The vast majority of these parcels went to the City of Oswego and contained within them the historic Site Parade Ground and a number of the c. 1903-1905 brick buildings located to the east and south of the Parade Ground. In all, the City owned approximately 42.5 acres within the historic Site boundaries.

The Fitzgibbon Boiler Works occupied their property east of the current Site until the 1960s. At that time, the land was purchased by the newly formed Port of Oswego Authority (POA). Over the next thirty years the factory was slowly dismantled. Currently the property owned by the POA east of the current Site contains 12.9 acres, with approximately 5.7 acres of that within the historic Site boundaries. The land is vacant and consists of a ground plane with a combination of asphalt access roads, asphalt parking lots with intermittent patches of various annual and perennial grasses and low growing herbaceous vegetation. The property owned by the City of Oswego, east of the current Site and within the historic Site boundaries, and with the

exception of a parcel sold to the United States Army Reserve, is leased to various agencies of the City of Oswego and private interests including the City of Oswego Parks and Recreation, City of Oswego Traffic Section, Safe Haven Incorporated, Oswego Players Incorporated, Art Association of Oswego, Oswego Little League and Head Start.

### **Existing Condition:**

Located within the former Parade ground of the old Reservation there are three active ball fields which comprise approximately 75% of the Parade and two unused fields comprising the remaining quarter. The active fields are distinguished by fences, scoreboards, bleachers, storage sheds and dugouts; only bleachers and storage sheds remain in the unused fields. To the east of the Parade ground, there are a number of buildings and facilities which are used for recreation and recreation management that are surrounded by walkways, roadways and expanses of asphalt and turf comprised of various annual and perennial grasses and low growing herbaceous vegetation. East of the Parade and south of the 9th Street Entrance is Building 25. It was constructed c.1903-1905 and located at the southeast corner of the intersection of the 9th Street entrance and the Parade Drive. It is currently known as the Anthony J. "Butch" Ponzi Recreation Building and is used by the City of Oswego Parks and Recreation Department.

South of Building 25 is the parcel of land owned by the United States Army Reserve, discussed latter in this section. South of the Reserve parcel and north of the 7th Street entrance are five buildings and two city recreation facilities surrounded by associated expanses of asphalt and turf containing annual and perennial grasses and low growing herbaceous vegetation. The five buildings and two city recreation facilities are a Skateboard Park, Building 34, Parks and Recreation Building, Recreation Building, Building 32, and Swimming Pool.

#### Skateboard Park

The Skateboard Park was created c. 1980 and is located south of the government parcel. It is rectangular, approximately 75' x 100', has an area of approximately.2 acres and is aligned along an E/W axis. A chain-link fence delineates the space; the height of the fence is 7' to 8'. The space is currently managed by the City of Oswego Parks and Recreation Department.

## Building 34

Building 34 was constructed c. 1903-1905 and is located southeast of the Skateboard Park. It is rectangular, 40' x 50', and aligned along an E/W axis. It is 1-story tall, constructed of red brick and surmounted by a side-gable roof. It is currently used by the City of Oswego Traffic Section.

## Parks and Recreation Building

The Parks and Recreation Building was constructed c. 1960 and is located southeast of Building 34. It is rectangular, 25' x 125', and aligned along an E/W axis. It is 1-story tall, constructed of wood and surmounted by a side-gable roof; an asphalt parking lot surrounds the building. It is currently used by the City of Oswego Parks and Recreation Department.

#### Recreation Building

The Recreation Building was constructed c. 1990 and is located south of the Skateboard Park. It is rectangular, 25' x 100', and aligned along an NE/SW axis. It is 1-story tall, constructed of concrete blocks and surmounted by a flat roof. It is currently used by the City of Oswego Parks and Recreation Department.

#### Building 32

The Building 32 was constructed c. 1903-1905 and is located southeast of the Recreation Building. It is rectangular, 40' x 150', and aligned along an E/W axis. It is 1-story tall, constructed of red brick and surmounted by a side-gabled roof. Two additions have been added to the building. The addition to the south was constructed c. 1985. The addition is rectangular, 100' x 235' and aligned along an E/W axis. It is 1-story tall, sheathed with corrugated sheet metal and surmounted by a side-gabled roof. The addition to the east was constructed c. 1985 and is rectangular, 40' x 50' and aligned along an E/W axis. It is 1-story tall, constructed of concrete block and surmounted by a side-gabled roof. The complex is currently known as the Anthony J. Crisafulli Skating Arena and is used by the City of Oswego Parks and Recreation Department.

## Swimming Pool

The Swimming Pool was constructed c. 1980 and is located south of the Recreation building. It is roughly Z-shaped, approximately 125' x 125', and aligned along an NW/SE axis. It is an in-ground pool and constructed of concrete. A chain-link fence surrounds the pool and accompanying concrete deck; the height of the fence is approximately 5' to 6'. It is currently managed by the City of Oswego Parks and Recreation Department.

To the south of the Parade ground, and east of the Seventh Street entrance, there are four buildings and one city recreation facility surrounded by walkways, roadways and associated expanses of asphalt and turf comprised of various annual and perennial grasses and low growing herbaceous vegetation. The four buildings and one city recreational facility are the Building 22, Building 23, Building 31, Playground and Building 30.

### Building 22

Building 22 was built c.1903-1905 and is located at the south corner of the intersection of the Seventh Street entrance and Secondary Parade Drive. It is 47' x 59' square and aligned along a NW/ SE axis. It is 1-story tall, constructed of red brick and surmounted by a hipped roof. It is currently used by Safe Haven Incorporated.

## Building 23

Building 23 was built c.1903-1905 and is located southwest of Building 22. It is 25' x 50' and aligned along a NW/SE axis. It is 1-story tall, constructed of red brick and surmounted by a gabled roof.. It is currently used by Oswego Little League.

### Building 31

Building 31 was built c.1903-1905 and is located west of building 23. It is 40' x 125' and aligned along a E/W axis. It is 1-story tall, constructed of red brick and surmounted by a side-gabled roof. It is currently used by Safe Haven Incorporated and Head Start.

# Playground

The Playground was created c. 1980 and is located north of Building 31 and the Secondary Parade Drive. It is triangular, approximately 75' per side, and has an area of approximately .1 acres. A chain-link fence delineates the space; the height of the fence is approximately 5' high. The space is currently managed by Head Start.

### Building 30

Building 30 was built c.1903-1905 and is located west of Building 31. The building is 40' x 125' and aligned along a E/W axis. It is 1-story tall, constructed of red brick and surmounted by a side-gabled roof. It is currently used by Oswego Players Incorporated and Art Association of Oswego,

The vehicular circulation system within the City of Oswego property consists of the Parade Ground driveway, Secondary Parade Road, 9th Street entrance, 7th Street entrance and the 4th Street entrance. The pedestrian circulation system within the City of Oswego property consists of a pedestrian walkway located along and parallel to portions of the Parade Ground driveway and 7th Street Entrance.

Adjacent to the historic Site boundaries, the city still owns East Ninth Street; it is a residential street with a 100' right-of-way. Privately owned residential lots line the east side of East Ninth Street. The lots are generally rectangular, aligned along an E/W axis and vary from 25' to 50' wide and 125' to 500' long; the setback is approximately 40' and a concrete sidewalk extends the length of the street.

The United States Army Reserve parcel south of Building 25 contains approximately 3.2 acres. Within the parcel are two buildings. One is the United States Army Reserve Building and the other is a small storage building. The Reserve Building was constructed c.1968 and is located at the northwest corner of the parcel. It is 60' x 90' and aligned along a N/S axis. It is 1-story tall, constructed of red brick and surmounted by a side-gabled roof. The small storage building was constructed c.1968 and is located at the southeast corner of the parcel. It is approximately 20' x 20' and aligned along a N/S axis. It is 1 ½-stories tall, constructed of yellow brick and surmounted by a flat roof.

Analysis: Existing, Contributing / Non-contributing

East Ninth Street and the residential type buildings that front the east side were present during the period of significance and do contribute to the historic character of the Site as part of the larger landscape context. They retain integrity of location, setting, materials, feeling and association. The Parade Ground and c. 1903-1905 brick buildings were also present during the period of significance and contribute to the historic character of the Site as part of the larger landscape context. The c. 1903-1905 brick buildings are listed in the National Register of Historic Places. The other buildings located on City of Oswego property were not present during the period of significance and do not contribute to the historic character of the Site as part of the larger landscape context.

West Side

#### Historic Condition:

To the west of the historic Site was the mouth of the Oswego River and Lake Ontario. In 1836 a Government Pier was constructed near the northwest corner of the historic Site and by 1851 a Basin had been constructed near the southwest corner. In 1852, the City of Oswego leased the land under water in the area known as Grampus Bay, located adjacent to the west boundary of the historic Site, permanently to Gerrit Smith for the purpose of developing the shoreline around the outer harbor. Upon receiving the lease, Smith immediately rebuilt the Government Pier and extended it 900 feet south towards the Oswego River. The extension, known as the East Pier, was followed by the construction of six large wharves ranging from 40 feet to 100 feet wide with an aggregate length of 2,100 feet. The combination of wharves became known as "East Cove Lumber District." In 1864, the Oswego and Rome Railroad acquired a right-of-way along and within the northern and western boundaries of the historic Site for the construction of tracks which could access the earlier constructed wharves. In 1872, the New York and Oswego Midland Railroad built a coal trestle along the Basin. By 1880, eleven small buildings used as offices and possibly for storage had been constructed to the east of the wharves near the the western boundary of the the historic Site. In 1932, East Cove Lumber District, formerly known as Grampus Bay was sold to the New York, Ontario and Western Railroad Company.

In 1956, the property was then sold to the Port of Oswego Authority that constructed new shipping facilities where the old wharves had been. Currently the parcel contains approximately 27.6 acres. These facilities include 100,000 square feet of shed storage, 400,000 square feet of open storage, three storage domes and a 32,000-ton storage facility. There is also a linear parcel owned by the New York Central Lines (NYCL). Adjacent to the western limits of the current Site boundaries which consists of a ground plane generally covered with asphalt paving but also has small areas of turf containing annual and perennial grasses and low growing herbaceous vegetation.

Analysis: Existing, Non-contributing/Contributing

The Port of Oswego Authority facilities were not present during the period of significance and do not contribute to the historic character of the Site as part of the larger landscape context. However, the East Harbor Marina which is part of the Port of Oswego Authority holdings is located at the same site as the Basin, which was constructed prior to 1951; it also retains the original form of the Basin. The East Harbor Marina was present during the period of significance in the form of the Basin and does contribute to the historic character of the Site as part of the larger landscape context. It retains integrity of location, design, setting, feeling and association. The NYCL parcel was present during the period of significance and does contribute to the historic character of the Site as part of the larger landscape context. It retains integrity of location, design, setting, feeling and association.

North Side

#### Historic Condition:

In 1864, the Oswego and Rome Railroad acquired a right-of-way along and within the northern and western boundaries of the historic Site for the construction of tracks providing access to the wharves along the east side of the outer harbor. A set of tracks were constructed shortly afterwards and extended along and within the northern and western boundaries of the historic Site. By 1880, the Rome, Watertown and Ogdensburg Railroad had acquired the Oswego and Rome Railroad and by 1932 the New York, Ontario and Western Railroad had acquired the Rome, Watertown and Ogdensburg Railroad. In 1946, with the transfer of the historic Site from the federal government to the State of New York the right-of-way originally granted to the Oswego and Rome Railroad and then held by the New York, Ontario and Western Railroad (NYOWRR) ceased to be viewed as property belonging to the State and was acquired by the NYOWRR. Sometime prior to 1980 this property was acquired by New York Central Lines.

# **Existing Condition:**

Currently the parcel, which also extends along the western edge of the current Site, contains approximately 8.5 acres. The portion of land adjacent to the northern limits of the current Site boundaries contains a linear bed of gravel supporting train tracks which extends into Port of Oswego Authority property along the outer harbor.

Analysis: Existing, Contributing

The New York Central Lines and parcel were present during the period of significance and do contribute to the historic character of the Site as part of the larger landscape context. It retains integrity of

South Side

Historic Condition:

In 1835, an approximately 3 acre parcel of the historic Site near was sold to Gerrit Smith. Referred to as the

Cove Property, this parcel was located at the southwest corner of the historic Site west of the 4th Street entrance. In 1851, a map of the city was created showing the beginning of residential development along the south side of East Schuyler Street. Along East Schuyler Street, west of East Ninth Street and east of East First Street, were approximately fourteen buildings fronting the street with approximately four undeveloped lots intermixed among the developed lots. In 1867, there were approximately twenty buildings fronting the street with only one or two undeveloped lots intermixed among the developed lots. In addition, seventeen buildings had been constructed on the Cove Property and were housing Irish immigrants. In 1872, the New York and Oswego Midland Railroad built laid tracks over a large part of East Schuyler Street. By 1880, all the lots along the south side of East Schuyler Street had been developed and a county jail was located at the northwest corner of East Second and East Schuyler Streets. In 1932, the Cove Property was sold to the New York, Ontario and Western Railroad Company.

### **Existing Condition:**

In 1956, the property was then sold to the Port of Oswego Authority and two medium-sized buildings were constructed on the parcel shortly afterwards. By 1990 the buildings had been removed. Currently the parcel contains approximately 3.7 acres. It is vacant and consists of a ground plane with compacted soil and gravel and a thin stand of annual and perennial grasses and low growing herbaceous vegetation. Adjacent to the historic Site boundaries, the city still owns East Schuyler Street; it is a residential street with a 100' right-of-way. Privately owned residential lots line the south side of East Schuyler Street. The lots are generally rectangular, aligned along a N/S axis and vary from 25' to 50' wide and 125' to 500' long; a concrete sidewalk extends the length of the street.

#### Analysis: Existing, Contributing

East Schuyler Street and the residential type buildings that front the south side of the street were present during the period of significance and do contribute to the historic character of the Site as part of the larger landscape context. They retain integrity of location, setting, materials, feeling and association. The Cove Property was present during the period of significance and does contribute to the historic significance of the Site as part of the larger landscape context. It retains integrity of location, setting, materials, feeling and association.

## **B. LANDSCAPE CHARACTERISTICS**

This section summarizes historic and existing conditions for all extant landscape features associated with the period of significance, extant features added during state stewardship (1954-2002), and features removed by the State after 1954 which were associated with the Period of significance. This information is analyzed to determine the historic integrity of a feature and/or its impact on the historic integrity of the Site.

# 1. Natural Systems and Features

#### a) Geology

## Historic Condition:

The geology of the old Reservation was composed of rock produced during the Silurian period of the Paleozoic era. In general, alluvial deposits, drift and glacial till covered the Silurian bedrock and subsequent rock formations. The subsequent rock formations consisted primarily of Upper Ordovician sedimentary rock called Oswego Sandstone and Onondaga limestone, which was closer to the surface soils. These deposits were in turn sheathed by deep acidic soils with variations on the sandy or clay ends of the spectrum. From 1863 to 1872 some of the Onondaga limestone was quarried from a location near the northeast corner of the old Reservation. The quarry was generally oval, approximately 250' x 350'; no information was found during the research regarding its depth. The quarry was filled-in c. 1903-1905 with ash, vegetative debris, and possibly earth from the outer earthworks, which were removed c. 1903-1905.

The geology of the Site remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The geology existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, setting, materials, feeling and association.

b) Hydrology

Historic Condition:

The hydrology of the old Reservation consisted of a stream which was located in a ravine east of the fort. The headwaters and general flow of the stream may have been negatively impacted by the development of the Village of East Oswego from 1814 to 1848. From 1863 to 1872 the creation of the quarry near the northeast corner of the old Reservation removed approximately 350' of the stream and ravine, the most northerly portion of the stream which drained into Lake Ontario. Circa 1885, the stream was seriously impacted with the construction of the NYOWRR tracks through the southern half of the old Reservation. With their construction the stream and ravine extending through the old Reservation was cut-off from its headwaters located to the south. Circa 1905 the ravine was filled during the reconstruction and grading of the old Reservation.

**Existing Condition:** 

The stream and ravine do not exist.

Analysis: Not existing

The stream and ravine do not exist.

#### 2. Spatial Organization

- a) Core Fortification
  - (1) Parade Space

Historic Condition:

The Parade space was created c. 1839-1844 and was located in the center of the Core Fortification. It was generally circular in shape, had a radius of approximately 160', a circumference of approximately 1,000' and contained an area of approximately 1.8 acres. The ground plane consisted of areas of crushed stone, red brick and turf containing annual and perennial grasses and low growing herbaceous vegetation. The Parade Wall and Parade buildings created a defined edge for the space; the Parade Wall was approximately 15' and the buildings were 1 to 2-stories tall. The overhead plane was unobstructed.

Existing Condition:

The Parade space remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The space existed during the period of significance and contributes to the historic character of the Site.

It retains integrity of location, design, setting, materials, workmanship, feeling and association.

- (2) Bastioned Fortification Space
  - (a) Terre Plein Subspaces

Historic Condition:

The five Terre Plein subspaces were created c. 1839-1844 and were located between the five Bastions of the Core Fortification. They were linear, approximately 25'x 100' and each contained an area of approximately 2,500 sq. ft. The ground plane was turf containing annual and perennial grasses and low growing herbaceous vegetation. The earthen Parapet and the change in elevation of the Parade Wall created an implied edge for each space. The overhead plane was unobstructed.

**Existing Condition:** 

The five Terre Plein spaces remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The spaces existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, design, setting, materials, workmanship, feeling and association.

(b) Bastion Subspaces

Historic Condition:

The five Bastion subspaces were created c. 1839-1844 and were located at each corner of the pentagonal Core Fortification. They were generally pentagonal, approximately 70' x 75' and each contained an area of approximately 3,750 sq. ft. The ground plane was turf containing annual and perennial grasses and low growing herbaceous vegetation. The Parapet and Parade buildings located at the Gorge of each Bastion created defined edges for each space. The overhead plane was unobstructed.

**Existing Condition:** 

The five Bastion spaces remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The spaces existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, design, setting, materials, workmanship, feeling and association.

- b) Perimeter Area
  - (1) Entrance Space

Historic Condition:

The entrance space did not exist during the period of significance.

The entrance space was created in 1968 and is located east of the Core Fortification. It is generally linear, approximately 100' x 400' and contains an area of approximately .9 acres. The ground plane contains areas of asphalt roadways, concrete walks, and turf containing annual and perennial grasses and low growing herbaceous vegetation. The boundary vegetation creates a defined edge to the east and the public access road tree trunks created an implied edge to the west. An overhead plane is created by the canopy of two rows of trees located on either side of the public access road; the height of the canopy varies from approximately 20' to 45'.

Analysis: Existing, Non-contributing

The space did not exist during the period of significance and does not contribute to the historic character of the Site. It contains vehicular and pedestrian circulation routes leading into the current Site. The shape and spatial qualities of the space do not detract from the historic character of the Site since a roadway with trees along its edges existed during the period of significance in close proximity to this space.

### (2) New Cemetery Space

#### Historic Condition:

The new cemetery space was created c. 1903-1905 and was located to the northeast of the Core Fortification. It was rectangular, 170'x 180' and contained an area of approximately .7 acres. The ground plane was turf containing annual and perennial grasses and low growing herbaceous vegetation. The bluff created an implied edge for the space to the north and a post-and-rail fence created an implied edge to the south, east and west. An overhead plane was created by the canopy of trees located throughout the space; the height of the canopy is approximately 45'. The space remained unchanged at the end of the period of significance.

# **Existing Condition:**

The space remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The space existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

#### (3) Overlook Space

#### Historic Condition:

The overlook space was created in c. 1903-1905 and was located to the north of the Core Fortification. It was irregular, had average dimensions of approximately 600' x 1,200' and contained an area of approximately 16.5 acres. The ground plane contained turf containing annual and perennial grasses and herbaceous vegetation. The bluff created an implied edge for the space to the north; the Core Fortification and change in elevation between the overlook space and the Parade Ground defined and created an implied edge respectively to the south; the Fitzgibbon property created an implied edge to the edge to the east. The overhead plane was unobstructed.

Circa 1927 the space was altered when N.Y.N.G. Kitchens and Mess Halls were constructed within the space. In 1927 the space was irregular, approximately 600' x 730' and contained an area of approximately 10.1 acres. All other characteristics remained unchanged with the exception of the west bound-

ary which was now defined by the kitchens and mess halls. Circa 1940-1941, forty-six buildings and a vehicular circulation system were constructed throughout the space. These were removed c. 1946. In 1948 the N.Y.N.G. Kitchens and Mess Halls were removed. In 1951 a portion of the overlook space along its eastern edge was sold to the Fitzgibbon Boiler Works. In 1951 the space was approximately 400' x 1,200' and contained an area of approximately 11.0 acres.

Existing Condition:

The overlook space remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The space existed during the period of significance and contributes to the historic character of the Site. It contains vehicular and pedestrian circulation routes and open space for recreational activities.

(4) Visitor Space

Historic Condition:

The visitor space did not exist during the period of significance.

**Existing Condition:** 

The visitor space was created c. 1968 and is located to the south of the Core Fortification. The space is irregular, has average dimensions of approximately 600' x 600' and contains an area of approximately 8.3 acres. The ground plane contains areas of asphalt roadways and parking lots, concrete walks, and turf containing annual and perennial grasses and low growing herbaceous vegetation. The Core Fortification creates a defined edge to the north; a row of tree trunks created a defined edge to the south; the change elevation between the visitor space and the City of Oswego property created an implied edge to the east; and, the picnic space maples and bluff and created an implied edge to the west. The overhead plane is generally unobstructed.

Analysis: Existing, Non-contributing

The space did not exist during the period of significance and does not contribute to the historic character of the Site. It contains vehicular and pedestrian circulation routes and open space for recreational activities. The shape and spatial qualities of the space do detract from the historic character of the Site since a similar space existed during the period of significance in close proximity to this space.

(5) Picnic Space

Historic Condition:

The picnic space did not exist during the period of significance.

Existing Condition:

The picnic space was created c. 1968 and is located to the south of the Core Fortification. The space is generally rectangular, has average dimensions of approximately 200' x 400' and contains an area of approximately 1.8 acres. The ground plane contains areas of gravel and earth roadways, and annual and perennial grasses and low growing herbaceous vegetation. A post-and-rail fence creates an implied edge to the north; boundary vegetation created a defined edge to the south; the seasonal access road creates an implied edge to the east; and, a change in elevation between the picnic space and the maintenance space create an implied edge to the west. An overhead plane is created by the canopy of trees located

throughout the space; the height of the canopy varies from approximately 15' to 45'.

Analysis: Existing, Non-contributing

The space did not exist during the period of significance and does not contribute to the historic character of the Site. It contains vehicular circulation routes and a tree lawn for picnicking. The shape and spatial qualities of the space do detract from the historic character of the Site.

(6) Maintenance Space

Historic Condition:

The maintenance space did not exist during the period of significance.

**Existing Condition:** 

The maintenance space was created c. 1968 and is located south of the Core Fortification. It is irregular, has average dimensions of approximately 250' x 600' and contains an area of approximately 3.5 acres. The ground plane contains areas of gravel and earth roadways, and annual and perennial grasses and herbaceous vegetation. A ridge creates an implied edge to the north and northeast; boundary vegetation creates a defined edge to the south; the bluff creates an implied edge to the west. The overhead plane is generally unobstructed.

Analysis: Existing, Non-contributing

The space did not exist during the period of significance and does not contribute to the historic character of the Site. It contains vehicular circulation routes, the maintenance building and an open lawn area. The shape and spatial qualities of the space do not detract from the historic character of the Site.

(7) Signal Tower Space

Historic Condition:

The signal tower space was created c. 1903-1905 and was located to the west of the Core Fortification. The space was generally rectangular, approximately 150' x 400' and contained an area of approximately 1.4 acres. The ground plane contained annual and perennial grasses and herbaceous vegetation. The Core Fortification created a defined edge for the space to the north and east; and, the bluff created an implied edge to the west. The overhead plane was unobstructed.

**Existing Condition:** 

The space remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The space existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

#### 3. Circulation

- a) Core Fortification Area
  - (1) Parade Space

#### Circular Drive

#### Historic Condition:

The circular drive was constructed c. 1863 and was located at the perimeter of the Parade. It had a radius of 97', a circumference of 609' and was generally 16' wide. The surface was rolled, crushed stone. Pedestrian and carriage/wagon access through the Portal of Entry connected the circular drive to the entrance drive. An open surface drain which extended along the interior edge of the drive was removed prior to 1903, exact date unknown.

### **Existing Condition:**

In 1956 the drive was resurfaced with gray, crushed-stone. During the 1960s, exact date unknown, the Parade walkway extending along the exterior edge was replaced with concrete and brick and with gray, cut stone in 2002. The drive is approximately 15' wide; the change in width is a result of the encroachment of turf from the Parade.

Analysis: Existing, Contributing

The circular drive existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, setting, materials, feeling and association.

### Parade Walkway

#### Historic Condition:

The Parade walkway was constructed c. 1863 and was located at the perimeter of the circular drive. It was circular, had a radius of 100', a circumference of 628' and was approximately 3' wide. The surface was rectangular or square cut stone, either 3 'x 2', 3' x 3' and 3' x 4', dry laid in a random pattern. Circa 1903-1905 the walkway was buried beneath approximately 1' of infill that was placed on the Parade.

#### **Existing Condition:**

During the 1960s, the walkway was replaced with sections of concrete and sections of red brick; the concrete and red brick was replaced in 2002 with rectangular and square, cut, gray stone, either 3'x 2', 3' x 3' or 3' x 4', dry laid in a random pattern.

Analysis: Existing, Contributing / Not historic

The Parade walkway existed during the period of significance and contributes to the historic character of the Site. However, the existing walkway is an in-kind replacement.

#### Entry Walks

### Historic Condition:

The entry walks were constructed c. 1863 and were located between the Parade walkway and the Storehouse, Officers' Quarters #2 (OQII), Woodshed/Privies of OQII, Officers' Quarters #1 (OQI), Woodshed/Privies of OQI. They were linear, extended from the walkway to the building entrances, were approximately 3' wide and varied in length from approximately 3' to 20'. The surface was comprised of rectangular or square cut stone, either 3 'x 2', 3' x 3' and 3' x 4', dry laid in a random pattern.

The entry walks are approximately 3' wide with a cut, gray stone surface; the original cut stone was replaced during the 1960s with red brick. Prior to 1961, exact ate unknown, an additional entry walk was constructed between the Parade walkway and the Powder Magazine (PM), and those between the Parade walkway and the historic locations of the then-removed OQI and OQII Woodshed/Privies were removed; the surface of the PM entry walk was red brick; it was removed c. 1984. Prior to 1968, exact ate unknown, an entry walk was constructed between the Parade walkway and the 1928 Storehouse addition; the surface was red brick. The red brick of the entry walks was replaced in 2002 with rectangular or square, cut, gray stone, either 3 'x 2', 3' x 3' or 3' x 4', dry laid in a random pattern.

Analysis: Existing, Contributing / Not historic

The entry walks existed during the period of significance and contribute to the historic character of the Site. However, the existing entry walks are in-kind replacements.

- (2) Bastioned Fortification Space
  - (a) Terre Plein Subspaces

Ramps

Historic Condition:

Six Ramps were constructed c. 1839-1844 and were located along the Parade Wall; one was located between the Storehouse and OQII; between OQII and OQI; between OQI and the Powder Magazine; two were located between the Powder Magazine and the EMB; and one was located between the EMB and the West Guardhouse. They were linear, extended from the Parade to the Terre Pleins, were 10' wide, approximately 60' long with a 16 to 20% grade sloping upwards from the Parade; the Ramp located to the east of the EMB, was 8' wide, approximately 40' long with a 30% grade sloping upwards from the Parade to the Terre Plein. Their surface was cobblestone. Of the two ramps located between the PM and the EMB, the ramp located nearest the EMB was removed c. 1938 during the construction of an EMB addition. In 1953, the Ramp located between the EMB and the West Guardhouse was covered over with soil.

### **Existing Condition:**

In 1955 the Ramp located between the PM and the EMB was removed. Circa 1960, the soil covering the Ramp located between the EMB and the West Guardhouse was removed. Circa 1984 the two Ramps originally located between the PM and the EMB were re-constructed. The six Ramps are approximately 5' wide with a turf containing annual and perennial grasses and low growing herbaceous vegetation surface (originally cobblestone which is currently obscured). The reduction in the width of the Ramps is due to the settling of the Parade Walls.

Analysis:

Four Ramps - Existing, Contributing

The four Ramps located between the Storehouse and OQII; between OQII and OQI; between OQI and the Powder Magazine; and between the EMB and the West Guardhouse existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, design, setting, materials, workmanship, feeling and association.

Two Ramps - Existing, Contributing / Not historic

The two Ramps located between the Powder Magazine and the EMB did exist during the period of significance and contribute to the historic character of the Site. However, the existing Ramps are in-kind replacements.

Terre Plein Paths

Historic Condition:

The Terre Plein paths were constructed c. 1839-1844 and were located between the five Bastions. They were linear, extended between two adjacent bastions, were approximately 25' wide and approximately 100' long. The surface was turf containing annual and perennial grasses and low growing herbaceous vegetation. Circa 1863-1872 the width of the paths located between Bastions A and E, D and E, and C and D were narrowed when the Parapet at those locations was re-shaped.

**Existing Condition:** 

The Terre Plein paths are approximately 20' to 25' wide and approximately 100' long. The surface is turf containing annual and perennial grasses and low growing herbaceous vegetation surface.

Analysis: Existing, Contributing

The Terre Plein paths existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, design, setting, materials, workmanship, feeling and association.

(b) Bastion Spaces

Not applicable.

b) Perimeter Area

Pathway to Lake

Historic Condition:

The pathway to lake did not exist during the period of significance.

**Existing Condition:** 

The pathway to lake was created c. 1965 and is located near the on the bluff, north of the cemetery space. It is generally linear, extends between the plateau and the base of the bluff, is approximately 2'6" wide, 25' long and is generally aligned along a NE/SW axis. The surface is compacted soil.

Analysis: Existing, Non-Contributing

The pathway did not exist during the period of significance and does not contribute to the historic character of the Site. It replaced bluff vegetation that existed during the period of significance; but, due to its small size and inconspicuous location it does not detract from the historic character of the Site. The general public uses it to access the lakeshore.

Public Access Road

Historic Condition:

The public access road did not exist during the period of significance.

**Existing Condition:** 

The public access road was constructed c. 1968 and is located east of the Core Fortification area; it was resurfaced in 2001. It is a series of curves and tangents, extends from the western terminus of the 9th Street entrance through the entrance space and overlook space and terminates at the visitor parking lot in the visitor space. It is 24' wide, approximately 2,000' long and generally aligned along a N/S axis. The surface is asphalt and a 6" high granite curb defines the edge.

Analysis: Existing, Non-contributing

The road did not exist during the period of significance and does not contribute to the historic character of the Site. It is used by the general public to access the Core Fortification area and the perimeter area.

Public Access Walkway

Historic Condition:

The public access walkway did not exist during the period of significance.

**Existing Condition:** 

The public access walkway was constructed c. 1968 and is located parallel to and along the northern and western edges of the public access road and visitor parking lot. The walkway is a series of curves and tangents, extends from the western terminus of the 9th Street entrance through the entrance space and overlook space where it terminates at the visitor parking lot in the visitor space. It is 4' wide, approximately 2,250' long and generally aligned along a N/S axis. The surface is concrete.

Analysis: Existing, Non-contributing

The walkway did not exist during the period of significance and does not contribute to the historic character of the Site. It is used by the general public to access the Core Fortification area and the perimeter area.

(1) Entrance Space

Not applicable.

(2) Cemetery Space

Not applicable.

(3) Overlook Space

Public Access Road Spur

Historic Condition:

The public access road spur did not exist during the period of significance.

The public access road spur was constructed c. 1968 and is located along the northwestern-most edge of the public access road; it was resurfaced in 2001. It is curvilinear, extends between the public access road and the overlook parking lot, is approximately 24' wide and approximately 375' long. The surface is asphalt and a 6" high granite curb defines the edges.

Analysis: Existing, Non-contributing

The spur did not exist during the period of significance and does not contribute to the historic character of the Site. The general public uses it to access the overlook parking lot.

Overlook Parking Lot

Historic Condition:

The overlook parking lot did not exist during the period of significance.

**Existing Condition:** 

The overlook parking lot was constructed c. 1968 and is located along the north edge of the visitor space; it was resurfaced in 2001. It is rectangular, has an entry/exit point along its southwest side, is 64' wide, 199' long and is aligned along a NE/SW axis. The surface is asphalt and a 6" high granite curb defines the edge.

Analysis: Existing, Non-Contributing

The lot did not exist during the period of significance and does not contribute to the historic character of the Site. The general public uses it for recreational purposes.

Public Access Walkway Spur

Historic Condition:

The public access walkway spur did not exist during the period of significance.

**Existing Condition:** 

The public access walkway spur was constructed c. 1968 and is located parallel to the western edge of the public access road spur and surrounds the overlook parking lot. It is curvilinear, extends between the public access road and overlook parking lot. It is approximately 4' wide and approximately 875' long. The surface is concrete.

Analysis: Existing, Non-Contributing

The spur did not exist during the period of significance and does not contribute to the historic character of the Site. The general public uses it for recreational purposes.

New Cemetery Walkway

Historic Condition:

The New cemetery walkway did not exist during the period of significance.

The new cemetery walkway was constructed c. 1968 and is located south of the cemetery. It is generally X-shaped, extends between the public access walkway and the cemetery and overlook parking lot, is approximately 4' wide, 700' long, and is generally aligned along an E/W axis. The surface is concrete.

Analysis: Existing, Non-Contributing

The walkway did not exist during the period of significance and does not contribute to the historic character of the Site. The general public uses it for recreational purposes.

(4) Visitor Space

Visitor Parking Lot

Historic Condition:

The visitor parking lot did not exist during the period of significance.

Existing Condition:

The visitor parking lot was constructed c. 1968 and is located south of the Core Fortification area; it was resurfaced in 2001 and altered in 2002. It is generally rectangular, has an entry/exit point along its north side, is generally 120' wide, 328' long and aligned along a N/S axis. The surface is asphalt and a 6" high granite curb defines the edges. A rectangular alcove is located at the southwest and accommodates 4 buses. It is 30' x 50' and aligned along an E/W axis. In 2002, the lot was altered when a portion of the curb located along the western edge of the alcove was removed for the construction of an additional entry to the lot from East Fourth Street.

Analysis: Existing, Non-Contributing

The lot did not exist during the period of significance and does not contribute to the historic character of the Site. The general public uses it for recreational purposes.

Site Manager Parking Lot

Historic Condition:

The Site manager parking lot did not exist during the period of significance.

**Existing Condition:** 

The Site manager parking lot was constructed c. 1968 and is located south of the Site Manager's House; it was altered prior to 1990, exact date unknown, and resurfaced in 2001. It is rectangular, has an entry/exit point along its west and east sides, is 50' wide, 100' long and was aligned along an E/W axis. The surface is asphalt. Prior to 1990, the east side entrance was added and connected the lot to the seasonal access road.

Analysis: Existing, Non-Contributing

The lot did not exist during the period of significance and does not contribute to the historic character of the Site. The Site staff uses it for maintenance and administrative purposes.

Seasonal Parking Area

Historic Condition:

The seasonal parking area did not exist during the period of significance.

**Existing Condition:** 

The seasonal parking area is not a designed parking area and is located south of the Core Fortification area near the Site Manager's House. The lot is generally rectangular, accessed from the Site manager parking lot, is 20' wide, 70' long and is aligned along a NE/SW axis. The surface is turf containing annual and perennial grasses and herbaceous vegetation.

Analysis: Existing, Non-Contributing

The lot did not exist during the period of significance and does not contribute to the historic character of the Site. The Site staff uses it for maintenance and administrative purposes.

Visitor Walkway

Historic Condition:

The visitor walkway did not exist during the period of significance.

**Existing Condition:** 

The visitor walkway was constructed c. 1968 and is located east of the Site Manager's House; it was resurfaced prior to 1995, exact date unknown. It is linear, extends between the visitor parking lot and seasonal access road, 6' wide, 325' long and aligned along a NW/SE axis. The surface is asphalt.

Analysis: Existing, Non-Contributing

The walkway did not exist during the period of significance and does not contribute to the historic character of the Site. The general public uses it to access the Core Fortification and visitor parking lot.

Manager Walk

Historic Condition:

The manager walk did not exist during the period of significance.

**Existing Condition:** 

The manager walk was constructed c. 1955 and is located south of the Site Manager's House; it was removed and replaced c. 1972. Circa 1955, it was curvilinear, extended between the entries of the House and was approximately 2' wide. Circa 1972, the c. 1955 walk was removed and a new walk was constructed. It is generally T-shaped, extends between the Site Manager's House entrances to the Site manager parking lot, is 2' wide, 75' long, and aligned along a N/S and E/W axis. The surface is flagstone.

Analysis: Existing, Non-Contributing

The walk did not exist during the period of significance and does not contribute to the historic character of the Site. In scale and material it does not detract from the historic character of the Site. The Site

manager uses it to access the Site Manager's House.

(5) Picnic Space

Seasonal Access Road

Historic Condition:

The seasonal access road did not exist during the period of significance.

**Existing Condition:** 

The seasonal access road was constructed c. 1968 and is located along the east edge of the picnic space. It is generally linear, extends from the 4th Street entrance through the picnic space and visitor space where it terminates at the Core Fortification area. It is 12' wide, 680' long and is aligned along a N/S axis. The surface is gravel and compacted earth.

Analysis: Existing, Non-Contributing

The road did not exist during the period of significance and does not contribute to the historic character of the Site. The Site staff uses it to access the historic Site.

(6) Maintenance Space

Maintenance Road

Historic Condition:

The maintenance road did not exist during the period of significance.

**Existing Condition:** 

The maintenance road was constructed c. 1968 and is located along the east edge of the maintenance space. It is generally linear, extends from the 4th Street entrance through the picnic space and maintenance space and terminates at the Site manager parking lot. It is 12' wide, 450' long and is generally aligned along a N/S axis. The surface is asphalt.

Analysis: Existing, Non-Contributing

The road did not exist during the period of significance and does not contribute to the historic character of the Site. The Site staff uses it to access the Maintenance Shed.

(7) Signal Tower Space

Not applicable.

# 4. Topography

- a) Core Fortification Area
  - (1) Parade Space

Historic Condition:

The Parade space topography was generally flat.

**Existing Condition:** 

The Parade space topography remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The topography existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, setting, material, feeling and association.

- (2) Bastioned Fortification Space
  - (a) Terre Plein Subspaces

Terre Plein

Historic Condition:

For each of the five Terre Plein spaces the topography was generally flat along the length of the Terre Plein except for the spaces between Bastion A and B, and Bastions B and C, which had an approximate 5 to 8% grade sloping upwards to the Bastions. For each of the five Ramps the topography had an approximate 20 to 40% grade.

**Existing Condition:** 

The topography of the five Terre Plein spaces remains unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The topography existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, setting, material, feeling and association.

(b) Bastion Subspaces

**Bastions** 

Historic Condition:

For each of the five Bastion spaces the topography was generally flat

**Existing Condition:** 

The topography of the five Bastion spaces remains unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The topography existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, setting, feeling and association.

b) Perimeter Area

Bluff

Historic Condition:

The bluff was steeply sloped with a 6% to 35% grade sloping upwards from the base of the bluff to the top of the bluff.

**Existing Condition:** 

The bluff topography remains unchanged from the end of the period of significance.

Analysis: Existing, Contributing

The topography existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, feeling and association.

(1) Entrance Space

Historic Condition:

The entrance space topography did not exist during the period of significance.

**Existing Condition:** 

The entrance space topography is generally flat with a 1 to 2% grade change from the western to the eastern edge of the space.

Analysis: Existing, Non-contributing

The topography did not exist during the period of significance and does not contribute to the historic character of the Site. However, it is very similar to the overlook space topography, which existed during the period of significance in the same general location. It does not detract from the historic character of the Site.

(2) New Cemetery Space

Historic Condition:

The new cemetery space topography is gently sloping with a 5% grade change from the western to the eastern edge of the space.

**Existing Condition:** 

The new cemetery space topography remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The topography existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, feeling and association.

### (3) Overlook Space

Historic Condition:

The overlook space topography was generally gently sloping with a 2 to 3% grade change generally occurring from the western to the eastern edge of the space.

**Existing Condition:** 

The overlook space topography remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The topography existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, feeling and association.

(4) Visitor Space

Historic Condition:

The visitor space topography did not exist during the period of significance.

**Existing Condition:** 

The visitor space topography is generally flat with an approximately 1% grade change sloping downwards from the northern to the southern edge of the space.

Analysis: Existing, Non-contributing

The topography did not exist during the period of significance and does not contribute to the historic character of the Site. However, it is very similar to the Administration space, tennis court, and Parade Ground space topography which existed during the period of significance in the same general location. The visitor space topography does not detract from the historic character of the Site.

(5) Picnic Space

Historic Condition:

The picnic space topography did not exist during the period of significance.

**Existing Condition:** 

The picnic space topography is generally flat with an approximately 1% grade change sloping downwards from the northern to the southern edge of the space.

Analysis: Existing, Non-contributing

The topography did not exist during the period of significance and does not contribute to the historic character of the Site. However, it is very similar to the Administration space topography which existed during the period of significance in the same general location. The picnic space topography does not detract from the historic character of the Site.

### (6) Maintenance Space

Historic Condition:

The maintenance space topography did not exist during the period of significance.

**Existing Condition:** 

The maintenance space topography is gently sloping with an approximately 6% grade change generally occurring from the center to the northern edge of the space and an approximately 6% grade change generally occurring from the southeastern to the western edge of the space.

Analysis: Existing, Non-contributing

The topography did not exist during the period of significance and does not contribute to the historic character of the Site. However, it is very similar to the Officers' space topography, which existed during the period of significance in the same general location. The maintenance space topography does not detract from the historic character of the Site.

(7) Signal Tower Space

Historic Condition:

The signal tower space topography was generally flat with an approximately 1% grade change sloping downwards from the eastern to the western edge of the space.

**Existing Condition:** 

The signal tower space topography remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The topography existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, feeling and association.

#### 5. Vegetation

- a) Core Fortification Area
  - (1) Parade Space

Lombardy Poplars

Historic Condition:

Three Lombardy poplars (Populus nigra) were planted as saplings c. 1868. They were located near OQI, OQII and the EMB. Of the three Lombardy poplars (Populus nigra) planted c. 1868 two were removed prior to 1884, exact date unknown, and the third was removed prior to 1924, exact date unknown.

**Existing Condition:** 

Circa 1992, three Lombardy poplars (Populus nigra 'Italica') were planted to replace those introduced c. 1868. In 2002, the poplars are located near OQI, OQII and the EMB. They range from 15 to 18" dbh

and are approximately 35 to 40' high.

Analysis: Existing, Contributing / Not historic

The poplars existed during the period of significance and contribute to the historic character of the Site. However, the existing poplars are in-kind replacements.

Common Lilacs

Historic Condition:

Seven common lilacs (Syringa vulgaris) were planted c. 1870. Four were located west of the entry walk to OQII and three were located east of the walk. They were planted in informal clumps; they were approximately 3' wide and 3' high. The seven common lilacs (Syringa vulgaris) were removed c. 1891 when a porch was constructed onto the southeast elevation of OQII.

**Existing Condition:** 

Circa 1990 seven common lilacs (Syringa vulgaris) were planted to replace those introduced c. 1870. In 2002, four lilacs are located north of the entry walk to OQII and three are located south of the same walk. They are planted in informal groupings; they range from 3 to 4' wide and 5 to 7' high.

Analysis: Existing, Contributing / Not historic

The lilacs existed during the period of significance and contribute to the historic character of the Site. However, the existing lilacs are in-kind replacements.

Horse Chestnuts

Historic Condition:

Three horse chestnuts (Aesculus hippocastanum) were planted c. 1869 and 1870. One was located southeast of OQII; one between OQI and OQII; and one to the west of the entry walk to OQII. They ranged from approximately 1" to 4" dbh and were approximately 15' high. Of the three, the chestnut located to the west of the OQII entry walk was removed c. 1938 and the remaining two were removed prior to 1960, exact date unknown.

**Existing Condition:** 

Circa 1990 three horse chestnuts (Aesculus hippocastanum) were planted to replace those introduced c. 1869 and 1870. In 2002, they were located: to the west of the entry walk to OQII; to the southeast of OQII; and between OQI and OQII. They ranged from 2" to 2 ½" dbh.

Analysis: Existing, Contributing / Not historic

The chestnuts existed during the period of significance and contribute to the historic character of the Site. However, the existing chestnuts are in-kind replacements.

Border Privets

Historic Condition:

Approximately sixty-three border privets (Ligustrum obtusifolium) were planted c. 1869. They were located along the interior of the front fencing of OQI and OQII. They were planted in a row and ranged

from approximately 2' to 3' wide and were approximately 2 ½'. The sixty-one border privets (Ligustrum obtusifolium) were removed c. 1891 when a porch was constructed onto the south and southeast elevation of OQI and OQII respectively.

**Existing Condition:** 

Circa 1992, sixty-one border privets (Ligustrum obtusifolium) were planted to replace those introduced c. 1869. In 2002, they were located along the interior of the front fencing of OQI and OQII. They are planted in a row, are approximately 2' wide and range from 2' to 3' high.

Analysis: Existing, Contributing / Not historic

The privets existed during the period of significance and contribute to the historic character of the Site. However, the existing privets are in-kind replacements.

Climbing Rose

Historic Condition:

Two climbing rose (Rosa species) were planted c. 1869. They were located to the east and west of the trellis which surrounded the entry of OQI. They were approximately 3' high. The two climbing rose were removed c. 1891 when a porch was constructed on the south elevation of OQI.

**Existing Condition:** 

Circa 1989, two climbing roses (Rosa species) were planted to replace those introduced c. 1869. In 2002, one is located to the east of the trellis which surrounds the entry of OQI. It is approximately 1' wide and 5' high. The second rose was removed sometime prior to 2002, exact date unknown.

Analysis: Existing, Contributing / Not historic

The rose existed during the period of significance and contributes to the historic character of the Site. However, the existing rose is an in-kind replacement.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Historic Condition:

Annual and perennial grasses and low growing herbaceous vegetation had been established within the Parade and between the Parade walkway and the Parade Wall. The vegetation was trimmed to a height of approximately 2 ½" to 3" and formed a dense mat throughout.

**Existing Condition:** 

The annual and perennial grasses and low growing herbaceous vegetation remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The grasses and herbaceous vegetation existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, setting, materials, feeling and association.

## (2) Bastioned Fortification Space

### (a) Terre Plein Subspaces

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Historic Condition:

Annual and perennial grasses and low growing herbaceous vegetation had been established within the Terre Plein subspaces. The vegetation was trimmed to a height of approximately 2 ½" to 3" and formed a dense mat throughout.

**Existing Condition:** 

The annual and perennial grasses and low growing herbaceous vegetation remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The grasses and herbaceous vegetation existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, setting, materials, feeling and association.

### (b) Bastion Subspaces

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Historic Condition:

Annual and perennial grasses and low growing herbaceous vegetation had been established within the Bastion subspaces. The vegetation was trimmed to a height of approximately 2 ½" to 3" and formed a dense mat throughout.

**Existing Condition:** 

The annual and perennial grasses and low growing herbaceous vegetation remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The grasses and herbaceous vegetation existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, setting, materials, feeling and association.

# b) Perimeter Area

Bluff Vegetation

Historic Condition:

The bluff vegetation did exist during the historic period; no other information was found during the research regarding the vegetation.

A combination of annual and perennial grasses, and herbaceous and woody vegetation has been established along the bluff. Some of the woody vegetation includes cherry trees (Prunus var.), eastern cottonwoods (Populus deltoids) and staghorn sumac (Rhus typhina).

Analysis: Existing, Contributing

The vegetation existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, setting, materials, feeling and association.

(1) Entrance Space

Public Access Road Trees (Parade Ground Trees)

Historic Condition:

Two rows of trees were planted c. 1905. They were located on both sides of the majority of the Parade Ground driveway. They ranged from approximately 20' to 30' high. A combination of twelve Norway maples (Acer platanoides) and two Siberian elm (Ulmus pumila) were planted c. 1905. They are located on either side of the public access road, just north of the 9th Street entrance.

**Existing Condition:** 

Seven trees are located along the east edge of the road and seven trees are located along west edge. They range from 1' to 2' dbh and are 40' to 60' high.

Analysis: Existing, Contributing

The trees existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, design, setting, materials, feeling and association.

**Boundary Vegetation** 

Historic Condition:

The boundary vegetation did not exist during the period of significance.

**Existing Condition:** 

A combination of herbaceous and woody vegetation has been established on either side of the boundary fence defining the boundaries between the POA Parcels 1 and 2 and the current Site boundaries. The linear strips of vegetation are approximately 5' wide on each side of the fence and vary from 12' to 40' high. The woody vegetation includes cherry (Prunus var.), eastern cottonwood (Populus deltoids), maple (Acer var.) and staghorn sumac (Rhus typhina).

Analysis: Existing, Non-contributing

The vegetation did not exist during the period of significance and does not contribute to the historic character of the Site. It obstructs the view from the Site to the adjoining property which existed during the period of significance and detracts from the historic character of the Site.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Historic Condition:

Annual and perennial grasses and low growing herbaceous vegetation did not exist during the period of significance.

**Existing Condition:** 

Annual and perennial grasses and low growing herbaceous vegetation have been established within the entrance space. The vegetation is trimmed to a height of approximately 2 ½" to 3" and formed a dense mat throughout.

Analysis: Existing, Contributing

The grasses and herbaceous vegetation did not exist during the period of significance and do not contribute to the historic character of the Site. They replace buildings, circulation systems and wild grasses that existed during the period of significance and detract from the historic character of the Site.

(2) Cemetery Space

Cemetery Trees

Historic Condition:

The cemetery trees consisted of a combination of sixteen eastern cottonwoods (Populus deltoides), three Siberian elms (Ulmus pumila) and seven red maples (Acer rubrum) which were planted prior to 1941, exact date unknown. They are located within and to the south and east of the cemetery space. They range from 1' to 6' dbh and are approximately 50' to 80' high.

**Existing Condition:** 

The trees remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The trees existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, design, setting, materials, feeling and association.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Historic Condition:

Annual and perennial grasses and low growing herbaceous vegetation had been established within the cemetery space. The vegetation was trimmed to a height of approximately 2 ½" to 3" and formed a dense mat throughout.

**Existing Condition:** 

The annual and perennial grasses and low growing herbaceous vegetation remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The grasses and herbaceous vegetation existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, setting, materials, feeling and association.

(3) Overlook Space

Overlook Trees

Historic Condition:

The overlook trees did not exist during the period of significance.

**Existing Condition:** 

Four Norway maples (Acer platanoides) and one red maple (Acer rubrum) were planted c. 1968. They are located southeast of the overlook parking lot. They are planted in an informal pattern; they range from 1" to 4" dbh and are approximately 10' to 20' high. Their growth has been stunted due to poor soil conditions.

Analysis: Existing, Non-contributing

The trees did not exist during the period of significance and do not contribute to the historic character of the Site. They do not obstruct views from the Site to the adjoining properties which existed during the period of significance.

Safe Haven Monument Arborvitaes

Historic Condition:

The Safe Haven monument arborvitaes did not exist during the period of significance.

**Existing Condition:** 

Five arborvitaes (Thuja var.) were planted prior to 2000, exact date unknown. Two are located north of and three are located south of the Safe Haven monument. They are planted in an informal pattern; they are 2.5' wide and 3' high. The arborvitaes and monument are located within an oval planting bed 6' wide, 14' long and aligned N/S. The soil of the planting bed in covered with shredded pine-bark mulch.

Analysis: Existing, Non-contributing

The arborvitaes and planting bed did not exist during the period of significance and do not contribute to the historic character of the Site. They do not obstruct views from the Site to adjoining properties which existed during the period of significance.

Traffic Island Yews

Historic Condition:

The traffic island yews did not exist during the period of significance.

Four yews (Taxus var.) were planted c. 1968. One is located north of the public access walkway; three are south of the walkway with two at the eastern and one at the southern corner of the island. They range from 3' to 8' wide and are 2' to 6' high. The yews near the southeast corner are located within a planting bed 4' wide, 6' long and aligned N/S. The soil of the planting bed is exposed.

Analysis: Existing, Non-contributing

The traffic island yews did not exist during the period of significance and do not contribute to the historic character of the Site. They do not obstruct views from the Site to the adjoining properties which existed during the period of significance.

Parade Road Trees

Historic Condition:

Two rows of trees were planted c. 1905. They were located on both sides of the majority of the Parade Ground driveway. They ranged from approximately 20' to 30' high.

**Existing Condition:** 

A combination of twenty Norway maples (Acer platanoides) and two Siberian elm (Ulmus pumila) are located to the south of the northern-most portion of the public access road. They range from 1' to 2' dbh and are approximately 40 to 60' high.

Analysis: Existing, Contributing

The Parade road trees existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, design, setting, materials, workmanship, feeling and association.

Historic Condition:

Annual and perennial grasses and low growing herbaceous vegetation did not exist during the period of significance.

**Existing Condition:** 

Annual and perennial grasses and low growing herbaceous vegetation have been established within the entrance space. The vegetation is trimmed to a height of approximately 2 ½" to 3" and formed a dense mat throughout.

Analysis: Existing, Contributing

The grasses and herbaceous vegetation did not exist during the period of significance and do not contribute to the historic character of the Site.

(4) Visitor Space

Visitor Parking Lot Trees and Shrubs

Historic Condition:

The visitor parking lot trees and shrubs did not exist during the period of significance.

**Existing Condition:** 

A combination of two Norway maples (Acer platanoides), two yews (Taxus var.), two bloodtwig dogwoods (Cornus sanguinea) and twenty-five junipers (Juniperus var.) were planted c. 1968. They are located to the north and east of the visitor parking lot. They are planted in a clumps, situated in a row, generally aligned N/S. The two maples, two yews and approximately 20 junipers are planted in three groups north of the visitor parking lot. The Norway maples are approximately 6" dbh and 15' high, the yews are approximately 10' wide and 7' high, and the junipers are approximately 10' wide and 7' high. The two bloodtwig dogwoods (Cornus sanguinea) and remaining five junipers (Juniperus var.) are planted to the east of the visitor parking lot. They dogwoods are planted in a group. They are approximately 2' wide and 4' high. The five junipers are planted individually, in a single row approximately 19' east of the visitor parking lot. The junipers are approximately 12' wide and range from 4' to 7' in height.

Analysis: Existing, Non-contributing

The trees and shrubs did not exist during the period of significance and do not contribute to the historic character of the Site. They do obstruct views from the Site to the adjoining properties which existed during the period of significance.

Turnaround Plantings

Historic Condition:

The turnaround plantings did not exist during the period of significance.

**Existing Condition:** 

Six clumps of ornamental grass and eight lavender (Lavandula var.) plants were planted in 2001. They are located with the semicircular turnaround at the north edge of the visitor parking lot. They are informally arranged, range from 12" to 15" wide and are 12" to 18" high. The soil surrounding them is covered with pine-bark mulch.

Analysis: Existing, Non-contributing

The plantings did not exist during the period of significance and do not contribute to the historic character of the Site. They do not obstruct views from the Site to the adjoining properties which existed during the period of significance.

**Boundary Cottonwoods** 

Historic Condition:

Two rows of trees were planted c. 1905. They were located on both sides of the majority of the Parade Ground driveway. They ranged from approximately 20' to 30' high.

**Existing Condition:** 

Twelve eastern cottonwoods (Populus deltoides) are located approximately 40' to 60' north of the southern edge of the visitor space. They are planted in a row, approximately 30' o.c., range from 28" to

35" dbh and are approximately 60' high.

Analysis: Existing, Contributing

The cottonwoods existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, design, setting, materials, feeling and association.

Small Cottonwoods

Historic Condition:

The small cottonwoods did not exist during the period of significance.

Existing Condition:

Four eastern cottonwoods (Populus deltoides) were planted in 1993. They are located to the south and west of the Site Manager's House. They are planted in an informal pattern, range in 6 to 8" dbh and are approximately 20' high.

Analysis: Existing, Non-contributing

The cottonwoods did not exist during the period of significance and do not contribute to the historic character of the Site. They do not obstruct views from the Site to the adjoining properties which existed during the period of significance.

Site Manager's House Foundation Plantings

Historic Condition:

The Site Manager's House foundation plantings did not exist during the period of significance.

Existing Condition:

Chrysanthemums, begonias, dusty millers (annuals) have been planted annually since 1986 and yews (Taxus var.) were planted c. 1986. The annuals are located along the southern and eastern foundation walls of the house. They are informally arranged, range from 12" to 18" wide and are 12" to 18" high. The four yews are located along the western foundation wall. They are informally arranged with two located at each corner of the foundation and they range from 5' to 6' wide and are 4' to 5' high.

Analysis: Existing, Non-contributing

The foundation plantings did not exist during the period of significance and do not contribute to the historic character of the Site. They do not obstruct views from the Site to the adjoining properties which existed during the period of significance; because of their proximity to the building they do detract from the historic character of the Site.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Historic Condition:

Annual and perennial grasses and low growing herbaceous vegetation have been established within the visitor space. The vegetation was trimmed to a height of approximately 2 ½" to 3" and formed a dense mat throughout.

The vegetation remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The grasses and herbaceous vegetation existed during the period of significance and do contribute to the historic character of the Site.

(5) Picnic Space

Picnic Space Maples

Historic Condition:

Sixteen Norway maples (Acer platanoides) were planted c. 1940. Fifteen are located in three rows parallel to the seasonal access road; one row is 37' from the east edge of the road; one row is 10' from the east edge of the road and extends into the visitor space; one row is 5' from the west edge of the road; and one tree is located at the center of the picnic space. The maples range from 18" to 32" dbh and are approximately 40' to 45' high.

Existing Condition:

The trees remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The maples existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, design, setting, materials, feeling and association.

Picnic Space Cottonwoods (Administration Trees)

Historic Condition:

Approximately twenty trees were planted prior to 1924, exact date unknown. They were located along the west edge of the space. They were planted in an informal row and approximately 30' high.

Existing Condition:

Twenty-two eastern cottonwood (Populus deltoides) are located along the west edge of the picnic space and extend into the visitor space. The cottonwoods are planted in an informal row, range from 28" to 35" dbh and are approximately 60' high.

Analysis: Existing, Contributing

The cottonwoods existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, design, setting, feeling and association.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Historic Condition:

Annual and perennial grasses and low growing herbaceous vegetation had been established within the picnic space. The vegetation was trimmed to a height of approximately 2 ½" to 3" and formed a dense

mat throughout.

**Existing Condition:** 

The vegetation remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The grasses and herbaceous vegetation existed during the period of significance and do contribute to the historic character of the Site.

(6) Maintenance Space

Maintenance Space Cottonwoods

Historic Condition:

Of the eight maintenance space cottonwoods, two of the eastern cottonwoods (Populus deltoides) were planted c. 1905. They are located near the south edge of the maintenance space.

Existing Condition:

In addition to the two eastern cottonwoods planted c. 1905, six eastern cottonwood (Populus deltoides) were planted c. 1974. All eight are located near the south edge of the maintenance space. They are informally planted, range from 18" to 28" dbh and are approximately 30' to 50' high.

Analysis:

Two cottonwoods - Existing, Contributing

Two cottonwoods existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, setting, materials, feeling and association.

Six cottonwoods - Existing, Non-contributing

Six cottonwoods did not exist during the period of significance and do not contribute to the historic character of the Site. They obstruct views from the Site to the adjoining properties which existed during the period of significance.

Black Willow

Historic Condition:

The black willow did not exist during the period of significance.

**Existing Condition:** 

A black willow (Salix nigra) was planted c. 1968. It is centrally located in the southern half of the maintenance space. It is approximately 36" dbh and is approximately 25' high.

Analysis: Existing, Non-contributing

The willow did not exist during the period of significance and does not contribute to the historic character of the Site. It does obstruct views from the Site to the adjoining properties which existed

during the period of significance.

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Historic Condition:

Annual and perennial grasses and low growing herbaceous vegetation had been established within the Bastion subspaces. The vegetation was trimmed to a height of approximately 2 ½" to 3" and formed a dense mat throughout.

**Existing Condition:** 

The annual and perennial grasses and low growing herbaceous vegetation remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The grasses and herbaceous vegetation existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, setting, materials, feeling and association.

(7) Signal Tower Space

Annual and Perennial Grasses and Low Growing Herbaceous Vegetation

Historic Condition:

Annual and perennial grasses and low growing herbaceous vegetation had been established within the Bastion subspaces. The vegetation was trimmed to a height of approximately 2 ½" to 3" and formed a dense mat throughout.

**Existing Condition:** 

The annual and perennial grasses and low growing herbaceous vegetation remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The grasses and herbaceous vegetation existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, setting, materials, feeling and association.

#### 6. Buildings and Structures

- a) Core Fortification Area
  - (1) Parade Space

The East and West Guardhouses

Historic Condition:

The East and West Guardhouses were constructed in 1867 and 1868 respectively, and were built into the Ramparts on either side of the Portal of Entry. The mirror-image buildings were rectangular, 1-story

tall, 2 bays wide by 2 bays deep (18'x 20') with an entry placed within the first bay closest to the Portal of Entry of the north elevation. They were aligned along an N/S axis. They were constructed of coursed-ashlar, Onondaga limestone and surmounted by a slate, hipped roof. Circa 1890 the slate roofs of the East and West Guardhouses were replaced with a standing-seam, metal, hipped roof.

**Existing Condition:** 

The East and West Guardhouses remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The East and West Guardhouses existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, design, setting, materials, workmanship, feeling and association.

Enlisted Men's Barracks (EMB)

Historic Condition:

The EMB was constructed c. 1842 and was built into Bastion D and flanked by the turf-covered slopes of the Parade Wall It was rectangular, 2 ½-stories tall, 10 bays wide by 2 bays deep (62' x 39') with entries symmetrically placed on the first and second floors within the third and eighth bays of the north elevation. It was aligned along an E/W axis. It was constructed of coursed-ashlar, Onondaga limestone, surmounted by a metal, side-gabled roof and characterized by a prominent 2-story frame portico, whitewashed, with a tin shingle, shed roof. A 1-story addition was constructed c. 1867 at the northwest corner of the building and a second 1-story addition was constructed in c. 1868 at the northwest corner of the building. In 1885 and in 1893 the additions were removed and replaced with a new additions. Prior to 1938, exact date unknown, a third addition was constructed on the east elevation of the EMB. Circa 1953, two 1889 dormers and the 1885, 1893 and 1938 additions were removed and a brick piazza was constructed between the Parade walkway and the north elevation of the EMB beneath the 2-story frame portico.

**Existing Condition:** 

Circa 1970, the standing-seam, tin roof was replaced by a cedar, shingle roof.

Analysis: Existing, Contributing

The EMB existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, setting, materials, workmanship, feeling and association. (Note: The cedar, shingle roof repacement of c. 1970 is represents the Civil War period)

EMB Retaining Wall

Historic Condition:

The EMB retaining wall was constructed in 1889 and is built into Bastion D south of the EMB. It is curvilinear, 1 ½' thick, 62' long and 15' high. It is constructed of random-ashlar sandstone with a limestone cap. It creates a space 13' wide, 58' long and 15' below the surrounding grade of Bastion E.

**Existing Condition:** 

The EMB retaining wall remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The wall existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

Powder Magazine

Historic Condition:

The Powder Magazine was constructed c. 1843 and was built within the Gorge of Bastion C. It was rectangular, 1-story tall, 20' wide by 25' long with an entry centrally placed on the southeast elevation. It was aligned along an NW/SE axis. It was constructed of coursed-ashlar, Onondaga limestone and surmounted by a slate, side-gabled roof. The slate roof of the PM was replaced with a standing seam, metal, hipped roof in the 1880s, exact date unknown. Circa 1950, the standing-seam, tin roof was replaced by a cedar, shingle roof.

**Existing Condition:** 

The coursed-ashlar, Onondaga limestone walls of the Powder Magazine were repointed in 2002.

Analysis: Existing, Contributing

The Powder Magazine existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

Powder Magazine Revetment

Historic Condition:

The PM Revetment was constructed c. 1841 and was built into the Parade Wall surrounding the magazine. It was generally rectangular, approximately 33' wide and 50' long. The northeast and southeast Revetments were linear and approximately 15' high; the northwest and southwest Revetments were linear with their top edge sloping down from the top of the Parade Wall to the ground plane of the Parade. The Revetment was aligned along a NW/SE axis. It was constructed of wood planking and timber and whitewashed.

**Existing Condition:** 

The PM Revetment had significantly deteriorated by 1950 and was removed c. 1955. It was reconstructed in 1984. In 1984, the Revetment was generally rectangular, approximately 33' wide and 50' long. The northeast and southeast portion of the Revetment was linear and approximately 15' high; the northwest and southwest portion of the Revetment was linear with its top edge sloping down from the top of the Parade Wall to the ground plane of the Parade. The Revetment was aligned along a NW/SE axis. It was constructed of wood planking and timber and painted brown; in 2002 it is painted white.

Analysis: Existing, Contributing / Not historic

The Revetment did exist during the period of significance and contributes to the historic character of the Site. However, the existing Revetment is an in-kind replacement.

Officers' Quarters #1 (OQI)

Historic Condition:

OQI was constructed c. 1841-1844 and was built into Bastion B. It was rectangular, 2 ½-stories tall, 5 bays wide by 3 bays deep (42' x 38') with an entry centrally placed on the first floor within the third bay of the south elevation; an entry placed on the first floor within the north bay of the east elevation; and an entry placed on the first floor within the north bay of the west elevation. It was aligned along an E/W axis. It was constructed of coursed-ashlar, Onondaga limestone and surmounted by a tin, side-gabled roof. In 1884, a 3-story addition was constructed on the east elevation and c. 1891 a 1-story porch was constructed on the south elevation of OQI and the 3-story addition. Circa 1927, the porch was removed, the entry on the south elevation of OQI was removed and replaced with a window, and a dormer was constructed on the south face of the gabled-roof.

#### **Existing Condition:**

In 1956, the dormer on the south face of the gabled-roof was removed. Circa 1968, the 3-story addition was removed, the window centrally placed on the first floor within the third bay of the south elevation was removed and an entry and door installed.

Analysis: Existing, Contributing

The quarters existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association. (Note: The dormer removed in 1956, and the 3-story addition and window removed c. 1968 were features of OQI that existed during the period of significance)

**OQI** Revetments

**Historic Condition:** 

Two OQI Revetments were constructed c. 1841 and were built into the Parade Wall flanking OQI. They were L-shaped and approximately 58' long. Each Revetment consisted of two sections; a main body and a wing. The main body of each Revetment was located closest to OQI, was approximately 42' long and generally 15' high; the wing of each Revetment was located at the end of the main body, furthest from OQI, was approximately 16' long with its top edge sloping down from the top of the Parade Wall to the ground plane of the Parade. The Revetments were generally aligned along an E/W axis. They were constructed of wood planking and timber and whitewashed; a wooden fence surmounted each Revetment.

#### **Existing Condition:**

The two OQI Revetments had significantly deteriorated by 1970 and were replaced that year. The 1970 Revetments were V-shaped and approximately 50' long. Each Revetment consisted of two sections; a main body and a wing. The main body of each Revetment was located closest to OQI, was approximately 30' long and generally 15' high; the wing of each Revetment was located at the end of the main body, furthest from OQI, was approximately 20' long with its top edge sloping down from the top of the Parade Wall to the ground plane of the Parade. The 1970 Revetments were not exact replicas of the c. 1841 Revetments. In 2000 they were removed and replaced with Revetments similar to those originally constructed in c. 1841.

Analysis: Existing, Contributing / Not historic

The Revetments did exist during the period of significance and contribute to the historic character of

the Site. However, the existing Revetments are an in-kind replacement.

OQI Retaining Wall

Historic Condition:

The OQI retaining wall was constructed in 1849 and was built into Bastion B north of OQI. It was curvilinear, 2' thick, approximately 50' long and 15' high. It was aligned along an E/W axis. It was constructed of brick and concrete and surmounted by a wooden board roof. It created a space 5' wide, 50' long and 15' below the surrounding grade of Bastion B.

**Existing Condition:** 

The wooden board roof surmounting the OQI retaining wall was removed prior to 1980, exact date unknown, and was replaced that year; the roof is painted gray.

Analysis: Existing, Contributing

The wall existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, workmanship, feeling and association.

Officers' Quarters #2 (OQII)

Historic Condition:

OQII was constructed c. 1845 and was built into Bastion A and flanked by the OQII Revetments. It was rectangular, 2 ½-stories tall, 5 bays wide by 3 bays deep (42' x 38') with an entry centrally placed on the first floor within the third bay of the southeast elevation; an entry placed on the first floor within the north bay of the east elevation; and an entry placed on the first floor within the north bay closes of the west elevation. It was aligned along an NE/SW axis. It was constructed of coursed-ashlar Onondaga limestone and surmounted by a tin, side-gabled roof. Circa 1891 a 1-story porch was constructed and was located along the southeast elevation. Circa 1927 the porch was removed and a dormer was constructed on the southeast face of the gabled-roof.

**Existing Condition:** 

In 1956, the dormer on the southeast face of the gabled-roof was removed.

Analysis: Existing, Contributing

The quarters existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association. (Note: The dormer removed in 1956 was a feature of OQII that existed during the period of significance)

**OQII** Revetments

Historic Condition:

Two OQII Revetments were constructed in c. 1845 and were built into the Parade Wall flanking OQII. In 1845 they were L-shaped and approximately 76' long. Each Revetment consisted of two sections; a main body and a wing. The main body of each Revetment was located closest to OQII, were approximately 53' long and generally 15' high; the wing of each Revetment was located at the end of the main body furthest from OQII, was approximately 23' long with its top edge sloping down from the top of the Parade Wall to the ground plane of the Parade. The Revetments were generally aligned along an

NE/SW axis. They were constructed of wood planking and timber and whitewashed.

## **Existing Condition:**

The two OQII Revetments had significantly deteriorated by the 1984 and were replaced that year. The 1984 Revetments were L-shaped and approximately 76' long. Each Revetment consisted of two sections; a main body and a wing. The main body of the Revetment was located closest to OQII, was approximately 53' long and generally 15' high; the wing was located at the end of each wall furthest from OQII, was approximately 23' long with their top edge sloping from the top of the Parade Wall, approximately 15' high, to the ground plane of the Parade. The Revetments were generally aligned along an NE/SW axis. They were constructed of wood planking and timber supports and whitewashed; a wooden fence surmounted each Revetment.

Analysis: Existing,, Contributing / Not historic

The Revetments did exist during the period of significance and contribute to the historic character of the Site. However, the existing Revetments are an in-kind replacement.

**OQII** Retaining Wall

Historic Condition:

The OQII retaining wall was constructed in 1849 and was built into Bastion A northwest of OQII; it extended between the two OQII revetment walls creating a space 5' wide, 50' long and 15' below the surrounding grade of Bastion A. The retaining wall was curvilinear, 2' thick, approximately 50' long and 15' high. It was aligned along an NE/SW axis. It was constructed of brick and concrete and surmounted by a wooden board roof with furring strips; the color unknown.

## Existing Condition:

The wooden board roof surmounting the OQII retaining wall was removed by 1960, exact date unknown and was replaced with a concrete cap; the cap is not painted.

Analysis: Existing, Contributing

The wall existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

Storehouse

Historic Condition:

The Storehouse was constructed c. 1844 and was built into Bastion E and flanked by the turf-covered slopes of the Parade Wall. It was rectangular, 2 ½-stories tall, 5 bays wide by 3 bays deep (42' x 30') with an entry centrally placed on the first floor of the northeast elevation and entries centrally placed on the second floor of the northwest and southeast elevations. It was aligned along an NW/SE axis. It was constructed of coursed-ashlar, Onondaga limestone and surmounted by a wood-shingle, side-gabled roof. Circa 1927 a 1-story addition was constructed on the northwest elevation. Circa 1940 a 1-story addition was constructed on top of the c. 1927 addition as a second story. Circa 1950, a wooden staircase on the southeast elevation was removed.

**Existing Condition:** 

The Storehouse remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The Storehouse existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

Storehouse Retaining Wall

Historic Condition:

The Storehouse retaining wall was constructed in 1884 and was built into Bastion E southwest of the Storehouse. It was semi-circular, had a radius of 23', was 2' thick, approximately 72' long and 15' high. It was aligned along a NW/SE axis. It was constructed of random-ashlar sandstone with a limestone cap. It created a space with a radius of 21' and 15' below the surrounding grade of Bastion E.

**Existing Condition:** 

The Storehouse retaining wall remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The wall existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

Sentry Box

Historic Condition:

The sentry box was constructed c. 1869 and was located to the north of the West Guardhouse. It was 3' 4" square, 8' 6" tall with an entry placed on the north elevation. It was aligned along a N/S axis. It was constructed of wood with vertical plank siding, surmounted by a metal sheathed, front-gabled roof and was painted green. The sentry box was removed prior to 1890, exact date unknown.

**Existing Condition:** 

A replica sentry box was reconstructed in 1986 and is located to the north of the West Guardhouse. It is 3' 4" square, 8' 6" tall with an entry on the north elevation. It is aligned along a N/S axis. It is constructed of wood with vertical plank siding; it is painted green and surmounted by a metal sheathed, front-gabled roof.

Analysis: Existing, Contributing / Not historic

The box existed during the period of significance and contributes to the historic character of the Site. However, the existing box is an in-kind replacement.

(2) Bastioned Fortification Space

Portal of Entry

Historic Condition:

The Portal of Entry was constructed c. 1839-1844 and was built into and through the Terre Plein which extended between Bastions D and E; it was altered c. 1863-1872. It was linear, 15' wide, 60' long, 12' high and was situated along a N/S axis. It was constructed of timber. In 1872 the timber lining of the

Portal of Entry was replaced with a sandstone lining having a barrel-vaulted ceiling. In 1877, a gate was installed at the south end of the Portal of Entry.

**Existing Condition:** 

The Portal of Entry remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The entry existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

Stone Scarp

Historic Condition:

The stone Scarp was constructed from 1863 to 1872 and was located along the exterior of the Core Fortification. It was linear and angled, 7' 6" thick and generally 15' to 18' high. It was constructed of rusticated sandstone blocks and surmounted by limestone capstone blocks with an entry placed along the curtain wall between Bastions D and E; access was through the Portal of Entry. The Scarp sheathing the northern half of the fort was never completed to its proposed height and five breaches existed along its length; c. 1880 pine or hemlock plank fencing was installed and was located along the top of the stone Scarp where the breaches were located. The fencing was linear, approximately 30' to 45' long and approximately 8' high; it had deteriorated by c. 1903. Circa 1950, chain-link fencing was installed parallel and adjacent to the breaches at Bastion A, B and C. The fencing was linear, approximately 45' long and 7' high.

**Existing Condition:** 

In 2001, the chain-link fencing parallel and adjacent to the two breaches at Bastion C was removed and pine-plank fencing installed. In 2001, the hemlock-plank fencing was linear, approximately 45' and 30' long respectively and approximately 7' high; it was not painted.

Analysis:

Stone Scarp - Existing, Contributing

The Scarp existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

Chain-link Fencing - Exisitng, Contributing

The chain-link fencing existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

Pine-Plank Fencing - Exisitng, Contributing

The pine-plank fencing did exist during the period of significance and contributes to the historic character of the Site. However, the existing fencing is an in-kind replacement. (Note: pine-plank fencing installed in 2001 replaces chain-link fencing that existed during the period of significance)

#### (a) Terre Plein Subspaces

Terre Plein

Historic Condition:

The five Terre Pleins were constructed c. 1839-1844 and abutted and joined the Bastions of the Core Fortification; the Terre Pleins between Bastions A and E, C and D, and D and E were altered c. 1863-72. In 1844 they were linear, approximately 60' wide, 100' long and generally 15' high. They were constructed of earth, stone and timber, and had a Parapet, Scarp, and Ramp or Ramps; the surface of the Terre Plein was turf containing annual and perennial grasses and low growing herbaceous vegetation.

**Existing Condition:** 

The features remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The Terre Pleins existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, design, setting, materials, workmanship, feeling and association.

(b) Bastion Subspaces

**Bastions** 

Historic Condition:

The five Bastions were constructed c. 1839-1844 and abutted and joined the Terre Pleins of the Core Fortification; Bastions C, D and E were altered c. 1863-72, and Bastion E was again altered in 1884. In 1844 they were generally pentagonal, approximately 160' wide, 160' long and generally 12 to 15' high. They were constructed of earth, stone and timber with turf containing annual and perennial grasses and low growing herbaceous vegetation covering their ground plane; they had Parapet and a Scarp; Bastion E had an open center with a ground plane at the same level of the Parade Space. The space created by the open center was generally pentagonal, 30' x 60' and approximately 15' below the surrounding grade of Bastion E; the walls of the open Bastion were supported by a timber Revetment. From 1863 to 1872 Bastion C, D and E were altered by the reshaping of the Parapet and construction of the stone Scarp Revetment. In 1884, Bastion E was filled with stone and earth and became generally similar in appearance and size to the other four Bastions.

**Existing Condition:** 

The features remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The Bastions existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, design, setting, materials, workmanship, feeling and association.

Bastion A South Casemate Entrance

Historic Condition:

Bastion A south Casemate entrance was constructed c. 1863-1872 and was built into the earthen Parapet along the south Flank of Bastion A. It was rectangular, 5'2" wide and 8' deep with 6 steps descending to a landing, which connected to another set of stairs perpendicular to the first set and leading to the casemate. It was generally aligned along a N/S axis. It was constructed of limestone and had two retaining walls flanking the staircase.

**Existing Condition:** 

The Casemate entrance remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The entrance existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

Bastion D East Casemate Entrance

Historic Condition:

The Bastion D east Casemate entrance was constructed c. 1863-1872 and was built into the earthen parapet along the east flank of Bastion D. The entrance was rectangular, 5'2" wide and 8' deep with 6 steps descending to a landing, which connected to another set of stairs perpendicular to the first set and leading to the casemate. It was generally aligned along an E/W axis. It was constructed of limestone and had two retaining walls flanking the staircase. In 1880, a wooden penthouse was constructed over the entrance; no information was found during the research regarding the removal date.

**Existing Condition:** 

The Casemate entrance remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The entrance existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

Bastion D West Casemate Entrance / Entryway

Historic Condition:

The Bastion D west Casemate entrance was constructed c. 1863-1872 and was built into the earthen parapet along the west flank of Bastion D. The entrance was rectangular, 10' wide and 10' deep with 12 steps descending to a landing, which connected to another set of stairs perpendicular to the first set and leading to the casemate. It was generally aligned along an E/W axis. It was constructed of limestone and had two retaining walls flanking the staircase. In 1880, a wooden penthouse was constructed over the entrance; it was removed at an unknown date. An entryway was constructed over the Bastion D west Casemate entrance c. 1950 completely enclosing the entrance.

#### **Existing Condition:**

The entryway constructed over the Casemate entrance c. 1950 was replaced c. 1992 with a similar structure. The entryway is generally semi-circular in shape, 8' wide, 10' 5" deep and 7' high with an entry centrally placed on the east elevation. It is surmounted by a barrel vaulted roof sheathed with a rolled asphalt material and is aligned along an E/W axis. It is constructed of wood of wood and not painted. The door of the entry is approximately 3' 6" wide, 6' high and is constructed of wood; the door is not painted.

Analysis:

Entrance - Existing, Contributing

The entrance existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

Entryway - Existing, Contributing / Not historic

The entryway existed during the period of significance and contributes to the historic character of the Site. However, the existing entryway is an in-kind replacement.

Bastion E North Casemate Entrance

Historic Condition:

The Bastion E north Casemate entrance was constructed c. 1863-1872 and was built into the earthen parapet along the north flank of Bastion E. The entrance was rectangular, 5'2" wide and 8' deep with 6 steps descending to a landing, which connected to another set of stairs perpendicular to the first set and leading to the casemate. It was generally aligned along an N/S axis. It was constructed of limestone and had two retaining walls flanking the staircase. In 1880, a wooden penthouse was constructed over the entrance; no information was found during the research regarding the removal date.

**Existing Condition:** 

The Casemate entrance remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The entrance existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

Bastion E Southeast Casemate Entrance / Entryway

Historic Condition:

The Bastion E southeast Casemate entrance was constructed c. 1863-1872 and was built into the earthen parapet along the southeast flank of Bastion E. It was rectangular, 8" wide and 9' 4" deep with 12 steps descending to a landing, which connected to another set of stairs perpendicular to the first set and leading to the casemate. It was aligned along a NE/SW axis. It was constructed of limestone and had two retaining walls flanking the staircase. In 1880, a wooden penthouse was constructed over the entrance; no information was found during the research regarding the removal date. An entryway was constructed over the Bastion E southeast Casemate entrance c. 1952 completing enclosing the entrance. The entryway was rectangular, 8" wide, 9' 4" deep and 7' 6" high with an entry located on

the northwest elevation. It is surmounted by a concrete, shallow, front-gabled roof and aligned along a NE/SW axis.

**Existing Condition:** 

The Casemate entrance and entryway remain unchanged from their condition at the end of the period of significance.

Analysis:

Entrance - Existing, Contributing

The entrance existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

Entryway - Existing, Contributing

The entryway existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

- b) Perimeter Area
  - (1) Entrance Space

Not applicable.

(2) Cemetery Space

Not applicable.

(3) Overlook Space

Bath House

Historic Condition:

The Bath House was constructed prior to 1938, exact date unknown, and is located northeast of the Core Fortification. It is rectangular, 1-story tall, 3 bays wide by 5 bays deep (25' x 40') with entries centrally placed on the north and east elevations and two entries symmetrically placed on the south elevation. It is aligned along a N/S axis. It is constructed of concrete blocks and surmounted by a wood framed, corrugated polyethylene sheathed, side-gabled roof; the gables are sheathed with cedar shingles and painted gray.

**Existing Condition:** 

The Bath House remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The House existed during the period of significance and contributes to the historic character of the Site. In scale, design and materials it does detract from the historic character of the landscape. It is used as a storage facility. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

### (4) Visitor Space

Site Manager's House (N.C.O. Quarters, Stone Laundress' Quarters, Post Hospital, Keeper's Cottage)

#### Historic Condition:

The Site Manager's House was constructed c. 1821 and was located south of the Core Fortification and west of the entrance road; an addition was constructed prior to 1851, exact date unknown. In 1821 the quarters was rectangular, 1 ½-stories tall, 3 bays wide by 2 bays deep (45' x 25') with an entry centrally placed on the south elevation and an entry placed within the first bay at the southeast corner of the east elevation. It was aligned along an E/W axis. It was constructed of coursed-ashlar, Onondaga limestone and surmounted by a tin, side-gabled roof. A 1-story addition was constructed prior to 1851 and was located parallel to and adjoining the north elevation of the quarters. It was rectangular, 1-story tall, 3 bays wide by 2 bays deep (45' x 25') with an entry placed within the first bay closest to the northeast corner of the north elevation. It was aligned along an E/W axis.

#### **Existing Condition:**

Prior to 1955, exact date unknown, the 1-story addition constructed on the north elevation of the House was sheathed in stone and a 1-story portico, supported by two columns, was constructed over the central entry on the south elevation.

Analysis: Existing, Contributing

The House existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

(5) Picnic Space

Not applicable.

(6) Maintenance Space

Maintenance Shed

Historic Condition:

The Maintenance Shed did not exist during the period of significance.

#### **Existing Condition:**

The Maintenance Shed was constructed c. 1955 and was located south of the Core Fortification area west of the maintenance road; additions were constructed in 1966 and 1980. The c. 1955 and 1966 portion of the shed is rectangular, 1-story tall, 6 bays wide by 2 bays deep (75' x 20') with an entry placed within the east bay of the north elevation of the shed and two vehicular entries, one centrally placed on the south elevation and two spanning the first, second and third bays of the southern half of the east elevation of the shed. It is aligned along a N/S axis. It is constructed concrete block sheathed with stucco painted red and surmounted by an asphalt shingled, side-gabled roof; the gables are sheathed with clapboard and painted white.

The 1-story addition was constructed in 1980 and is located perpendicular to and adjoining the west elevation of the original portion of the shed. It is 1-story tall, 3 bays wide by 2 bays deep (30' x 20') with an entry centrally placed on the south elevation and a vehicular entry placed within the east bay of the north elevation. It is aligned along an E/W axis. It is constructed concrete block sheathed with

stucco painted red and surmounted by an asphalt shingled, side-gabled roof; the east gable intersects the main roof and the west gable is sheathed with clapboard and painted white.

Analysis: Existing, Non-contributing

The Shed did not exist during the period of significance and does not contribute to the historic character of the Site. In scale, design, location and materials it detracts from the historic character of the landscape.

Fuel Station

Historic Condition:

The fuel station did not exist during the period of significance.

**Existing Condition:** 

The fuel station was constructed c. 1966 and is located north of the maintenance shed. It is generally rectangular, situated along an E/W axis, constructed of two abutting concrete slabs; one, the easternmost slab, is 23' square and the other, 15' square. The eastern-most slab is a vehicular fueling platform; the other supports a fuel tank which is rectangular, situated along a N/S axis, 8' wide, 12' long and 5' high. It is made of metal and painted cream-white. The slab also supports a steel lighting structure situated along a N/S axis, 13' wide and 12' high with two vertical posts, 8" square, supporting two light fixtures and a rectangular, vertical steel frame; the structure is painted red-brown. The tank and lighting structure are protected by a row of six bollards, 8" in diameter and 3' high along its eastern edge and two preformed, concrete traffic barriers, 1' wide, 12' long and 3'high, one along the northern and southern edges.

Analysis: Existing, Non-contributing

The station did not exist during the period of significance and does not contribute to the historic character of the Site. In scale, design, location and materials it does detract from the historic character of the landscape.

(7) Signal Tower Space

U.S.C.G. Signal Tower

Historic Condition:

The U.S.C.G. signal tower was constructed prior to 1938, exact date unknown, and is located west of the Core Fortification near the bluff. The tower is pyramidal, 10' square at the base and approximately 35' high. It is aligned along a N/S axis. It is constructed of metal, painted white and surmounted by an approximately 15' high antenna; it is situated upon a 12' square concrete slab.

**Existing Condition:** 

The signal tower remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The tower existed during the period of significance and contributes to the historic character of the Site. In scale, design and materials it does not detract from the historic character of the landscape.

7. Views and Vistas

- a) Core Fortification Area
  - (1) Parade Space

Historic Condition:

The views within the Parade space were established c. 1845 and extended across the Parade from any position along its circumference to the various Parade buildings and the Ramparts. An additional view was provided through the Portal of Entry.

**Existing Condition:** 

The views remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The views existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, setting, feeling and association.

- (2) Bastioned Fortification Space
  - (a) Terre Plein Subspaces

Terre Plein

Historic Condition:

The views from the Terre Plein spaces were established c. 1845 and were extensive in all directions. To the north they extended over the Glacis and Lake Ontario to the horizon; to the south they extended over the Glacis, perimeter open space, service buildings space and Engineer's Stable space to the Cove Property and the City of Oswego; to the east over the Glacis and perimeter open space to the City of Oswego; and to the west over the Glacis and Oswego River to the City of Oswego, and over Lake Ontario to the horizon. The views also extended into the adjoining Bastion spaces as well as across the Parade space to the various interior buildings and segments of the Ramparts.

**Existing Condition:** 

To the north they extend over the overlook space to the horizon; to the south over the visitor space and the picnic space; to the east over the overlook space and the visitor space to the boundary vegetation; and, to the west over the signal tower space to the City of Oswego and to the horizon. The views also extend into the adjoining Bastions as well as across the Parade.

Analysis: Existing, Contributing

The views existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, setting, feeling and association.

(b) Bastion Subspaces

**Bastions** 

Historic Condition:

The views from the Bastion spaces were established c. 1845 and were extensive in all directions. To

the north they extended over the Glacis and Lake Ontario to the horizon; to the south over the Glacis, perimeter open space, service buildings space and Engineer's Stable space to the Cove Property and the City of Oswego; to the east over the Glacis and perimeter open space to the City of Oswego; and to the west over the Glacis and Oswego River to the City of Oswego, and over Lake Ontario to the horizon. The views also extended down the adjoining Terre Plein spaces as well as across the Parade space to the various interior buildings and segments of the Ramparts.

## **Existing Condition:**

To the north they extend over the overlook space to the horizon; to the south over the visitor space and the picnic space; to the east over the overlook space and the visitor space to the boundary vegetation; and, to the west over the signal tower space to the City of Oswego and to the horizon. The views also extend into the adjoining Bastions as well as across the Parade.

Analysis: Existing, Contributing

The views existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, setting, feeling and association.

#### b) Perimeter Area

(1) Entrance Space

Historic Condition:

The entrance space views did not exist during the period of significance.

## **Existing Condition:**

The views from the entrance space were established in 1953. To the north they extend over the public access road to a turf covered rise of earth; to the south over the public access road to a point where the road curves westward; to the east between the trunks of the public access road trees to the boundary vegetation; to the west between the trunks of the public access road trees over the City of Oswego parcels to the Core Fortification area.

Analysis: Existing, Non-contributing

The views did not exist during the period of significance and do not contribute to the historic character of the Site. The views that existed during the period of significance extended to buildings constructed during the first half of the twentieth century and to adjoining properties.

(2) New Cemetery Space

Historic Condition:

The views from the new cemetery space were established c. 1905. To the north they extended over Lake Ontario to the horizon; to the south to a rise in the topography created by the public access road; to the east to the boundary vegetation; to the west over the overlook space to the northern boundary of the current Site and the Core Fortification area.

**Existing Condition:** 

The views remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The views existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, setting, feeling and association.

(3) Overlook Space

Historic Condition:

The views from the overlook space were established in c. 1905-1905. To the north they extended over Lake Ontario to the horizon; to the south to the Core Fortification and over the Parade Ground; to the south to the buildings constructed along the Parade Ground driveway; to the east to the cemetery space and Fitzgibbons Boiler Works; to the west to the Core Fortification and to the horizon. The view to the south, east and west were altered c. 1927 and c. 1940-1941 with the construction of numerous buildings within the space. In 1946 and 1948 these buildings were removed and the c. 1903-1905 views were restored.

**Existing Condition:** 

The views from the overlook space remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The views existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, setting, feeling and association.

(4) Visitor Space

Historic Condition:

The visitor space views did not exist during the period of significance.

**Existing Condition:** 

The views from the visitor space were established in 1954. To the north they extend over the overlook space to the horizon; to the south to the boundary vegetation; to the east over the City of Oswego parcels; to the west to the Core Fortification area, bluff vegetation and picnic space maples.

Analysis: Existing, Non-contributing

The views did not exist during the period of significance and do not contribute to the historic character of the Site. The views that existed during the period of significance extended to buildings constructed c. 1903-1905.

(5) Picnic Space

Historic Condition:

The picnic space views did not exist during the period of significance.

**Existing Condition:** 

The views from the picnic space were established c. 1903-1905. To the north they extend over the

visitor space to the Site manager's house and the Core Fortification area; to the south to the boundary vegetation that comprises the southern edge of the space; to the east over the visitor space to the City of Oswego parcels; to the west over the maintenance space to bluff vegetation.

Analysis: Existing, Non-contributing

The views did not exist during the period of significance and do not contribute to the historic character of the Site. The views that existed during the period of significance extended to buildings constructed c. 1903-1905 and buildings constructed c. 1940-1941.

(6) Maintenance Space (Administration Space)

Historic Condition:

The views from the maintenance space were established c. 1903-1905. To the north they extended to the N.C.O. Quarters and to the N.C.O. bosque; to the south to New York, Ontario, and Western Railroad property; to the east to the small ridge that comprised the eastern edge of the space; to the west over the Oswego River to the City of Oswego.

**Existing Condition:** 

The views to the south extend to the boundary vegetation that comprises the southern edge of the space.

Analysis: Existing, Contributing

The views to the north, east and west existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, setting, feeling and association.

The view to the south did not exist during the period of significance and does not contribute to the historic character of the Site. The view that existed during the period of significance extended to the property to the south of the Site currently owned by the Port of Oswego Authority.

(7) Signal Tower Space

Historic Condition:

The views from the signal tower space were established c. 1903-1905. To the north they extended to the west face of Bastion A; to the south to the west face of Bastion E; to the east to the Core Fortification; to the west over the Oswego River to the City of Oswego and over Lake Ontario to the horizon.

**Existing Condition:** 

The views remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The views existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, setting, feeling and association.

## 8. Small-Scale Features

- a) Core Fortification Area
  - (1) Parade Space

Water Pumps

Historic Condition:

Five water pumps were installed c. 1850 and were located at various points between the Parade walkway and the Parade Walls. They had a curvilinear handle, an L-shaped spout and were approximately 4' 6" high. They were made of metal and mounted on a flat, slate slab 3' 5" square.

The water pumps were removed c. 1890.

**Existing Condition:** 

Circa 1990 five replica water pumps were installed and are located at various points between the Parade walkway and the Parade Wall. They have a curvilinear handle, an L-shaped spout and are 4'7" high. They are made of metal, painted green and mounted on a sandstone slabs 3'5" square.

Analysis: Existing, Contributing / Not historic

The pumps existed during the period of significance and contribute to the historic character of the Site. However, the existing pumps are in-kind replacements. (Note: The pumps installed c. 1990 replaced pumps that were removed c. 1890 during the period of significance)

Mounting Blocks and Hitching Posts

Historic Condition:

The mounting blocks and hitching posts were installed c. 1870 and were located in front of OQI and OQII within the circular drive. The blocks were rectangular, approximately 12" wide, approximately 18" to and 36" long and approximately 12" high; they were constructed of limestone. The hitching posts were approximately 6" square and approximately 30" high. They were made of wood, painted white and surmounted by a hipped cap. The mounting blocks and hitching posts were removed prior to 1920, exact date unknown.

**Existing Condition:** 

Circa 1987 replica mounting blocks and hitching posts were installed and are located in front of OQI and OQII within the circular drive. The blocks are rectangular, 12" wide, 18" and 36" long respectively, 12" high and parallel with their respective building; they are solid limestone. The hitching posts are 6" square and 30" high. They are made of pine, painted white and surmounted by a hipped, pine cap.

Analysis: Existing, Contributing / Not historic

The blocks and posts existed during the period of significance and contribute to the historic character of the Site. However the existing blocks and posts are in-kind replacements. (Note: The blocks and posts installed c. 1987 replaced blocks and posts that were removed removed prior to 1920 during the period of significance)

Front Fencing

Historic Condition:

Five sections of front fencing were installed prior to 1869, exact date unknown, and were located on either side of the entry walks to OQI and OQII. The fencing was linear and angled, varied from 8' to 56' in length and were approximately 2' 6" high. It was made of wood; posts were located approximately 6' to 8' o.c.; two, 2 by 6" rails were attached to the posts; 1 ½" square pickets were mounted to the rails

approximately 8" o.c. The posts and rails were painted white; the pickets were painted a dark color. The posts flanking the entry walks of each building are surmounted with an approximately 5" diameter ball painted black; a 2" high, hipped cap surmounted the other posts. The front fencing was removed prior to 1884, exact dates unknown.

## **Existing Condition:**

In 1987 five sections of replica front fencing were installed and are located on either side of the entry walks to OQI and OQII. They are linear and angled, vary from 8' to 56' in length and are 2' 6" high. They are made of wood; posts are located approximately 6 to 8' o.c. and have a 2" high, hipped cap; two, 2" by 6" rails are attached to the posts; 1 ½" square pickets were mounted to the rails approximately 8" o.c. The posts and rails are painted white; the pickets are painted green. A 5" diameter cannon ball surmounts the posts flanking the entry walks.

Analysis: Existing, Contributing / Not historic

The fencing existed during the period of significance and contributes to the historic character of the Site. However, the existing fencing is an in-kind replacement. (Note: The fencing installed in 1987 replaced fencing removed prior to 1884 during the period of significance)

Cannon Balls

#### Historic Condition:

The cannon balls were installed prior to 1869 exact dates unknown, and were located northeast of the EMB and northeast of OQII. They were stacked in a pyramid approximately 2' 6" wide, approximately 3' long, approximately 2' high and were aligned along a NE/SW and E/W axis respectively. They were made of metal and painted black. They were surrounded by a wooden frame constructed of approximately 3" square boards painted white. The cannon balls were removed prior to 1884, exact date unknown.

## **Existing Condition:**

In 1988 two replica stacks of cannon balls were installed and are located northeast of the EMB and northeast of OQII. They are stacked in a pyramid 2' 6" wide, 3' long, 2' high and are aligned along a NE/SW and E/W axis respectively. They are made of metal and painted black. They are surrounded by a wooden frame constructed of 2" by 3" boards painted white.

Analysis: Existing, Contributing / Not historic

The balls existed during the period of significance and contribute to the historic character of the Site. However, the existing balls are in-kind replacements. (Note: The balls installed in 1988 replaced balls that were removed prior to 1884 during the period of significance)

**OQI** Trellis

#### Historic Condition:

The OQI trellis was constructed c. 1850, exact date unknown, and was located over the main entry of OQI. It was generally rectangular, approximately 6' wide, approximately 3' deep and approximately 11' high. It was constructed of wood with latticework; the latticework was painted a dark color; and the trim white. The OQI trellis was removed prior to 1891, exact date unknown.

## **Existing Condition:**

In 1987 a replica OQI trellis was constructed and is located over the main entry of OQI. It is generally rectangular, 6'6" wide, 3' deep and 11' high. It is constructed of wood with latticework; the latticework is painted green; and the trim white.

Analysis: Existing, Contributing / Not historic

The trellis existed during the period of significance and contributes to the historic character of the Site. However, the existing trellis is an in-kind replacement. (Note: The trellis installed in 1987 replaced a trellis that was removed prior to 1891 during the period of significance)

- (2) Bastioned Fortification Space
- (a) Terre Plein Subspaces

Main Gate

Historic Condition:

The main gate was installed in 1877 and was located at the south end of the Portal of Entry. It was generally rectangular, aligned perpendicular to the Portal of Entry when closed, approximately 15' wide and approximately 12' high. It was constructed of wood.

Existing Condition:

The gate remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The gate existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

(b) Bastion Subspaces

18-Pound Flank Howitzers en Barbette with Traverse Circle

Historic Condition:

The 18-pound flank howitzer en barbette with traverse circle did not exist during the period of significance.

**Existing Condition:** 

The 18-pound flank howitzer en barbette with traverse circle was installed in 1989 and is located at the salient of Bastion A. The howitzer is 20' long; it is made of metal and is painted black; the barbette is 7' 6" high; it is constructed of wood with metal strapping; the wood is painted olive green and the metal strapping black. The traverse circle has a 9.5' radius; it is constructed of wood with metal strapping; the wood is painted olive green and the metal strapping black.

Analysis: Existing, Contributing / Not historic

The howitzer en barbette with traverse circle existed during the period of significance and contributes to the historic character of the Site. However, the existing howitzer en barbette with traverse circle is

an in-kind replacement.

12-Pound Field Gun

Historic Condition:

The 12-pound field gun did not exist during the period of significance.

**Existing Condition:** 

The 12-pound field gun was installed in 1985 and is a moveable feature currently located on the south Flank gun platform on Bastion A. The carriage is 4' 9" wide, 11' long and 4' 8" high; it is made of wood with metal strapping; the wood is painted olive green and the metal strapping black. The gun, mounted on the carriage, is 12' long; it is made of metal and painted black.

Analysis: Existing, Non-contributing/Not historic

The field gun did not exist during the period of significance and does not contribute to the historic character of the Site. In scale, design and materials it does not detract from the historic character of the landscape.

Gun Platforms

Historic Condition:

The two gun platforms did not exist during the period of significance.

**Existing Condition:** 

Two gun platforms were installed in 1989 and are located on Bastion A. They are rectangular, aligned along a N/S and E/W axis, 9' wide and 18' long, and flush with the surrounding grade. They are made of 2" by 6" pine planking and unpainted. A 5" square, 9' long pine timber is attached to the front edge of each platform.

Analysis: Existing, Non-contributing / Not historic

The platforms did not exist during the period of significance and do not contribute to the historic character of the Site. In scale, design and materials it does not detract from the historic character of the landscape.

Parade Wall Fencing

Historic Condition:

Two sections of Parade Wall fencing were installed c. 1870 and were located surmounting the Parade Wall behind the OQI Revetments; one section was removed prior to c. 1927 and the other was removed at an unknown date. They were linear, approximately 30' long and approximately 3' high. They were made of wood; posts were located approximately 7' o.c. and two rails, approximately 2" by 4", were attached to the posts; the post and rails were not painted.

**Existing Condition:** 

Five sections of Parade Wall fencing were installed c. 1966 and are located surmounting various sections of the Parade Wall, Revetments and retaining walls. They are linear, vary from 20' to 60' in

length and are approximately 3' high. They are made of wood and painted white; posts are located approximately 7' o.c. and two rails, approximately 2" by 6", are inserted into the posts using mortise and tenon joints.

Analysis:

Two Sections - Existing, Contributing / Not historic

The two sections of Parade Wall fencing surmounting the Parade Wall behind the OQI Revetments existed during the period of significance and contribute to the historic character of the Site. However, the existing fencing is an in-kind replacement. (Note: The two sections of Parade Wall fencing installed c. 1966 replaced two sections of Parade Wall fencing that were removed prior to c. 1927 during the period of significance)

Three Sections - Existing, Non-contributing

Three sections of Parade Wall fencing surmounting the Parade Wall near the Store House and Powder Magazine did not exist during the period of significance and do not contribute to the historic character of the Site. In scale, design and materials they do not detract from the historic character of the landscape.

Flagpole

Historic Condition:

The flagpole was installed c. 1844 and was located in the Gorge of Bastion E; it was removed prior to 1884, exact date unknown.

**Existing Condition:** 

The flagpole was installed in 1958 and is located on the parapet near the Capital of Bastion E. It is approximately 25' high. It is made of metal and painted white.

Analysis: Existing, Non-contributing

The flagpole did not exist during the period of significance and does not contribute to the historic character of the Site. In scale, design, and materials it does not detract from the historic character of the landscape.

- b) Perimeter Area
  - (1) Entrance Space

Public Access Gate

Historic Condition:

The public access gate did not exist during the period of significance.

Existing Condition:

The public access gate was installed in 1968 and is located north of the intersection of the public access road and the East Ninth Street entrance. It is aligned along an E/W axis when closed and consists of two sections, one on either side of the public access road; each section is approximately 13' 6" long

and 3' 8" high. They are made of wood and painted brown.

Analysis: Existing, Non-contributing

The gate did not exist during the period of significance and does not contribute to the historic significance of the Site. It detracts from the historic character of the Site; however, it is used to prevent access to the Site during off-hours and in scale, design and materials is unobtrusive.

Informational Signs

Historic Condition:

The informational signs did not exist during the period of significance.

**Existing Condition:** 

The informational signs were installed in 1977 and are located along the edges of the various roadways throughout the Site. They are aligned perpendicular to the roadways, generally 2' 6" wide and approximately 1' to 2' high. They are made of plywood and painted brown with white, incised lettering. They are mounted on a 6" wide I-beam post resulting in overall height of approximately 2' 10" to 3' 3"; the I-beam post are painted brown.

Analysis: Existing, Non-contributing

The signs did not exist during the period of significance and do not contribute to the historic significance of the Site. They detract from the historic character of the Site; however, they are used to facilitate circulation and use within the Site and in scale, design, materials and numbers are unobtrusive.

**DOT Signs** 

Historic Condition:

The DOT (Department of Transportation) signs did not exist during the period of significance.

**Existing Condition:** 

Four DOT signs were installed c. 1968; one is located opposite the western terminus of the 9th Street entrance; one is located north of the 9th Street entrance; one is located at the northeast corner of the traffic island; and is located west of the traffic island. They are approximately 6' to 7' high and aligned parallel or perpendicular to the roadway. They are made of metal and supported by one or two, 2" square metal posts.

Analysis: Existing, Non-contributing

The signs did not exist during the period of significance and do not contribute to the historic significance of the Site. They detract from the historic character of the Site; however, they are used to facilitate circulation within the Site and in scale, design, and numbers are unobtrusive.

Parking Signs

Historic Condition:

The parking signs did not exist during the period of significance.

# **Existing Condition:**

Ten parking signs identifying universal access spaces were installed c. 1990; two are located along the northwest edge of the overlook lot; eight are located along the southwest edge of the visitor parking lot; two are located along the northwest edge of the manager parking lot. They are rectangular, aligned parallel to the respective lots, are 1' wide and 2' high. They are made of metal and painted white with green lettering. The signs are mounted on 2" square metal posts resulting in an overall height of approximately 7'0"; the post are not painted.

Analysis: Existing, Non-contributing

The signs did not exist during the period of significance and do not contribute to the historic significance of the Site. They detract from the historic character of the Site; however, they are used to facilitate circulation and use within the Site and in scale, design and numbers are unobtrusive.

Historic Site Signs

Historic Condition:

The historic site signs did not exist during the period of significance.

**Existing Condition:** 

Two historic site signs were installed c. 1994; one is located north of the 9th Street entrance and one is located east of the traffic island along the public access road. They are rectangular, aligned perpendicular to the public access road, 2' 6" and 5' wide, and 7' and 3' high respectively. They are made of plywood, painted a rustic-brown with white lettering. The signs are mounted on 3 ½" square pine posts painted gray, and each post is surmounted by a hipped cap.

Analysis: Existing, Non-contributing

The signs did not exist during the period of significance and do not contribute to the historic character of the Site. They detract from the historic character of the Site; however, they are used to inform and in scale, design, materials and numbers are unobtrusive.

State Education Department Sign

Historic Condition:

The New York State Education Department sign did not exist during the period of significance.

**Existing Condition:** 

The New York State Education Department sign was installed c. 1955 and is located west of the intersection of the public access road and the 9th Street entrance. It is rectilinear, aligned parallel with the public access road, 3' 2" wide and 1" 7" high. It is made of metal, painted green with raised white lettering. The sign is mounted on a steel-pipe post approximately 3' 6" high resulting in an overall height of approximately 5' 1"; the steel-pipe post is painted green.

Analysis: Existing, Non-contributing

The sign did not exist during the period of significance and does not contribute to the historic character of the Site. It detracts from the historic character of the Site; however, it is used to inform and in scale, design, materials and numbers is unobtrusive.

#### **Boundary Fence**

#### Historic Condition:

The boundary fence was installed prior to 1911, exact date unknown, and was located along or near the southern, eastern and western boundaries of the old Reservation; it was altered prior to 1938, exact date unknown. It contained some sections that were linear and some that are curved, and was approximately 3,400' long. It was made of iron. Prior to 1938, the iron fence was removed and a new fence installed. The 1938 boundary fence was located along or near the entire boundary of the old Reservation. It contained some sections that were linear and some that were curved and was approximately 5,200' long along the northern boundary the fence was installed at the base of the bluff; along the southern boundary the fence followed the south edge of the NYOWRR branch tracks and then along the northern edge of the NYOWRR property along East Schuyler Street; along the east and west boundaries the fence followed the Reservation boundary lines. Circa 1951, a fence was installed along the eastern boundary of the historic Site. The 1951 fence was linear and approximately 6' high. It was constructed of metal, chain-link.

### **Existing Condition:**

Prior to 1968, the portion of the 1938 fence along the northern and western boundary was replaced. The 1968 fence was curved, 5' high, approximately 2,000' long and constructed of metal, chain-link; a gate was located northeast of the cemetery.

Analysis: Existing, Non-contributing

The southern and eastern portions of the fence existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, setting, materials, workmanship, feeling, design and association. The northern and western portions of the fence existed during the period of significance and contribute to the historic character of the Site. Howver, they are in-kind replacements.

## (2) New Cemetery Space

#### Cemetery Fence

#### Historic Condition:

The cemetery fence was installed prior to 1910, exact date unknown, and was located along the perimeter of the cemetery space. No other information was found during the research regarding the c. 1910 fence. In 1949, a fence surrounded the cemetery that was approximately 4' high and approximately 500' long. It was constructed of metal, chain-link. There was an approximately 25' opening in the southwest run which allowed access to the cemetery; it was secured by a metal, chain-link gate.

## **Existing Condition:**

Circa 1965, the cemetery fence was replaced. The c. 1965 cemetery fence is located along the south, east and west edges of the cemetery space. It consists of 10' sections and has posts that are 3' 6" high with an overall length of approximately 400'. It is constructed of cedar and is not painted. There is an approximately 25' opening in the southwest run that allows access to the cemetery.

Analysis: Existing, Non-contributing

The fence did not exist during the period of significance and does not contribute to the historic

character of the Site. In scale, design, materials and location it is unobtrusive and does not detract from the historic character of the Site. It is used to define the cemetery.

Cemetery Sign

Historic Condition:

The cemetery sign did not exist during the period of significance.

Existing Condition:

The cemetery sign was installed in 1988 and is located near the northwest corner of the cemetery space. It is rectangular, aligned along an E/W axis, 5' 6" wide and 1' 9" high. It is made of plywood, painted brown with white lettering. It is mounted on two, 3" by 5" wooden posts resulting in an overall height of approximately 5' 2"; the posts are painted brown.

Analysis: Existing, Non-contributing

The sign did not exist during the period of significance and does not contribute to the historic character of the Site. In design, materials and location it is unobtrusive. It directs users of the Site to a path leading to the lake.

Cemetery Markers

Historic Condition:

The cemetery markers were installed prior to 1941, exact date unknown, and were located in nine parallel rows aligned along a N/S axis within the cemetery space. They are generally rectangular, aligned along an N/S axis, generally 2' wide and 3' high. They are made of marble or granite and contain incised lettering.

Existing Condition:

The cemetery markers remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The markers existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, design, setting, materials, workmanship, feeling and association.

(3) Overlook Space

Safe Haven Monument

Historic Condition:

The Safe Haven monument did not exist during the period of significance.

Existing Condition:

The Safe Haven Monument was installed in 1981 and is located south of the overlook parking lot. It is rectangular, aligned along a NW/SE axis, 10" wide, 2'4" long and 2'5" high. It is granite, gray and has a beveled and polished face with the remaining surfaces rough cut. It has an inscription honoring the 982 survivors of the European holocaust who arrived at Fort Ontario in 1944.

Analysis: Existing, Non-contributing

The monument did not exist during the period of significance and does not contribute to the historic character of the Site. In scale, design and materials it is unobtrusive and does not detract from the historic character of the Site.

Hearth of America Monument

Historic Condition:

The Hearth of America monument did not exist during the period of significance.

**Existing Condition:** 

The Hearth of America monument was installed in 1976 and is located near the southeast corner of the cemetery space. It is in the shape of a fireplace, aligned along a NW/SE axis, is 3' 7" wide, 10' 6" long and approximately 14' high. It is made of various sedimentary rocks of varying shape and color held together with a concrete binder. A rectangular concrete slab, situated along a NW/SE axis, 15' 6" wide and 19' 6" long surrounds the hearth.

Analysis: Existing, Non-contributing

The monument did not exist during the period of significance and does not contribute to the historic character of the Site. In scale, design, materials and location it is obtrusive and detracts from the historic character of the Site. It honors the women and children who helped in the development of the United States.

Rose-and-Crown Platform

Historic Condition:

The Rose-and-Crown Platform did not exist during the period of significance.

**Existing Condition:** 

The Rose-and-Crown platform was installed c. 1964 and is located east of the Core Fortification. It is triangular, aligned along a N/S axis and is 25' long per side. It is made of concrete with fieldstone set into the surface; it is flush with the surrounding grade.

Analysis: Existing, Non-contributing

The platform did not exist during the period of significance and does not contribute to the historic character of the Site. In scale, design, materials and location it is obtrusive and detracts from the historic character of the Site. It was used to display the Rose-and-Crown cannon..

Three Flagpoles

Historic Condition:

The three flagpoles did not exist during the period of significance.

**Existing Condition:** 

Three flagpoles were installed in 1962 and are located east of the Core Fortification. They are in a row

aligned along an E/W axis and are approximately 40' high. They are metal, painted white and fly the eighteenth century flags of Great Britain, France and the United States.

Analysis: Existing, Non-contributing

The flagpoles did not exist during the period of significance and do not contribute to the historic character of the Site. In scale, design, materials and location they are obtrusive and detract from the historic character of the Site. They are used to inform visitors of the three countries that fought for possession of the Site.

Carry-In-Carry-Out Signs

Historic Condition:

The carry-in-carry-out signs did not exist during the period of significance.

**Existing Condition:** 

Two carry-in-carry-out signs were installed c. 1990; one is located south of the overlook parking lot and one is located east of the seasonal access road. They are rectangular, aligned parallel to the parking lots and road respectively, 2' wide and 3' high. They are metal and painted white with green lettering. They are mounted on 2" square metal posts resulting in an overall height of approximately 7'0"; the posts are not painted.

Analysis: Existing, Non-contributing

The signs did not exist during the period of significance and do not contribute to the historic character of the Site. In scale, design, materials and location they are obtrusive and detract from the historic character of the Site. However, there are just two of these signs and they instruct visitors to dispose of their trash at a proper location off the Site.

War of 1812 Sign

**Historic Condition:** 

The War of 1812 sign did not exist during the period of significance.

**Existing Condition:** 

The War of 1812 sign was installed 1986 and is located north of the overlook parking lot. It is rectangular, aligned parallel to the lot, 2' wide and 3' high. It is made of metal and painted brown with white lettering. It is mounted on a 2" square metal post resulting in an overall height of approximately 10'; the post is not painted.

Analysis: Existing, Non-contributing

The sign did not exist during the period of significance and does not contribute to the historic character of the Site. In scale, design, materials and location it is obtrusive and detracts from the historic character of the Site. It informs visitors of the actions that occurred on the Site during the War of 1812.

Timber Railing

Historic Condition:

The timber railing did not exist during the period of significance.

**Existing Condition:** 

The timber railing was installed in 1968 and is located along the north edge of the overlook parking lot. It is linear, aligned along a NE/SW axis, approximately 9' long and 2' high. It is constructed of wood planks and 10" square posts placed 8 feet o.c.; it is painted brown.

Analysis: Existing, Non-contributing

The railing did not exist during the period of significance and does not contribute to the historic character of the Site. In scale, design, materials and location it is unobtrusive but it does detract from the historic character of the Site. However, it used to enhance visitor safety.

(4) Visitor Space

LH Monument

Historic Condition:

The LH stone monument was installed c.1952 and is located southwest of the Core Fortification area near the Salient of Bastion E. It is approximately 1' square and aligned along a N/S axis; it made of white marble.

**Existing Condition:** 

The LH monument remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The monument existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

D.A.R. Monument

Historic Condition:

The Daughters of the American Revolution (DAR) monument was installed in 1906 and is located east of the northern terminus of the seasonal access road. It is oval, aligned along an E/W axis, 5' in diameter and 3' high. It is a sedimentary boulder and is red-brown. It has an oval, commemorative bronze plaque, 2 ½' wide and 2' high.

Existing Condition:

The D.A.R. monument remains unchanged from its condition at the end of the period of significance.

Analysis: Existing, Contributing

The monument existed during the period of significance and contributes to the historic character of the Site. It retains integrity of location, design, setting, materials, workmanship, feeling and association.

Flagpole

Historic Condition:

The flagpole did not exist during the period of significance.

**Existing Condition:** 

The flagpole was installed in the c. 1974 and is located at the north end of the visitor parking lot. It is approximately 40' high. It is metal, painted white and currently flies an American flag.

Analysis: Existing, Non-contributing

The flagpole did not exist during the period of significance and does not contribute to the historic character of the Site. In scale, design, materials and location it is unobtrusive but it does detract from the historic character of the Site. It used to fly a United States flag and is near the location of the flagpole which existed during the period of significance.

Lampposts

Historic Condition:

The lampposts did not exist during the period of significance.

**Existing Condition:** 

Two lampposts were installed c. 1972 and are located southeast of the Site Manager's House. The lamps are glass paneled, pyramidal shaped light fixtures. They are mounted on 4" diameter metal posts resulting in an overall height of approximately 7; the posts are painted black.

Analysis: Existing, Non-contributing

The lampposts did not exist during the period of significance and do not contribute to the historic character of the Site. In scale, design, materials and location they are obtrusive and detract from the historic character of the Site. They provide light for a small area adjacent to the Site Manager's House.

Barbeque

**Historic Condition:** 

The barbeque did not exist during the period of significance.

**Existing Condition:** 

The barbeque was installed in 1970 and is located southwest of the Site Manager's House. It is rectangular, approximately 1' wide and 2' long. It is metal and painted black. It is mounted on a 5" diameter metal post resulting in an overall height of approximately 3'6"; the post is painted black.

Analysis: Existing, Non-contributing

The barbeque did not exist during the period of significance and does not contribute to the historic character of the Site. In scale, design, materials and location it is unobtrusive, but it does detract from the historic character of the Site. It is used by the Site Manager and located within an area of the Site

reserved for use by the Site Manager.

Picnic Tables

Historic Condition:

The picnic tables did not exist during the period of significance.

**Existing Condition:** 

Approximately 30 picnic tables were added to the current Site c. 1960 and are moveable features currently located in the overlook space south of the overlook parking lot; in the visitor space near the barbeque and in the picnic space east of the seasonal access road near. The tables are rectangular, 3' wide, 5' long and approximately 2 1/2' high. They are made of pine and are not painted.

Analysis: Existing, Non-contributing

The tables did not exist during the period of significance and do not contribute to the historic character of the Site. In numbers and location they are obtrusive, and detract from the historic character of the Site. However, they are placed in various locations throughout the Site for visitor use.

Manager's Fence

Historic Condition:

The manager's fence did not exist during the period of significance.

Existing Condition:

A manager's fence was installed c. 1968 and was located north and northeast of the Site Manager's House; it was altered in 1995. Circa 1968 the fence was L-shaped, aligned along a N/S and E/W axis; N/S it extended southward from a point opposite the visitor's walkway at least 30'; E/W it extended westward from a point opposite the visitor's walkway at least 90'; the fence was approximately 3' 6" high. It was constructed of wood, post-and-rail. In 1995, the c. 1968 fence was removed and a new fence installed. The 1995 fence is generally U-shaped, forming a partial rectangle, and aligned along an E/W axis, approximately 176' long and approximately 5' 8" high. It is constructed of vertical wood boards hung on two rails; it is whitewashed; two openings existed along the fencing.

Analysis: Existing, Non-contributing

The fence did not exist during the period of significance and does not contribute to the historic character of the Site. In scale, design, materials and location it is unobtrusive, but it does detract from the historic character of the Site. However, it is used to define an area of the Site reserved for use by the Site Manager.

Fire Hydrants

Historic Condition:

Three fire hydrants were installed c. 1950; one is located west of the northern terminus of the seasonal access road, one is north of the Fourth Street entrance, and one is north of the 9th Street entrance. They are 8" in diameter and 3" 3" high. They are made of metal and painted an orange-red.

**Existing Condition:** 

The three fire hydrants remain unchanged from their condition at the end of the period of significance.

Analysis: Existing, Contributing

The hydrants existed during the period of significance and contribute to the historic character of the Site. They retain integrity of location, design, setting, materials, workmanship, feeling and association.

Seasonal Parking Area Fence

Historic Condition:

The seasonal parking area fence did not exist during the period of significance.

**Existing Condition:** 

The seasonal parking area fence was installed in 1968 and is located along the southern boundary of the seasonal parking lot. It consists of two sections, one linear, aligned along an E/W axis and 80' long and the second L-shaped, with one part aligned along an E/W axis and 50' long and the other part aligned along an N/S axis and 30' long. It is made of cedar post and rail and not painted. The posts are placed 10' o.c, with an opening of approximately 10' located between the ends of the two sections of fencing.

Analysis: Existing, Non-contributing

The fence did not exist during the period of significance and does not contribute to the historic character of the Site. In scale, design, materials and location it is unobtrusive, but it does detract from the historic character of the Site. However, it is used to define the parking area and area of Site reserved for use by the Site Manager.

Electric Power Box and Manhole Cover

Historic Condition:

The electric power box and manhole cover did not exist during the period of significance.

**Existing Condition:** 

The electric power box was installed in 1968 and is located near the Site manager's fence. It is 3' square and aligned along a N/S axis. It is made of metal, painted green and located on a 4' 8" square concrete slab, 6" thick; the concrete slab is framed by 6" of pea gravel. Southwest of the power box, and 8' o.c. with the box, is a manhole cover 2' 10" in diameter.

Analysis: Existing, Non-contributing

The box and cover did not exist during the period of significance and do not contribute to the historic character of the Site. In scale, design and materials they are obtrusive and detract from the historic character of the Site. However, they are screened from public view by the Site Manager's fence.

Concrete Utility Box

Historic Condition:

The concrete utility box did not exist during the period of significance.

**Existing Condition:** 

A concrete utility box was installed in 1968 and is located north of the 4th Street entrance. It is rectangular, aligned along an E/W axis, is 2'9" wide, 4'9" long and 3'6" high. It is made of 8" by 16" concrete blocks and has an access door on the east elevation; it is surmounted by a shed roof with ashpalt shingles and not painted. Southeast of the box is a utility pole approximately 20' high and an electrical utility post 10" square and 2 ½' high; it is painted light green.

Analysis: Existing, Non-contributing

The box and pole did not exist during the period of significance and do not contribute to the historic character of the Site. In scale, design, materials and location they are obtrusive and detract from the historic character of the Site.

(5) Picnic Space

Mailbox

Historic Condition:

The mailbox did not exist during the period of significance.

Existing Condition:

The mailbox was installed in 1968 and is located west of the 4th Street entrance. It is aligned along an E/W axis, is 12" wide, 2' long and 15" high. It is made of metal and painted black. It is mounted on 2" diameter metal pipe resulting in an overall height of approximately 5' 3"; the post is not painted.

Analysis: Existing, Non-contributing

The mailbox did not exist during the period of significance and does not contribute to the historic character of the Site. In design, materials and location it is obtrusive and detracts from the historic character of the Site.

(6) Maintenance Space

Debris Piles

Historic Condition:

The debris piles did not exist during the period of significance.

**Existing Condition:** 

Three debris piles were introduced to the current Site c. 1968 and are located at points along the southern and western edge of the maintenance space. Each pile occupies approximately 1,000 sq. ft. and is approximately 6' high. They contain discarded picnic benches, gun carriages, earth, stumps, branches and stone from the Site.

Analysis: Existing, Non-contributing

The debris piles did not exist during the period of significance and do not contribute to the historic character of the Site. In scale, design, materials and location they are obtrusive and detract from the historic character of the Site.

Wood Pile

Historic Condition:

The woodpile did not exist during the period of significance.

**Existing Condition:** 

The woodpile was introduced to the current Site c. 1968 and is located west of the 1960s maintenance shed. It occupies approximately 400 sq. ft. and is approximately 4' high. It consists of tree trunks and limbs cut into lengths of approximately 1 ½ to 2'.

Analysis: Existing, Non-contributing

The woodpile did not exist during the period of significance and does not contribute to the historic character of the Site. In scale, design, materials and location it is obtrusive and detracts from the historic character of the Site. However, it is located in an area not used for visitor recreation or Site interpretation.

Raised Manhole Cover

Historic Condition:

The raised manhole cover did not exist during the period of significance.

**Existing Condition:** 

The raised manhole cover was installed in 1968 and is located west of the 1960s maintenance shed. It is 2' in diameter and 2' high. It is made of metal and painted green. Two vents located north and southeast of the cover and are approximately 5" in diameter, 1 ½' high and painted green.

Analysis: Existing, Non-contributing

The cover and vents did not exist during the period of significance and do not contribute to the historic character of the Site. In scale, design, materials and location they are obtrusive and detract from the historic character of the Site.

Culvert and Fencing

**Historic Condition:** 

The culvert and fencing did not exist during the period of significance.

**Existing Condition:** 

The culvert was installed in 1968 and is located south of the modern maintenance shed. It is linear, aligned along an E/W axis and is approximately 3' in diameter. It is made of concrete and not painted. A 6' section of post and rail fencing is located to the southeast of the outlet; it is 3 ½' high and not painted.

Analysis: Existing, Non-contributing

The culvert and fencing did not exist during the period of significance and do not contribute to the historic character of the Site. In scale, design, materials and location they are obtrusive and they detract

from the historic character of the Site. However, they are located in an area not used for visitor recreation or Site interpretation.

(7) Signal Tower Space

Not applicable.

#### **Analysis Summary**

The historic integrity of a cultural landscape is assessed in order to determine the ability of a particular landscape to convey it significance as was determined using the National Register Criteria. The National Register defines seven aspects of integrity which are used in this assessment. They are: location, design setting, materials workmanship, feeling and association. Based on the preceding analysis of existing and historic conditions, the Site has been determined to posses a high degree of integrity.

For the Fort Ontario State Historic Site natural and man-made features which existed during the period of significance allow for this high degree of integrity. The bluff, which was so important in site selection for each Fort Ontario constructed, remains essentially unchanged from its condition at the end of the period of significance. Existing spatial forms present during the period of significance include the Core Fortification area, cemetery space, and signal tower space. Views which extended over Lake Ontario, the Oswego River, and the City of Oswego remain unchanged from the end of the period of significance, as do major circulation systems within the Core Fortification area. One of the most important character defining features of the Site, the defensive structure commonly referred to as Fort Ontario, still remains, and retains all seven aspects of historic integrity. Various types of grasses and perennial vegetation which existed during the period of significance remain within the Core Fortification area, and outside the fort, Parade Ground trees planted c. 1905 exist along portions of the southern and eastern boundary of the Site. The early twentieth century topography surrounding the fort generally remains intact and the topography within the fort remains fully intact.

In addition to the features existing within the Site boundaries, the continued relationship between the Site and Lake Ontario, the Oswego River, the City of Oswego and old Reservation features located outside the current Site boundaries enhance the significnance of the Site and add to its integrity. Those old Reservation features include buildings located on City of Oswego property that were constructed c. 1903-1905, the Parade Ground that was also constructed at that time, and the circulation systems surrounding the Parade Ground. East Schuyler and East Ninth Streets continue to retain their residential and small business fabric, which has existed since the 1850s.

# Conclusion

The purpose of Part 1 of the Fort Ontario State Historic Site Cultural Landscape Report is to document the history of the Site and to compare and evaluate existing conditions to historic conditions. The Site History section of the report documents the evolution of the Site through five historic periods defined by ownership and use. The Existing Conditions section documents the condition of the landscape context and landscape features present in 2002. And finally, the Analysis and Evaluation section summarizes the historic condition (1755-1954) and existing condition (1955 to 2002) of a feature, and then analyzes the findings to determine its historic significance and integrity.

#### I. Historical Summary

The British began construction of the first Fort Ontario in 1755. During its construction, the plateau overlooking the confluence of the Oswego River and Lake Ontario was cleared of trees and brush and rudimentary outer earthworks were built around the fort. The French destroyed the fort the following year and it was not until 1759 that the British began construction of a second fort.

The second Fort Ontario was located near the site of the first but was a more substantial structure than its predecessor. From 1759 to 1763 additional land surrounding the second fort was cleared of timber and brush and an extensive system of outer earthworks was constructed. When almost complete, work on the fort ceased as a treaty was signed between the French and English. The treaty lessened the need to defend the Mohawk-Oneida-Oswego river systems, resulting in a general decline in the importance of the site and fort. The garrison at the fort was gradually reduced and during the 1760s and 1770s the fort was sometimes abandoned altogether.

With the outbreak of the Revolutionary War in 1775, the site overlooking Lake Ontario and the Oswego River once again took on military significance. The British periodically used the fort as a base for meetings and sorties against rebel settlements. After being used as a staging area for a British attack on Fort Stanwix in 1777, patriot forces burned the buildings and portions of the Core Fortification in 1778. Towards the end of the war, the British constructed a third Fort Ontario on the ruins of the second fort. From 1782 to 1796, the British occupied the fort. In 1796, the British turned control of Fort Ontario over to American forces.

The Americans continuously occupied the fort from 1796 until about 1804. From 1807 and into the War of 1812, Fort Ontario was intermittently garrisoned by different bodies of the New York militia. In 1814, the British attacked and destroyed any buildings and some of the defensive structures associated with the third fort. The remains of the fort lay in ruins until 1839. That year, construction began on a fourth Fort Ontario to monitor the activities of American citizens supporting a rebellion in British-Canada. The construction on the fort lasted until 1844. Like the second Fort Ontario the fourth fort was constructed of earth and timber with an extensive system of outer earthworks. In addition, a number of buildings were constructed south of the fort to provide for the assistance and the maintenance needs of the garrison. From 1863 to 1872 a quarry was opened on the site east of the fort where stone was mined for the improvement of the defenses. Congress determined the fort obsolete in 1872, and work on the improvements came to an end. From 1872 to 1901 the fort was periodically used as a training and staging area for troops enroute to foreign wars. In 1901 the fourth Fort Ontario was decommissioned.

In 1902 it was decided that the Fort Ontario Military Reservation would again be used for military purposes. From 1903 to 1905 the outer earthwork were removed, and the majority of the nineteenth century buildings constructed outside the Core Fortification were demolished. To accommodate the soldiers and officers, twenty-one brick buildings were constructed east and south of the Core Fortification; many were constructed near the edge of a large Parade Ground east of the fort. As the number of individuals and training activities increased, additional buildings were constructed c. 1917. In 1928, the Core Fortification buildings were repaired and altered, and used to house additional military staff, personnel and services. With the onset of World War II, from 1940 to 1941 sixty new buildings were constructed when training activities were expanded. The Reservation

remained a training installation until 1944 when the fort was decommissioned. However, shortly afterwards it was decided to use the Reservation to house refugees from the Nazi Holocaust. The refugees arrived in 1944 and stayed until 1946. Following their departure, the Reservation was turned over to the State of New York.

Once in state ownership, most of the buildings constructed c. 1941 were demolished and the brick buildings constructed c. 1903-1905 were converted into apartments for returning war veterans and their families. In 1949, a portion of the old Reservation was transferred to the State Education Department to be developed into a state historic site. The parcel contained the Core Fortification and land surrounding the fort, some of which extended to the cemetery. In 1954 the last of the veterans either moved or were relocated bringing to an end federal use of the old Reservation. That same year the site was enlarged when the parcel of the old Reservation formerly housing the last of the veterans was added to the original state historic site. Since 1954 work has been undertaken to stabilize the existing features on the Site and to make it easily accessible to visitors. In 1986, a plan was developed to return the fort to its 1868 to 1872 appearance. This is currently referred to as the period of interpretation (1868-1872). Since 1986, work has been undertaken to reconstruct revertments and add vegetation and small-scale features associated with the period of 1868 to 1872.

### II. Research Recommendations

The following four recommendations are being made so that the current historical knowledge of the Site can be enhanced; that future research of Site archives can be easily conducted; that Site boundaries can firmly be established; and, that information on the National Register nomination form is current. First recommendation: the Fort Ontario State Historic Site and the Central Region office of the New York State Office of Parks Recreation and Historic Preservation archives contain numerous documents retrieved from repositories such as the National Archives in Washington, D.C., the Public Archives of Canada and the British Archives in London, England. However, hundreds of documents remain to be researched at the National Archives and a more thorough search of the Public Archives of Canada and the British Archives in London needs to be conducted. It is recommended that these repositories be revisited. Second recommendation; the Fort Ontario State Historic Site archives consists of paper documents, photographs and slides and are currently housed in file cabinets, map drawers and boxes stored in various locations on the Site. Their organization is somewhat haphazard and a complete record of the archive contents does not exist. It is recommended that the archives be better organized according to type of and date of resource and that a duplicate set of records be made. In addition, with advancement in technology and research methods new copies of some resource materials should be obtained. Third recommendation; the transfer of ownership of the linear parcel of land to the north and west of the Site, currently used by the New York Central Railroad, was not revealed. It is recommended that a thorough deed search be conducted to determine rightful ownership. Fourth recommendation; it is recommended that the National Register nomination form be amended to reflect the findings of this report.

# III. Treatment Recommendations

From the findings of this report three recommendations should be considered. They are: compilation of Part 2 of a CLR, which is known as a Treatment Plan; compilation of Part 3 of a CLR, which is known as a Record of Treatment Plan; and reconsideration of the period of interpretation (1868-1872) as a sole guide in directing management decisions. With the completion of Part 1 of the Fort Ontario State Historic Site Cultural Landscape Report, efforts should be undertaken to proceed with Part 2, a Treatment Plan. The compilation of Part 2 will provide a greater understanding of how to treat existing Site features and assist in future management decisions. The plan will offer guidance in the preservation, rehabilitation, restoration and reconstruction of existing and removed Site features, as well as aide in the interpretation of the Site and enhancment of historic landscape characteristics and features. Part 3 of a CLR should start immediately in order to record changes to the Site as they occur. It is also strongly suggested that the period of significance for the Site be established from 1755 to 1954 and that the period of interpretation, 1868-1872, currently used to guide the majority of mangement decisions for the Site, be reconsidered and that the entire period of significance be taken into account. This is based on existing Site features, their condition, and their association with various historic events. This will aide in the efforts to interpret the entire history of the Site viewed as significant according to National Register criteria.

# **Endnotes**

#### Introduction

- <sup>1</sup>Paul A. Lear, conversation with author, 7 January 2003.
- <sup>2</sup> Robert P. Page, Cathy A. Gilbert, and Susan A. Dolan, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (Washington, D.C.: U.S. Department of the Interior, 1998), 3-4, 6.
- <sup>3</sup> Page, A Guide to Cultural Landscape Reports, 20.
- <sup>4</sup>Adapted from National Park Service, "Resources Management Plan Guidelines," reprinted in Page, A Guide to Cultural Landscape Reports, 67.

## Chapter 1 - Battle for Fort Ontario (Pre-history to 1796)

- With the construction of the first Fort Ontario in 1755, the area of the plateau used for military purposes will later be referred to in this document as the "Reservation".
- <sup>2</sup>Robert J. Raybeck, "The Indians," in *Geography of New York State*, ed. John H. Thompson (Syracuse: Syracuse Univ. Press, 1966), 113.
- 3 Ibid.
- <sup>4</sup> David M. Ellis, A Short History of New York State (Ithaca: Cornell Univ. Press, 1957), 12. The Algonquian were sometimes referred to as the Delaware Indians.
- <sup>5</sup> This is the theory discussed in Barbara Graymont's book, *The Iroquois in the American Revolution*. Another theory discussed in James Tuck's book, *Onondaga Iroquois Prehistory: A Study in Settlement Archaeology* suggests that the Iroquois evolved *in situ*, or from the original inhabitants of New York State.
- \*Ellis, Short History of New York State, 12.
- <sup>7</sup>Lewis H. Morgan, League of the Ho-De-No-Sau-Nee, Iroquois (Rochester, NY: Sage & Brother, Publishers, 1851), 6.
- \* Barbara Graymont, *The Iroquois in the American Revolution*, (Syracuse: Syracuse Univ. Press, 1972), 7. In 1535, French explorer Jacques Cartier found Iroquois tribes near the Reservations of present-day Quebec and Montreal, Canada. By 1603, the French explorer Samuel de Champlain reported that the Iroquois had disappeared from that region.
- <sup>9</sup> Ibid., 8. While the languages of the five nations of the Confederacy differed, and the degree of difference generally increased in correlation to the distance separating each of the nations, the nations of the confederacy could generally understand each other without much difficulty.
- 10 Ibid., 14.
- □ Ibid.
- 12 Ibid., 17. Wampum belts were made of shell beads, in either white or purple, and used as mnemonic devices, to pledge truthfulness and indicate sacredness. No formal message was accepted without an accompanying wampum. In formal negotiations between Indian nations, or with representatives of colonial governments, wampum strings and belts were always exchanged. Selected individuals were designated to remember the meaning of each wampum belt.
- 13 Ibid., 12.
- 14 James Tuck, Onondaga Iroquois Prehistory: A Study in Settlement Archaeology (Syracuse: Syracuse Univ. Press, 1971), 5.
- 15 Graymont, Iroquois in the American Revolution, 14.
- 16 Ibid., 16.
- 17 Ibid., 8.
- 18 Ibid., 16.
- 19 Ellis, Short History of New York State, 13.
- 20 Ibid., 15.
- 21 The Europeans adopted many of these paths, which often skirted ridges and other high lands.
- <sup>22</sup>Ruben Gold Thwaites, *The Jesuit Relations and Allied Documents* (Cleveland: Burrows Bros. Co., 1896-1901), 62:55-7, as found in Frederick K. Zercher, "The Economic Development of the Port of Oswego" (master's thesis, Syracuse University, 1935), 55.
- 23 The names of the northern Great Lakes Indians was not revealed in the research material used for this document.
- <sup>24</sup> Graymont, Iroquois in the American Revolution, 23.
- <sup>25</sup> Raybeck, "The Indians," 115. The Erie Indians were defeated in 1654, and the Susquehanna Indians were defeated in 1675.

- 26 Ellis, Short History of New York State, 16.
- 27 Morgan, League of the Ho-De-No-Sau-Nee, 19.
- <sup>28</sup> Graymont, *Iroquois in the American Revolution*, 23. The acquisition of firearms from the Europeans also helped to increase the Iroquois dominance over neighboring Indian communities.
- 29 Ellis, Short History of New York State, 16.
- <sup>30</sup> Graymont, Iroquois in the American Revolution, 27.
- 31 Morgan, League of the Ho-De-No-Sau-Nee, 21.
- 32 Roger Riendeau, A Brief History of Canada (New York: Facts on File, Inc. 2000), 53. Frontenac was governor of New France twice, once from 1672-1682 and again from 1689-1698.
- 33 The identity of these thirteen tribes was not revealed in the research material.
- 34 Ibid., 53.
- 35 Graymont, Iroquois in the American Revolution, 28.
- 36 Ibid., 26.
- 37 Ibid.
- 38 Ibid.
- 30 This was an oral agreement between the English and Iroquois asserting that each would respect the other.
- 40 John Charles Churchill, Landmarks of Oswego County, New York, (Syracuse: D. Mason, 1895), 105.
- <sup>41</sup> Ibid. Since 1766, Samuel Kirkland, a Presbyterian missionary from Boston, had lived among the Oneida gaining their respect and exerting considerable influence among them. His ties to Boston and the patriots led the Oneida to sympathize with the Americans and to their involvement at the influential Battle of Oriskany during the Revolutionary War.
- <sup>42</sup> Paul Redmond Drew, Archiving Early America website, www.earlyamerica.com, "Sir William Johnson-Indian Superintendent," 4 August 2001.
- 43 Crisfield Johnson, History of Oswego County, New York (Philadelphia: L. H. Everts and Co., 1877), 38.
- 44 German Flats was located east of presently-day Herkimer, New York along the Mohawk River (see fig. 1.4 p. 24).
- 45 Ibid., 72.
- <sup>46</sup> Stanley J. Adamiak, Archiving Early America website, www.earlyamerica.com, "The 1779 Sullivan Campaign: A Little Known Offensive Strategic to the War Breaks the Indian Nations' Power," 4 August 2001.
- <sup>47</sup> Johnson, History of Oswego County, 42; Ellis, A Short History of New York State, 152.
- 48 Morgan, League of the Ho-De-No-Sau-Nee, 42-3.
- 49 Tuck, Onondaga Iroquois Prehistory, 182.
- 50 "Observations of Wentworth Greenhalgh," in The Documentary History of the State of New York, ed. E.B.
- O'Callaghan,1:12. A bark chapel built at one of these Onondaga villages of Indian Hill or Indian Castle in 1655 is believed to be the first structure erected by Europeans in an Onondaga village. Fathers Dablon and Chaumont built this structure and called it St. Jean Baptiste.
- <sup>51</sup> Graymont, *Iroquois in the American Revolution*, 19. Smaller, seasonal fishing villages existed at Oneida Lake and along various rivers and streams. The three villages were detroyed during the Sullivan-Clinton expedition in 1779.
- 52 John Bartram, Lewis Evans and Conrad Weiser, A Journey from Pennsylvania to Onondaga in 1743 (Barre, Massachusetts: The Imprint Society, Inc., 1973), 42.
- 53 E.B. O'Callaghan, ed., "The Iroquois and Other Indian Tribes" in *The Documentary History of the State of New York*, 1:26-7.
- 54 The Onondaga also retained the right to gather salt from the springs and to have access to fishing at areas along the Oswego River and Oneida Lake.
- 55 Tuck, Onondaga Iroquois Prehistory, 195. The other Onondaga Indian families had fled to the Seneca territory in 1779. No information was found regarding the number of families that fled.
- 56 Ibid
- <sup>57</sup> Under the Dutch the present day area of Manhattan and its immediate surroundings were called New Amsterdam. All of their holdings along the Connecticut, Delaware and Hudson Rivers were collectively called New Netherlands.
- 58 D.W. Meinig, Shaping of America: A Geographical Perspective on 500 Years of History: Atlantic America, 1492-1800 (London: Yale Univ. Press. 1986), 1:119. Initial trade with the River Indians, or Algonquian, along the Hudson had shifted to the Mohawks as the latter pushed the other competing Indian groups from the region.
- 59 Riendeau, A Brief History of Canada, 21.
- 60 D.W. Meinig, Shaping of America, 26; Riendeau, Brief History of Canada, 21-2. It was during one of these initial trips that Cartier declared the newly discovered area along the St. Lawrence River as New France.
- 61 Ibid., 32.
- 62 Ibid.
- 63 By this time in history the Iroquois tribes of the Five Nations had been driven from the St. Lawrence region by the Huron and Algonquians.
- <sup>64</sup> Ibid., 22, 32. The French had learned from the Native Indians during the expeditions of Cartier that "three months' journey westward" was possible along the waters connected to the St. Lawrence River. Champlain's discovery was the first by a French man of significance to actually verify the possibility of these earlier reports.

- 65 The term "improvements" refers to the actions of the landlords to develop roads, clear land and identify arable land for the tenant farmers. These tasks were left to the industry of the tenant farmer whose resources were limited.
- 66 Meinig, Shaping of America, 1:119.
- <sup>67</sup> Riendeau, *Brief History of Canada*, 36. By the mid-1620s 80 people lived permanently in Quebec compared to 2,000 English settlers in Virginia, 300 English settlers in New England and 200 settlers in New Netherlands along the Hudson River.
- 68 Ibid., 21.
- 69 Ibid., 38.
- 70 Robert M. Faust, The Story of Oswego County (Oswego, NY: Palladium Times, Inc., 1954), 20.
- <sup>71</sup> Ibid. Before this time, the Salmon River was used for travel to the Onondaga village. This route required extensive land travel once the river's end was reached. Noted in LeMoyne's journal from this initial visit among the Onondaga tribe was the discovery of salt springs at the south end of Onondaga Lake, one of the first sources of salt discovered in the interior of the New World. The demand for and value of this resource would help to establish the City of Syracuse and aid in the development of Oswego.
- <sup>72</sup> The fort was located on the eastern shore of Onondaga Lake between present-day Liverpool and Syracuse, New York. The fort was given the name Fort Ste. Marie de Gannentaha and was to serve as a mission as well.
- <sup>73</sup> O'Callaghan, ed., "First Settlement of Onondaga, and the Discovery of the Salt Springs," in *The Documentary History New York*, 1:45.
- 74 Ibid., 47-8.
- 75 Ibid., 45.
- 76 Riendeau, Brief History of Canada, 40.
- 77 Ibid., 44.
- 78 Ibid.
- 79 Ibid.
- 80 Meinig, Shaping of America, 1:119.
- \*I Conflicts related to land ownership had developed between the English members of the New England colony and the New York Province. By limiting expansion of New England settlers, Andros curtailed friction between the two colonies.
- <sup>k2</sup> Ibid., 1:122.
- 83 During the winter months the St. Lawrence River froze for an extended period.
- 84 Riendeau, Brief History of Canada, 52.
- 85 E.B. O'Callaghan, ed., Documents Relative to the Colonial History of the State of New York (Albany, 1853-1887), 111:485.
- \*\* Father Louis Hennepin, A New Discovery of a Vast Country in America, ed. R.G Thwaites, 1:96-7. In 1678, under the direction of LaSalle the first fortified home at Niagara was erected. In 1679, the first recorded account of trade at Oswego between a European and Indian transpired between the Frenchman, Sieur La Forest, and an unidentified Indian.
- <sup>k7</sup>Frederick K. Zercher, "The Economic Development of the Port of Oswego" (master's thesis, Syracuse University, 1935), 11.
- \*\* Ibid.
- \*O'Callaghan, ed., The Documentary History of New York, 4:639-40, 750, 802.
- Governor Burnet to the Board of Trade, 9 May 1727, The Documentary History of New York, ed. O'Callaghan, 1:447.
- <sup>91</sup> Queen Anne succeeded King William III after his death in 1702. England and her allies were known as the Grand Alliance and in addition to England it consisted of the League of Augsburg, Denmark, Portugal and the Netherlands. The Grand alliance was formed on 7 September 1701.
- 92 Such attacks included the ones against Schenectady, New York and Salmon Falls, New Hampshire in the winter of 1690. The Marquis de Frontenac encouraged these terrorist attacks against small outlying English villages during King William's War (1690-1697). King William's War began when the War of the League of Augsburg in Europe spilled over into the American colonies. The War of the League of Augsburg began in present-day Germany when the French, under Louis XIV, took possession of a portion of the formers territory. The English objected to this act and declared war with France. During King William's War the makeup of adversarial forces in the colonies came less to rely on the European supported Native tribes and required a greater participation of European troops.
- 97 The Palatine Germans migrated from the Palitinate area of Bavaria in the Rhine Valley, present-day Germany
- <sup>94</sup> D.W. Meinig, "The Colonial Period, 1609-1775," in *Geography of New York*, ed. John H. Thompson (Syracuse: Syracuse Univ. Press, 1966), 131.
- 95 Ibid.
- 46 O'Callaghan, ed., Colonial History of New York, IX:970.
- \*\*Frederick W. Barnes, "The Fur Traders of Early Oswego," in *Proceedings of the New York State Historical Society: The Fifteenth Annual Meeting with Constitution, Bylaws and List of Members*, vol. XIII (New York Historical Society, 1914), 130; *Life and Writings of DeWitt Clinton*, ed. Wm. W. Campbell (New York: 1849), 80. In 1810, DeWitt Clinton recorded finding a stone in the foundation of one of the early Fort Ontarios with the date 1711 engraved upon it. He surmised the stone came from an old trading house located at Oswego. Clinton found other stones bearing dates from the 1740s and one was inscribed with the date 1761.
- \*\* Governor Burnet to the Board of Trade, Documentary History of New York, ed. O'Callaghan, 1:45. In 1721, Burnet

mentions that he also established a blockhouse at the carrying place to Canada near Lake George to enforce trading infractions by the merchants of Albany. The blockhouse was known as Fort Lydius and later Fort Edward.

- <sup>90</sup> Major W.H. Bertsch, "The Defenses of Oswego," in *Proceedings of the New York State Historical Society: The Fifteenth Annual Meeting with Constitution, Bylaws and List of Members*, vol. XIII (New York Historical Society, 1914), 108-27.

  <sup>100</sup> O'Callaghan, ed., Colonial History of New York, V:830.
- <sup>101</sup> The French terms for Oswego and the main village of the Onondaga, south of present-day Onondaga Lake, were Choueguën and Onnontagué respectively.
- 102 Ibid., 1:446.
- <sup>103</sup> Wallace F. Workmaster, "The Study of Defenses at Oswego," in *Oswego County Historical Society, 1966-1967* (Oswego, NY: Oswego Historical Society Publications, 1967), 21. The French had located the post at Niagara to secure the outlet there, to exert influence over the Seneca tribe of the Iroquois Confederacy, and to intercept the Upper Great Lakes (Michigan, Superior, and Huron) Indians heading to Oswego for the lower priced trade goods normally exhibiting a higher quality than those of the higher priced French goods.
- 164 O'Callaghan, ed., Documentary History of New York, 1:447.
- 105 Ibid., V:818. No information was found during research revealing the extent of this effort.
- 106 Barnes, "Fur Traders of Early Oswego," XIII:131.
- 107 Workmaster, "Study of Defenses at Oswego," 21. There is some uncertainty as to whether or not this building had a flat roof with crenellated side and end walls and several small one-story towers on the top of the roof when first built in 1727. However, a sketch made by a French spy in 1749 shows these features to have been present at this later date. This crenellated rooftop gave Fort Oswego the appearance of a "castle," leading many contemporaries to refer to it as such in their writings.

  108 Zercher, "Economic Development of Port of Oswego," 25.
- <sup>109</sup> By this time in history, tall flat walls were no match for European artillery. Walls of military fortifications needed protection through the use of banks of earth.
- 110 Henry William Elson, "Lake Ontario in History," in Proceedings of the New York State Historical Society: The Fifteenth Annual Meeting with Constitution, Bylaws and List of Members, vol. XIII (New York Historical Society, 1914), 148.
- iii Governor Burnet to the Board of Trade, Documentary History of New York, ed. O'Callaghan, 1:45.
- 112 O'Callaghan, ed., Documentary History of New York, 1:456.
- 113 Had the French occupied Oswego, similar concerns of survival would have also plagued the British. By locating at Oswego, the French could have gained the favor of the Iroquois and French expeditions into English territory would have been much easier.
- 114 Governor Burnet to the Board of Trade, Documentary History of New York, ed. O'Callaghan, 1:458.
- 115 Zercher, "Economic Development of Port of Oswego," 65.
- The Colonial Laws of New York from the Year 1664 to the Revolution, (Albany: 1994) as found in Frederick K. Zercher, "The Economic Development of Port of Oswego," 26. No information was found during this research revealing the exact date when the location of the town changed. It is possible that the change occurred during the 1730s when a commissary was installed at the fort to oversee trading activities. By placing the town south of the fort a practice called forestalling could be eliminated. Forestalling occurred when traders would row their own boats out to approaching Indians and entice them with alcohol to trade somewhere other than the town.
- <sup>117</sup> Zercher, "Economic Development of Port of Oswego" 31.
- <sup>118</sup>Colonial Laws of New York, 2:802-3, 3:1010, as found in Frederick K. Zercher, "Economic Development of Port of Oswego" 33, 52. Women were also issued trading certificates for the Oswego Reservation.
- <sup>119</sup> Peter Williamson, Life of Peter Williamson, (Dublin: 1766), 30, 42, as found in Frederick K. Zercher, "Economic Development of the Port of Oswego," 22.
- <sup>120</sup> Zercher, "Economic Development of Port of Oswego," 36. Other furs brought to Oswego included gray and red fox, martin, raccoon, fisher, wolf, muskrat, wildcat, skunk, weasel and lynx. Buffalo hides were also brought.
- 121 George A. Cuthbertson, Freshwater: A History and a Narrative of the Great Lakes (New York: The MacMillan Company, 1931), 8-13.
- 122 Frank H Severance, "The Story of Joncaire," in An Old Frontier of France: The Niagara Region and Adjacent Lakes Under French Control. (New York: Dodd, Mead and Company, 1917), 2:183; O'Callghan ed., Colonial History of New York, 9:1049, as found in Frederick K. Zercher, "Economic Development of Port of Oswego," 38.
- 123 William Bennett Munro, Crusaders of New France (New Haven, Conn.: Yale Univ. Press, 1918), 169.
- <sup>124</sup> O'Callaghan, Colonial History of New York, 6:743. The French often set prices to undersell the Albany traders at Oswego.
- <sup>125</sup> Letters and Papers of Caldwallader Colden, 1730-1764, 6 vol. (Cooperstown, NY: Collection of New Historical Society, 1918-1923), XXXIV, as found in Frederick K. Zercher, "Economic Development of Port of Oswego," 49.
- <sup>126</sup> Moravian Journals Relating to Central New York 1745-1768, ed. W.M. Beauchamp (Syracuse: 1916), 146, as found in Frederick K. Zercher, "Economic Development of Port of Oswego," 49-50.
- <sup>127</sup> John Craig to Johnson, 8 June 1747, *The Papers of Sir William Johnson*, eds. James Sullivan and Alexander Flick, vol. 1 (Albany: 1921-1933), 98, as found in Frederick K. Zercher, "Economic Development of Port of Oswego," 51.
- 128 Furs were sold by the pound and scales were at times adjusted to favor the buyer. Other deceptive practices included

watered down rum and outright theft. The Europeans felt that the military officers, who at times proctored the trades, were too strict or intrusive.

- 129 Barnes, "Fur Traders of Early Oswego," XIII:131.
- 130 Bartram, Evans, and Weiser, Journey from Pennsylvania to Onondaga in 1743, 66.
- <sup>131</sup> Zercher, "Economic Development of Port of Oswego," 41-2.
- 132 O'Callaghan, ed., Colonial History of New York, X:202.
- 133 Ibid.
- <sup>134</sup> Zercher, "Economic Development of Port of Oswego," 42. Chaussegros de Lery also reconnoitered Fort Oswego again in 1749.
- 135 Commonly called the Oneida Carrying Place or the Great Carrying Place, this portage was one to three miles long depending upon the water level, draft of the water vessel, burdens carried and the season of year.
- 136 Skinner, "The Old Trail from the Mohawk to Oswego," in *Proceedings of the New York State Historical Society: The Fifteenth Annual Meeting with Constitution, Bylaws and List of Members*, vol. XIII (New York Historical Society, 1914), 201. In 1758 Fort Stanwix was built in the area of Fort Williams.
- 137 O'Callaghan, ed., *Documentary History of New York*, 1:463. "Resolved, That there be allowed a sum not exceeding the sum of Six Hundred Pounds, to and for erecting a sufficient stone Wall, at a proper distance, round the trading house at Oswego, either in a triangular or quadrangular form, as the ground will best admit of, with a bastion or block house in each corner, to flank the curtains, which are to be single for the accommodation of men, if need be."
- 138 Workmaster, "Study of Defenses at Oswego," 22.
- 139 Bartram, Evans, and Weiser, Journey from Pennsylvania to Onondaga in 1743, 65-70.
- 140 Governor Clarke's to the Board of Trade in 1742, Documentary History of New York, O'Callaghan, ed., 1:463-4.
- 141 The fortress town of Louisbourg was referred to collectively as Fort Louisbourg.
- <sup>142</sup>Bertsch, "Defenses of Oswego," 111. The French initially feared that Iroquois warriors would reinforce the British at Oswego. As the war continued the French did prepare to attack Oswego, but their plans were not carried out for a reason not determined during this research.
- <sup>143</sup> Benton Minks and Louise Minks, *The French and Indian War* (San Diego: 1995), 45. This territory was considered to be under the control of the colony of Virginia by the English. At the Forks of the Ohio River, the Monongahela and Allegheny Rivers combined to from the Ohio River.
- 144 Ibid.
- 145 Ibid.
- 146 Ibid., 56.
- <sup>147</sup> Ibid. William Johnson's task was to construct two forts at either end of the portage between Lake George and the headwaters of the Hudson River to prevent the French from entering the Mohawk Valley. Fort William Henry was built at the northern end of the portage, near the southern end of Lake George, and Fort Edward was built at the southern end of the portage, at the headwaters of the Hudson River.
- <sup>148</sup> William Shirley received the command of the British forces in America after the death of General Edward Braddock in 1755.
- <sup>149</sup> Wallace F. Workmaster, "The Forts on the Reservation of Fort Ontario", in *The Journal 1976-1977, Oswego Historical Society*, W. Seward Salisbury, ed., (Oswego, NY: Beyer Offset, Inc., 1977), 21.
- 150 O'Callaghan, ed., *Documentary History of New York*, 1:471. From the Council minutes at Fort George, in New York City, on 23 April 1755.
- 151 Stanley Pargellis, ed., Military Affairs in North America 1748-1765: Selected Documents from the Cumberland Papers in Windsor Castle, (Archon Books, 1969), 190.
- 152 Severance, An Old Frontier of France, 2:144.
- 153 O'Callaghan, ed., Documentary History of New York, 1:473.
- 154 Pargellis ed., Military Affairs in North America, (Archon Books, 1969), 190. Patrick Mackellar mistakenly refers to Fort George as Fort Oswego, and Fort Oswego as Fort George.
- 155 The title, The Fort of the Six Nations, chosen in an effort to appease the Iroquois Confederacy allies, appears on a plan view of this stockade fort by an unknown engineer.
- 156 O'Callaghan, ed., Documentary History of New York, 1:473; "Account of American Affairs in 1755," in The Gentleman's Magazine, vol. xxvi (London 1731-1907), 6.
- 157 The French had built two schooners at Fort Frontenac in 1725 and two in 1742. In 1749 and 1755 seven more French vessels were built at Fort Frontenac.
- 158 W. Lawson Grant, "The Capture of Oswego in 1756", Proceedings and Transactions of the Royal Society of Canada, Third Series, VIII:200, as found in Frederick K. Zercher, "Economic Development of Port of Oswego" 56.
- 159 Cuthbertson, History of Great Lakes, 57.
- 160 O'Callaghan, ed., Colonial History of New York, 1:472.
- 161 Cuthbertson, History of Great Lakes, 60.
- 162 Zercher, "Economic Development of Port of Oswego" 56.
- 163 Francis Parkman, France and England in North America (New York: Viking Press, 1983), 2:1123.

- 164 Severance, Old Frontier of France, 2:144.
- <sup>165</sup> For the rest of this CLR the general area occupied by Forts George, Ontario and Oswego, and that of the Oswego River's mouth and harbor, as well as the small trading town south of Fort Oswego will be referred to as Oswego. If reference is made to a particular entity, such as Fort Oswego, it will be so identified.
- 166 Snyder, Oswego: From Buckskin to Bustles (Port Washington, NY: Ira J. Friedman, Inc., 1968),

12.

- <sup>167</sup> O'Callaghan, ed., *Documentary History of New York*, 1:489; Parkman, *France and England in North America*, 1112. The French referred to this harbor as the Bay of Niaouré.
- 168 Parkman, France and England in North America, 1112.
- 169 Ibid., 190-1.
- <sup>170</sup>O'Callaghan, ed., Colonial History of New York, 1:479. Excerpt from letter of Colonel Mercer, commander of the garrisons at Oswego.
- <sup>171</sup> Pargellis, *Military Affairs in North America*, 198-9. Recorded by Patrick Mackellar, Engineer en Second, on 20 June 1756. The advanced guard was finished on 30 June 1756.
- 172 Ibid., 200. Recorded by Patrick Mackellar, Engineer en Second, on 22 June 1756.
- 173 Severance, Old Frontier of France, 2:144.
- 174 Parkman, France and England in North America, 1112.
- 175 M. de Vaudreuil to the Minister, 10 July 1756, Colonial History of New York, ed. O'Callaghan 1:474.
- <sup>176</sup> Parkman, France and England in North America, 1123. This force consisted of the battalions of La Sarre, Guienne, and Béarn, and colony regulars, Canadians and approximately 250 Native Indians.
- <sup>177</sup> O'Callaghan, ed., *Colonial History of New York*, 492-3. On the morning of 11 August Sieur Descombles was killed when a Nipissing Indian accompanying him mistook Descombles as an Englishmen
- <sup>178</sup> Parkman, France and England in North America, 1112; Paul A. Lear, Site Manager, conversation with author, January 2002. The number of men defending the fort was approximately 300.
- 179 Ibid.
- 180 Paul Lear, Locations of Potential Archeological Reservations Related to Fort Ontario: State Historic Reservation in the City of Oswego, New York, (Peebles Island, NY: New York State Office of Parks Recreation and Historic Preservation, 12 April 1991, photocopied), 25.
- 181 Pargellis, ed., Military Affairs in North America, 493; Lear, Locations of Potential Archeological Reservations, The first parallel was supervised by Sieur de Bourlamaque using six pickets of workmen, 50 men each, with two companies of grenadiers and three pickets to support them. The parallel was 600 feet long with embrasures created by stumps of trees. The parallel was continued to the river after Fort Ontario was evacuated.
- 182 Parkman, France and England in North America, 1123.
- <sup>183</sup> O'Callaghan, ed., *Documentary History of New York*. 1:494-503. Hutenac had joined Generals Shirley and Pepperel's regiment before the French attack on Oswego on 13 August 1756. At the time of the attack Shirley's regiment was defending Fort Oswego, Pepperel's regiment was defending Fort Ontario and Schuyler's provincials occupied Fort George.
- 184 Snyder, Buckskins to Bustles, 12.
- 185 Pargellis, ed., Military Affairs in North America, 211.
- 186 Parkman, France and England in North America, 1123.
- <sup>187</sup>O'Callaghan, ed., *Documentary History of New York*, 1:494-495. The number of prisoners taken varied by account and the numbers given are from an account by Montcalm. The prisoners consisted of Shirley's 50<sup>th</sup> regiment and Pepperel's 51<sup>st</sup> regiment, a detachment of Schuyler's New Jersey provincials, 80 officers, and civilians. During the battle, the English supposedly lost 150 and the French 30.
- This gesture was done to win favor with the Onondaga and possibly the entire Iroquois Confederacy. By this time in history, the Iroquois were adept at offering support to whatever European power with the upper hand.
- 189 Snyder, Buckskins to Bustles, 15.
- 190 Pargellis, ed., Military Affairs in North America, 430.
- 191 Parkman, France and England in North America, 2:1285.
- Wallace F. Workmaster, "Fort Ontario: A New Look at the Past," in *The Journal 1976-77, Oswego County Historical Society*, (Oswego, NY: Beyer Offset, Inc., 1977), 3; Workmaster, "Study of Defenses at Oswego," 20.
- 193 Workmaster, "Fort Ontario," 3.
- 194 Ibid.,
- 195 Ibid., 5.General Gage was later known for his association with the British charges up Breed's and Bunker's Hill at the beginning of the American Revolutionary War.
- 196 No information was found during research stating why Brasier's plan of May 1759 was passed over.
- 197 Workmaster, "Study of Defenses at Oswego," 24-5.
- 198 Ibid.
- 199 Workmaster, "Fort Ontario", 5.
- 200 Ibid., 16
- <sup>201</sup> Ibid. See Appendix A, p. 573, for an illustrated description of these structures.

- 202 Cuthbertson, History of the Great Lakes, 100-2.
- 203 Ibid., 278. In 1765, the royal dock produced its last British vessel, the armed schooner Brunswick.
- 204 Snyder, Buckskins to Bustles, 19.
- <sup>205</sup> For this document the term "New France" was used while the area of present-day Canada was under French control. The term "Canada" is used after the area came under British control in 1763.
- <sup>206</sup> The Papers of Sir William Johnson, ed. James Sullivan and Alexander Flick, vol. III (Albany, NY: 1921-1933), 223, 227,255, as found in Frederick K. Zercher, "Economic Development of the Port of Oswego," 62.
- 207 Churchill, Landmarks of Oswego County, 97.
- <sup>2088</sup> Johnson, *History of Oswego County*, 38. According to this author, Crisfield Johnson, there was no garrison or supplies at the fort when Colonel Johnson arrived.
- 209 Snyder, Buckskins to Bustles, 15.
- 210 Ibid., 23.
- 211 Workmaster, "Fort Ontario" 5.
- <sup>212</sup> Snyder, Buckskins to Bustles, 26.
- <sup>213</sup> Johnson, History of Oswego County, 40.
- 214 Ibid., 41.
- 215 Ibid., 26.
- <sup>216</sup> Major John Ross to Thomas Hamilton, 1 December 1782, *Haldimand Papers*, (Ottawa, Canada: Canada Public Archives), B125:88, as found in Frederick K. Zercher, "Economic Development of Port of Oswego," 66.
- <sup>217</sup> Zercher, "Economic Development of Port of Oswego," 66.
- <sup>218</sup> F.J.H. Merrill, "The salt Industry in New York State," New York State Museum Bulletin, vol. III (Albany, 1893), No. 11, as found in Frederick K. Zercher, "Economic Development of Port of Oswego," 67.
- 219 George Scriba and the land he purchase are fully discussed later in this chapter under the heading of Landscape Context.
- <sup>220</sup> F. Elmer to George Scriba, Greenleaf's, New York Journal and Patriotic Advertiser (2 August 1796), as found in Johnson, History of Oswego County, 52.
- 221 It was also called Fort Burnet after the governor of the New York Province who was instrumental in procuring the funds necessary for its construction.
- 222 No information was found during research regarding the exact date the village was moved.
- 223 The Iroquois Confederacy remained neutral during this uprising.
- <sup>224</sup> Anthony Scardella, "Pontiac: His Life, His War, and How It Ended in Oswego" in *Thirty-First Publication of the Oswego County Historical Society* (Phoenix, NY: The Phoenix Press Printers, 1970), 5.
- 225 Johnson, History of Oswego County, 37-8.
- 226 Churchill, Landmarks of Oswego County, 16.
- <sup>227</sup> Anthony M. Slosek, Oswego: Its People and Events (Interlaken, NY: Heart of the Lakes Publishing, 1985), 21.
- 228 Faust, Story of Oswego County, 86.
- <sup>229</sup> In 1784, Tryon County, created in 1772 and originally part of a larger county called Albany, was changed to Montgomery County. At the time Montgomery County was formed, it comprised most of central and western New York. Part of this county then became Herkimer County in 1791. Herkimer County contained present day Onondaga, Oneida, Hamilton, Herkimer and part of Otsego Counties.
- <sup>230</sup> Johnson, History of Oswego County, 42.
- 231 Ibid., 41-2.
- 232 Within the Iroquois Confederacy, only the Oneida sided with the Patriots during the Revolutionary War.
- 233 Clayton Mau, The Development of Central and Western New York: From the Arrival of the White Man to the Eve of the Civil War (Rochester, New York: The Du Bois Press, 1944), 65. Many of the soldiers sold their land within the Military Tract before ever seeing it.
- 234 Ibid.
- 235 Johnson, History of Oswego County, 42.
- <sup>236</sup> Churchill, Landmarks of Oswego County, 286.
- <sup>237</sup> Ibid., 8. The Oneida also retained lands north of Oneida Lake in present-day Oswego County. For every six miles of shoreline along Oneida Lake, a half-mile square of land was reserved for Oneida use.
- 238 Johnson, History of Oswego County, 42.
- 239 Ibid., 43.
- 240 Ibid., 42.
- 241 Ibid., 43.
- 242 Faust, Story of Oswego County, 78.
- <sup>243</sup>Ibid., 78. "It was at the home of Alexander Macomb on lower Broadway, a little below old Trinity church, that President George Washington resided when New York City was the capitol of the nation."
- <sup>244</sup> Churchill, Landmarks of Oswego County, 9. These included the present-day towns of Redfield, Boylston, Orwell, Sandy Creek and a part of Richland.
- 245 Ibid.

- <sup>246</sup> Faust, Story of Oswego County, 78. William had been aide-de camp to LaFayette during the revolution. His wife was friends of Martha Washington, and he resided on Wall Street in New York City.
- <sup>247</sup> Ibid., 78. Nicholas was a merchant and manufacturer and John a law partner of John Jay. These individuals are part of the family lineage of Franklin D. Roosevelt.
- <sup>248</sup> Churchill, Landmarks of Oswego County, 10-2. Some of the Roosevelt purchase had already been reserved for other parties. Rights-of-way had been to the Oneida along the banks of the Oneida Lake and Fish Creek and to the Onondaga for unspecified parcels along Lake Ontario and the Oswego River. Other parcels had been sold or appropriated by European settlers.
- 240 Ibid. The exact reason the Roosevelts surrendered their patent was not revealed in the literature cited.
- 250 Ibid. The other eight are in Oneida County.
- 251 Johnson, History of Oswego County, 49.
- 252 Parkman, France and England in North America, 1123.
- 253 At the time the French did not have the necessary forces to occupy the strategic location of Oswego.
- 254 Pargellis, ed., Military Affairs in North America, 430.
- 255 Parkman, France and England in North America, 2:1285.
- 256 Workmaster, "Fort Ontario," 3; Workmaster, "Study of Defenses at Oswego," 20.
- <sup>257</sup>O'Callaghan, ed., Colonial History of New York, 1:488-9. Research did not reveal how far the glacis extended beyond the dry moat.
- 258 It is known that Haldimand built his temporary works on the ruins of the first Fort Ontario, but no information was found during this research revealing the effect his efforts had on the outer earth works.
- 259 No information was found during this research regarding the exact purpose of these buildings.
- 260 Ibid., 16.
- <sup>261</sup> The name of each bastion is provided in the legend accompanying figure 1.22, p. 49.
- 262 Mau, "Sir William Johnson Returns from Detroit," in Development of Central New York, 45.
- <sup>263</sup> Johnson, History of Oswego County, 38.
- 264 No information was found during this research suggesting that Johnson improved the Reservation during his stay.
- <sup>265</sup> No information was found during this research suggesting that Ledger improved the Reservation during his stay or departure, but it can be surmised that shrubs and trees were harvested to supply fuel and provide temporary repairs to some of the defenses and buildings.
- <sup>266</sup> Churchill, Landmarks of Oswego County, 109. According to the author, "All the buildings except the one left for the [a] woman were burned, and as far as possible the fortification destroyed."
- <sup>267</sup>No information was found during this research suggesting that any improvements were made to the Reservation during this time. It can be surmised that some harvesting of brush and timber occurred during these times.
- <sup>208</sup> Anna Grant, Memoirs of an American Lady, with Sketches of Manners and Scenes in America as They Existed Previous to the Revolution (New York, 1846), 198-207.
- 269 Workmaster, "Fort Ontario," 5.
- <sup>270</sup> Elizabeth Cometti, ed., The American Journals of Lt. John Enys (Syracuse, NY: Syracuse Univ. Press, 1976), 112.
- <sup>271</sup> Ibid. Information regarding the maintenance of this clearing following the end of the French and Indian War in 1763 was not found during research.
- 272 Johnson, History of Oswego County, 41.
- <sup>273</sup> Churchill, Landmarks of Oswego County, 286.
- <sup>274</sup> Only the St. Lawrence River offered an alternative natural water route past the barrier of the Adirondack and Appalachian Mountains. This route was further north and its season of use restricted by the longer and colder winters.
- <sup>275</sup> Chris A. Hartnagel, "Before the Coming of Man," *History of the State of New York*, ed. Alexander C. Flick (Columbia: Columbia Univ. Press, 1933), 5.
- <sup>276</sup> The marine basin is called the Grenville Sea and the rocks formed during its presence are referred to as the Grenville Series. Sedimentary rock includes limestone, sandstone and shale, and metamorphic rock includes marble, quartzite and slate.
- <sup>277</sup> Bradford Van Diver, Roadside Geology of New York, (Missoula: Mountain Press Publishing Company, 1985), 18.
- <sup>278</sup> This mountain region extended from the Saint Lawrence River south- southwest for over 500 miles along the border of New York State, Vermont and Massachusetts.
- <sup>270</sup> Hartnagel, *History New York*, 19-20. The salt would eventually surface in the form of brine. This recovering of the salt occurred in the late 18<sup>th</sup> and most of the 19<sup>th</sup> century. The economic rewards from this process would serve as the foundation from which the City of Syracuse was built. Oswego reaped some of the economic benefits of the salt as producers in Syracuse shipped their salt by way of the Oswego Canal to Canadian and western markets.
- 280 Ibid., 23.
- 281 Ibid., 25.
- 282 Ibid., 26.
- 283 Ibid., 27.
- 284 Ibid.

- 285 Van Diver, Roadside Geology of New York, 20.
- <sup>286</sup> This high ground, the Great Carrying Place, would become an important point where goods would be carried from the Mohawk River and Wood Creek to Oneida Lake in pre-colonial times.
- 287 Hartnagel, History of New York, 36. The Recent Period began approximately 10,000 years ago and continues today.
- <sup>288</sup> The Native Americans used these banks as a footpath for war and trade. Beginning at Niagara Falls their trail closely followed the ridge through Rochester and Oswego, and then continued to the Thousand Islands. New York State Route 104 now follows part of this ridge between Niagara Falls to approximately Sodus Bay.
- <sup>280</sup> American Guide Series, New York: A Guide to the Empire State-Writer's Program. (New York, N.Y. Oxford Univ. Press 1972), 122.
- 290 Bernard S. Ellis, Soil Survey of Oswego County, New York (United States Department of Agriculture Soil Conservation Service, 1981), 84.
- 291 Ibid.
- 292 Ellis, Soil Survey of Oswego County, 84.
- <sup>293</sup> Van Diver, Roadside Geology, iv; Hartnagel, History of New York, 35.
- 294 Churchill, Landmarks of Oswego County. 3.
- 295 Ibid., 5.
- 296 Central New York Regional Planning and Development Board. Central New York: Water Quality Newsletter. Clean Water, Newsletter.
- 297 Churchill, Landmarks of Oswego County, 284.
- <sup>298</sup> This creek was not represented by a name in any of the documents researched.
- 299 Lear, Locations of Potential Archeological Reservations, 25.
- 300 Excerpt from the accounts of Marquis de Montcalm, Documentary History of New York, ed. O'Callaghan, 2:729.
- <sup>301</sup> United States Treasury Department, Report on the Internal Commerce of the United States for the year 1891, Part II of Commerce and Navigation, 2, as found in Frederick K. Zercher, "Economic Development of the Port of Oswego, 252.
- <sup>302</sup> A. Boyd Pack, Soil Survey of Oswego County, New York (United States Department of Agriculture Soil Conservation Service, 1981), 85.
- 303 Anna Grant, Memoirs of an American Lady (New York: D. Appleton and Co., 1846), 203.
- <sup>304</sup> John Auwaerter, Cultural Landscape Report Oriskany Battlefield State Historic Reservation, Whitestown, New York (Syracuse, New York: November 200, laser print), 19.
- 305 Ellis, Soil Survey of Oswego County, 85.
- 306 Ibid.
- 307 Lower Great Lakes Plain Executive Summary, 2 August 2001, Available http://www.blm.gov/wildlife/pl\_15sum.htm.
- <sup>308</sup> Since no records exist of the vegetative cover of the Reservation of Fort Ontario, the exact species present before the development of the fort are unknown.
- 300 Bartram, Journey from Pennsylvania to Onondaga in 1743.
- <sup>310</sup> Pargellis, ed., *Military Affairs in North America*, 191. No information was found during the research regarding the exact location of the galleries. However, documentation suggests that galleries existed wherever buildings were not placed tightly against the palisade wall. As such, the location and lengths of the Gallery Spaces is based on this information.
- 311 Paul A. Lear, conversation with author, 3 September 2002. The Ditch space was never completed.
- <sup>312</sup> A French reconnaissance in August of 1756 offered information on the dimensions of the Ditch but these dimensions were not substantiated. The dimensions provided here were obtained from the plan "Fort of the Six Nation" (see fig. 1.35, p. 62 and fig. 1.36, p. 63).
- 313 Workmaster, "Defenses at Oswego," 17. No information was found during research the regarding the width or length of the Glacis space. However, it is likely that Glacis space was not substantial since most of the soil removed during the construction of the Ditch, which would have been used to construct the Glacis, was used to construct the berm.
- 314 Lear, conversation, 3 September 2002.
- 315 Ibid. The Ditch Space was never completed.
- <sup>316</sup> O'Callaghan, ed., *Colonial History of New York*, 1:488-9; Workmaster, "Defenses at Oswego," 17. According to French reconnaissance a Glacis was present at the first Fort Ontario, "The excavated earth [from the Ditch] had been thrown up en Glacis on the Counterscarp with a very steep slope over the berm." But the limited manpower available to the British and the need to use the excavated soil from the Ditch to secure the palisade leaves some doubt as to the actual substantiality of that Glacis. The Demter-Pownall plan and section from 1756 does not illustrate the existence of any Glacis on 24 May 1756 (see fig.1.38, p. 65), but it is possible that a Glacis was constructed between that date and the French attack in August of 1756.
- No information was found during this research regarding the exact purpose of these buildings.
- <sup>318</sup> Figure 1.50, p. 88 is a reference for the angle of view north, south, east and west for all spaces and subspaces in this document. Exceptions to this rule will be those views discussed regarding the Parade space.
- <sup>319</sup> Pargellis, ed., Military Affairs in North America, 297.
- <sup>320</sup> The term "majority" is being used because according to Thomas Sowers' plan of 1763, "Plan of Fort Ontario: Shewing [sic]...," portions of the fort had not yet been completed by 1763 and no information was found during the research regarding when the fort was entirely completed.

- 321 The measurements N/S and E/W are equivalent to a measurement taken from the center of each side of the pentagon to its opposite angle.
- 322 The measurements N/S and E/W are equivalent to a measurement taken from the center of each side of the pentagon to its opposite angle.
- 323 The Ditch Space also continued beyond the ends of the southern and northern edges of the 46<sup>th</sup> Regiment and New York bastions respectively to the bluff.
- 324 The term "sod" used by Thomas Sowers in his "Plan of Fort Ontario: Shewing..." should not be confused with the present day material referred to as sod. No information was found during the research regarding the actual composition of the "sod" of the eighteenth century.
- 325 According to the elevations in Thomas Sowers' "Plan of Fort Ontario" (see fig. 1.20, p. 46), the barracks may have been framed structures.
- 326 Bridge 1 and bridge 2 appeared to have had a guardhouse at different points along their lengths. Bridge 1's guardhouse was close to the Portal of Entry and bridge 2's guardhouse was located at its northern most end.
- <sup>327</sup> churchill, Landmarks of Oswego County. 109. When the patriot forces arrived at the second Fort Ontario in 1778, they found a woman and young boy living in one of the buildings at the fort. According to Churchill, "All the buildings except the one left for the woman were burned, and as far as possible the fortification destroyed."
- <sup>328</sup> On Thomas Sowers' 1763 "Plan of Fort Ontario and its Environs" (see fig. 1.60, p. 104), Sowers refers to the longer building as "Old Provisions [Provisions]" suggesting that the commissary may have used this building. It is marked by identifier n on that map.
- 329 Lear, Locations of Potential Archeological Sites, 33.
- 330 For ordinal directions of view see figure 1.50, p. 88.
- 331 The views were segmented because the merlons of the parapet intermittently obstructed the view from the Bastion spaces.
- 333 Lear, conversation, 16 November 2002.
- 334 The 1761, "Perspective View of Fort Ontario," by Francis Pfister shows the Palisade fence bisecting the entire length of the Ditch. However, no other information was found druing the research to support this view.
- 335 Due to the small size of the garden, it has been recorded as a small-scale feature and not a space for this chapter.
- 336 Cometti, The American Journals of Lt. John Enys, 112; F. Elmer to George Scriba, Greenleaf's, New York Journal and Patriotic Advertiser (2 August 1796), as found in Johnson, History of Oswego County, 52.

# Chapter 2 - The War of 1812 and the Growth of Oswego (1796-1839)

- Ralph M. Faust, The Story of Oswego County (Oswego, NY: Palladium Times, 1954), 34.
- <sup>2</sup> Crisfield Johnson, History of Oswego County, New York (Philadelphia: L. H. Everts and Co., 1877), 55.
- <sup>3</sup> John Charles Churchill, Landmarks of Oswego County, New York (Syracuse, NY: D. Mason, 1895), 291. The customhouse was established in 1803. No information was found during the research regarding its location.
- 4 Faust, Story of Oswego County, 35.
- <sup>5</sup> Ibid. No information was found during the research regarding the location of the sawmill. The schoolhouse was located at the northeast corner of Third Street (present-day West Third Street) and Aries Street (present-day Schuyler Street).
- 6 Churchill, Landmarks of Oswego County, 295.
- <sup>7</sup> Edwin W Clarke, *Memorandum Book* (Oswego County Historical Society, 1829), as found in Frederick K. Zercher, "The Economic Development of the Port of Oswego" (master's thesis, Syracuse University, 1935), 81; Faust, *Story of Oswego County*, 36.
- \* Faust, Story of Oswego County, 36.
- Ochurchill, Landmarks of Oswego County, 299. Frederick K. Zercher, "The Economic Development of the Port of Oswego" (master's thesis, Syracuse University, 1935), 81. Restrictions placed upon the purchase of the east side lots and fears of British reprisals following the end of the war were factors dissuading immediate settlement.
- 10 Faust, The Story of Oswego County, 39.
- 11 Ibid. In 1819, it was renamed the Palladium.
- <sup>12</sup> Churchill, Landmarks of Oswego County, 305. No information was found during the research regarding the individual who or party that purchased the land.
- <sup>13</sup> Johnson, *History of Oswego County*, 71; Faust, *Story of Oswego County*, 39. No information was found during the research regarding the location of the courthouse or gristmill.
- 14 Johnson, History of Oswego County, New York, 71.
- 15 Churchill, Landmarks of Oswego County, 304
- 16 Ibid., 306.
- <sup>17</sup> Zercher, "Economic Development of Oswego," 81; Faust, Story of Oswego County, 40.
- 18 The Erie Canal, connecting the Hudson River to Lake Erie, had been completed in 1825.

- 19 Clarke, Memorandum Book, as found in Zercher, "Economic Development of Oswego," 81.
- 20 Faust, Story of Oswego County, 41.
- 21 Churchill, Landmarks of Oswego County, 309.
- 22 Ibid. No information was found during the research regarding who purchased the lands.
- 23 Faust, Story of Oswego County, 41-2.
- 24 Churchill, Landmarks of Oswego County, 289.
- <sup>25</sup> Treasury Department, Report on International Commerce of the United States (Washington, D.C: 1891) as found in Zercher, "Economic Development of Oswego," 85.
- <sup>26</sup> James Van Cleve, Reminiscences of the Early Period of Sailing Vessels and Steamboats on Lake Ontario (Lewiston: 1877), 96, as found in Zercher, "Economic Development of Oswego," 78. Original located in Oswego's City Clerk's office. The Fair American weighed 90 tons and was sold to the United States government during the War of 1812.
- <sup>27</sup> Zercher, "Economic Development of Oswego," 78.
- <sup>28</sup> Charles McCool Snyder, "Importance of the Oswego Canal in the Development of Oswego County," Oswego County Historical Society, Bicentennial Issue, The Journal 1976-1977 (Oswego, NY: Beyer Offset, Inc., 1977), 39-40.
- 29 Ibid. No information was found during the research regarding the improvements made with the 25,000 dollars.
- 30 Ibid., 41.
- 31 Ibid.
- 32 Ibid., 43.
- 33 Ibid.
- 34 Ibid., 42. These dams ended the annual run of salmon that frequented the river each spring.
- 35 Churchill, Landmarks of Oswego County, 345. It was not until 1847 that the gravel bar was removed and the entrance to the inner harbor was cleared.
- 36 Snyder, "Importance of Oswego Canal," 44.
- 37 Ibid., 47. The trip to Syracuse took about eight hours.
- 38 Ibid., 47.
- 30 Richard B. Morris, The First Book of the War of 1812 (New York: Franklin Watts, Inc., 1961), 22.
- <sup>40</sup> Morris, *Book of the War of 1812*, 36. Brigadier General Jacob Brown of the New York Militia commanded the American forces at Sackett's Harbor who turned back Prevost and Yeo.
- <sup>41</sup> Since the declaration of war in 1812, Fort Ontario was intermittently garrisoned in order to protect American possessions. A detailed chronology of Fort Ontario's reoccupation will occur later in this chapter under the heading of Site Development and Use.
- 42 George A. Cuthbertson, Freshwater: A History and a Narrative of the Great Lakes (NY: The MacMillan Company, 1931), 197. These seven ships were the Prince Regent, the Princess Charlotte, the Montreal, the Niagara, the Charwell, the Star and the Magnet.
- <sup>43</sup> George M. Clark, Facts Relating to the Engagement Between American and his Majesty's Forces at Oswego, May 5 & 6, 1814 (Fort Ontario Archives, Oswego, NY, photocopy).
- <sup>44</sup> Major-General Brown to Secretary of War, Sackett's Harbor, NY, 12 May 1814 (New York State Office of Parks, Recreation and Historic Preservation, Bureau of Historic Sites Archives, Waterford, NY, photocopy). This letter contains an abstract of the report written by Lt. Col. Mitchell regarding the battles at Fort Ontario and Oswego on 5 and 6 May 1814. The guns consisted of one 12-pounder, one six-pounder and three four-pounders found in the fort and batteries on the lake; threeof which had no trunnions.
- 45 Ibid.
- <sup>46</sup> William P. Judson to Major Walter McFarland, Data for History of Fort Ontario, Oswego, New York, 1679 to 1880 (Fort Ontario Archives, Oswego, NY, photocopy).
- 47 Brown to Secretary of War.
- 48 Ibid.
- 49 Ibid.
- 50 Ibid.
- 51 Ibid.
- 52 Ibid.
- 53 James Fennimore Cooper, The History of the Navy of the United States of America (Upper Saddle River, NJ: Literature House, 1970), 202-3.
- 54 Clark, American and Majesty's Forces at Oswego, 2.
- 55 Cooper, Navy of the United States, 202-3.
- 56 Morris, Book of the War of 1812, 59.
- 57 Von Schultz was not associated with Fort Ontario and research did not reveal whether he was affiliated with the United States military forces.
- 58 Johnson, History of Oswego County, 73.
- 59 Ibid.
- 60 Churchill, Landmarks of Oswego County, 297.

- 61 Ibid.
- 62 Ibid, 13. John Lawrence was previously a United States senator from New York State.
- 63 In 1804, following Hamilton's death, the triangular parcel was given the name Hamilton's Gore and was divided and sold.
- △ Ibid., 295. On 28 Feb 1806 the township of Lysander on the west side of the river and containing the community of Oswego was divided into the townships of Hannibal and Lysander. After this time the community of Oswego was located in the township of Hannibal until that township was divided in 1818.
- 65 Churchill, Landmarks of Oswego County, 1.
- 66 Ibid., 304.
- 67 Ibid.
- 68 Ibid.
- 69 Ibid.
- 70 No information was found during the research regarding the exact location of the municipal wharves.
- 71 Faust, Story of Oswego County, 41-2.
- <sup>72</sup> Johnson, *History of Oswego County*, 61. In 1800, the French sold this territory for 15 million dollars in what the Americans refer to as the Louisiana Purchase.
- <sup>73</sup> Churchill, Landmarks of Oswego County, 292. Bradner Burt built the first sawmill in Oswego.
- <sup>74</sup> Johnson, History of Oswego County, 62
- 75 Ibid.
- 76 No information was found during the research regarding the barracks location or any improvements to the fort in 1813.
- <sup>77</sup> Major-General Brown to Secretary of War. These improvements included the addition of new gun platforms and the replacement of pickets No information was found during the research regarding the location of these elements.
- 78 Judson to McFarland. William P. Judson was Assistant Engineer and Major Walter McFarland Corps of Engineers USA.
- <sup>70</sup> No information was found during the research regarding the earthworks when the British dismantled the fort following Mitchell's retreat.
- No information was found during the research regarding the boundaries of the 100 acres.
- \* Churchill, Landmarks of Oswego County, 293.
- \*2 Ibid., 303. Note the eastern and southern boundaries of Randel's plan (fig. 2.3, p. 121). While he and Benjamin Wright both began their surveys at the mouth of the Oswego River, Randel incorrectly believed the narrowest portion of the river, between the two sand spits, to be the mouth of the Oswego River. Also note that Randel's name is not spelled correctly on the map.
- k3 Ibid., 306.
- 84 The first time this grid appears is on the 1826 map "Map of Grampus Bay by Lake, 1826."
- \*5 Judson to McFarland. No information was found during the research regarding the exact location of the battery.
- \*\* Churchill, Landmarks of Oswego County, 366-8. No information was found during the research regarding where Varick's marine railway was located.
- <sup>87</sup> Ibid. No information was found during the research regarding where the "ship" railway was located.
- 88 Ibid
- 80 No information was found during the research stating who actually built the basin and slips.
- 90 Ibid., 286.
- <sup>91</sup> The road system for East Oswego developed over a number of years and by the end of the period only Aries Street, at the site's southern boundary, had been constructed.
- <sup>92</sup> James Fennimore Cooper, *History of The Navy of the United States of America* (NY: Blakeman & Mason, 1864), 202-3. According to Cooper, at the outbreak of the War of 1812 there were no buildings within the Core Fortification area.
- 31 Ibid. According to Cooper, at the outbreak of the War of 1812 the Ditch was "no great depth...[and] had nearly filled...."
- 44 Lear, Locations of Potential Archeological Sites, 33.
- 95 A. Canfield, "Map of Oswego N. York 1839," 1839, copy on file at Fort Ontario State Historic Site.
- \*Due to the extensive decay and destruction of the Core Fortification during this historic period, it is not possible to accurately determine what views existed within and from the feature at the end of the period.
- <sup>97</sup> Due to the extensive decay of the Ditch and Covered Way during this historic period, it is not possible to accurately determine what views existed within and from the feature at the end of the period.
- <sup>98</sup> William F. Joyce, 1<sup>st</sup> Lieutenant Infantry, "Histories of Army Posts" (Reprinted from *The Recruiting News*: Oct. 1924), 34-5. "The American flag, nailed to its staff on the northeastern bastion [presumably the Grenadier bastion], now became the center of conflict."
- <sup>90</sup> Major-General Brown to Secretary of War. Col. Mitchell found the cannon inside the Core Fortification on 30 April 1814. <sup>100</sup> Clark, Engagement Between American and his Majesty's Forces.
- 101 William P. Judson to Major Walter McFarland.

# Chapter 3 - Development of the Fourth Fort Ontario (1839-1903)

- <sup>1</sup> Charles M. Snyder, Oswego: From Buckskin to Bustles (Port Washington, NY: Ira J. Friedman, Inc., 1968), 94.
- 2 Ibid.
- <sup>3</sup> George A. Cuthbertson, *Freshwater: A History and a Narrative of the Great Lake* (Toronto, Ontario: The MacMillan Co., Ltd., 1931), 217, 246. Captain Van Cleve also had the distinction of sailing the first United States steamship, the S.S. *Ontario*, on the Great Lakes in 1817.
- <sup>4</sup> Anthony M. Slosek, Oswego: Its People and Events (Interlaken, NY: Heart of the Lakes Publishing, 1985), 69; Ralph M. Faust, The Story of Oswego County (Oswego, NY: Palladium-Times Inc., 1954), 55. The Vandalia continued in service until 27 October 1851 when she was sunk off the head of Lake Erie after colliding with the schooner Fashion.
- <sup>5</sup> Slosek, Oswego, 73-5.
- 6 Ibid., 76.
- <sup>7</sup> Cuthbertson, Freshwater, 230.
- \* Ibid.
- 9 Ibid., 239.
- 10 Ibid., 233.
- <sup>11</sup> Ibid., 235. The Welland Canal was increased in length from 110 feet to 150 feet, in width from 22 feet to 26 feet, and in depth from 6 feet to 9 feet.
- <sup>12</sup> United States Topographical Engineers, Annual Report 1816-1864, in Senate and House Documents, 1817-1865, Chief of Topographical Engineers, Annual Report of the Chief of Topographical Engineers, 1841, 163, as found in Frederick K. Zercher, The Economic Development of the Port of Oswego (master's thesis, Syracuse: University, 1935), 97.
- 14 Merchants' Magazine & Commercial Review, vol. XIII, 65 as found in Zercher, Economic Development of Oswego, 97.
- 15 From 1841 to 1852 the number of mills in Oswego more than doubled from seven to sixteen.
- <sup>16</sup> Census of the State of New York, 1850 as found in Zercher, *Economic Development of Oswego*, 121. The 1840 population of the village was 5,272.
- <sup>17</sup> Paul Lear, conversation with author, 16 November 2002.
- 18 John Charles Churchill, Landmarks of Oswego County, New York (Syracuse: D. Mason, 1895), 169.
- 19 Ibid.
- <sup>20</sup> Information obtained from the c. 1851 "South View of Oswego" painting will only be used if it can be further substantiated by later documents produced by federal, state or municipal governments, or by professional contractors.
- <sup>21</sup> Census of the State of New York, 1850 as found in Zercher, Economic Development of Oswego, 121.
- <sup>22</sup> Ibid. No information was found during the research stating who operated the stagecoach lines after the failure of the plank road companies.
- <sup>23</sup> Oswego City Directory, 1852-3, (Oswego, New York), 46 as found in Zercher, Economic Development of Oswego, 149.
- <sup>24</sup> Churchill, Landmarks of Oswego County, 170, 352. The treaty was in effect until 17 March 1866.
- <sup>25</sup> Zercher, Economic Development of Oswego, 129.
- 26 Ibid., 124.
- 27 Ibid., 150.
- 28 Ibid., 151.
- 29 Ibid.
- 30 Churchill, Landmarks of Oswego County, 212.
- <sup>31</sup> Zercher, Economic Development of Oswego, 162. In 1882, the New York & Oswego Midland Railroad went bankrupt and the New York, Ontario & Western Railway was incorporated to succeed it.
- 32 Cuthbertson, Freshwater, 247.
- 33 Churchill, Landmarks of Oswego County, 213.

- 34 Zercher, Economic Development of Oswego, 141.
- 35 By the end of the nineteenth century, the boat building industry was basically nonexistent.
- <sup>36</sup> Cuthbertson, Freshwater, 248.
- 37 Ibid., 252.
- 3K Zercher, Economic Development of Oswego, 169.
- 39 Ibid., 187.
- <sup>40</sup> Wallace F. Workmaster, "Fort Ontario in the Civil War" (Fort Ontario State Historic Site, photocopy), 3.
- <sup>41</sup> britannica.com, n.d., *Webster-Ashburton Treaty*, retrieved 3 March 2002, from the World Wide Web at Britannica.com. The Webster-Ashburton Treaty of 1842 was negotiated by Daniel Webster, then Secretary of State, and Alexander Baring, 1<sup>st</sup> Baron of Ashburton, and established, among other things, the present United States/Canadian borderline between Maine and New Brunswick.
- 42 Workmaster, "Fort Ontario in the Civil War," 3. These buildings were designed by architect Montgomery C. Meigs.
- 43 Thid
- <sup>44</sup> The term "Reservation" refers to all the land, buildings and structures contained within the 1839 Fort Ontario Military Reservation boundaries. The term "Reservation" will be used as an abbreviated form for the title "Fort Ontario Military Reservation."
- <sup>45</sup> "Anthony Slosek Notes Obtained from the National Archives, Washington, D.C." on file at Fort Ontario State Historic Site, Oswego, New York.
- <sup>46</sup> Paul A. Lear, "History of the Enlisted Men's Barracks at Fort Ontario, Oswego, New York, 1841-1991" (Oswego, NY: Fort Ontario State Historic Site, 1991, photocopy), 12.
- <sup>47</sup> Joseph Thatcher, et. al., "The Enlisted Men's Barracks, vol. 4 of The Fort Ontario Furnishing Plan" (Waterford, NY: New York State Office of Parks, Recreation and Historic Preservation, Bureau of Historic Sites, 1998, photocopy), 5.
- 48 "Slosek Notes Obtained from National Archives."
- 44 Ibid.
- <sup>50</sup> Thatcher, "Enlisted Men's Barracks," 4. No information was found during the research regarding what troops occupied the Reservation from 3 October 1856 to 20 December 1856.
- 51 Ibid., 6.
- 52 Ibid.
- <sup>53</sup> "Chronological History of Fort Ontario at Oswego, N.Y." (Oswego County Historical Society, Oswego, NY, 1861, photocopy), 4.
- 54 Workmaster, "Fort Ontario in the Civil War," 5.
- 55 Ibid., 4-5.
- 56 Lear, conversation, 16 November 2002.
- 57 Ibid., 5.
- 58 Ibid.
- <sup>59</sup> Ibid., 5-6. No information was found during the research regarding the exact date Company A, 7th Infantry had been relieved by the detachment of Companies C and D, 2nd Battalion, 16th Infantry.
- 60 Workmaster, "Fort Ontario in the Civil War," 6.
- 61 Ibid., 7.
- <sup>62</sup> "Slosek Notes Obtained from National Archives;" "The 16th Infantry," Oswego Commercial Advertizer and Times, 19 June 1865, p. 3, col. 1.
- <sup>63</sup> Workmaster, "Fort Ontario in the Civil War," 7.
- <sup>64</sup> Known as the Fenian War, the conflict lasted from 1866 to 1870. The Fenians were ultimately unsuccessful in their bid to overthrow the British controlled Canadian government.
- 65 Thatcher, "Enlisted Men's Barracks," 4.
- 66 Ibid., 7.
- 67 Joseph Thatcher, et. al., "Officer's Quarters No. 2, vol. 3 of The Fort Ontario Furnishing Plan" (Waterford, NY: New York State Office of Parks, Recreation and Historic PReservation, Bureau of Historic Reservations, 1998, photocopy), 1.
- 68 Ibid.

- 69 "Slosek Notes, National Archives," 1.
- <sup>70</sup> Wallace F. Workmaster, "Fort Ontario: A New Look at the Past" *Bicentennial Issue, The Journal 1976-1977 Oswego County Historical Society* (Oswego, NY: Beyer Offset, Inc., 1977), 6-7; encyclopedia.com, n.d., "Treaty of Washington 1871," retrieved 3 March 2002, from the World Wide Web at encyclopedia.com. The treaty rectified disputes between the United States and Great Britain regarding remuneration for damages incurred by Great Britain during the Civil War and boundary issues in the Oregon Territory.
- <sup>71</sup> Workmaster, "Fort Ontario in the Civil War," 8.
- <sup>72</sup> "Slosek Notes, National Archives," 1.
- 73 Ihid
- <sup>74</sup> Wallace F. Workmaster, "The Study of Defenses at Oswego," in *Twenty-Eighth Publication of the Oswego County Historical Society 1966-1967* (Oswego, NY: Oswego Historical Society Publications, 1966-67), 31; Lear, conversation, 7 January 2003. It is possible that the Reservation was temporarily abandoned so that the Army Corp of Engineers could make necessary updates and improvements to the infrastructure of the Core Fortification. No other information was found during the research regarding the time period of 1881 to 1884.
- 75 "Slosek Notes, National Archives," 1.
- 76 Ibid.
- <sup>77</sup> Kingman to Casey, 30 November 1894, National Archives, Bayonne, as found in "Paul Lear Notes Obtained from the National Archives, Bayonne, 1998" copy on file at Fort Ontario.
- <sup>78</sup> Post Return, RG 886, M617, National Archives as found in Lear, "History of Enlisted Men's Barracks," 63.
- 79 Ibid.
- \*\* Ralph M. Faust, The Story of Oswego County (Oswego, NY: Palladium-Times Inc., 1954), 95.
- <sup>81</sup> Thatcher, "The Enlisted Men's Barracks," 15. No information was found during the research regarding what troops garrisoned the fort from 17 March 1899 to 26 October 1899.
- <sup>82</sup> Ibid. The Fort Ontario Reservation was one of the over 150 military installations deactivated at this time due to a reorganization of the internal military infrastructure of the United States.
- \*3 Thatcher, "The Enlisted Men's Barracks," 15. Faudry remained at the fort until he retired in October 1903.
- <sup>84</sup> Workmaster, "Study of Defenses at Oswego," 31.
- x5 Zercher, Economic Development of Oswego, 105.
- 86 Churchill, Landmarks of Oswego County, 350.
- <sup>k7</sup> lbid. The bay received its name following the wreck of the Barque Grampus in 1847.
- <sup>KK</sup> Ibid. No information was found during the research regarding the transfer of ownership of the Government Pier to Gerrit Smith in 1852. But it appears that it came under his care in 1852 and possibly his ownership. From this point forward the combination Government and East Piers will be referred to collectively as the East Pier.
- \*9 Ibid., 215.
- 90 Ibid., 353. No information was found during the research regarding when the west pier was constructed.
- <sup>91</sup> Col. C.S. Caffery to Oswego City Attorney, 9 December 1935, Oswego, New York (Fort Ontario, Oswego, New York), 22.
- <sup>92</sup> Churchill, Landmarks of Oswego County, 351.
- 93 Ibid.
- <sup>94</sup> Col. C.S. Caffery to Oswego City Attorney, 20-1. Prior to that date, the lease had restricted construction of any type of building on the wharves.
- 45 New Topographical Atlas of Oswego County, New York (Philadelphia: C.K. Stone Publisher, 1867), 42-3.
- % Churchill, Landmarks of Oswego County, 351-4.
- 97 Ibid., 212.
- 9k Ibid., 354.
- 99 Zercher, Economic Development of Oswego, 184.
- 100 Ibid., 183.
- 101 Churchill, Landmarks of Oswego County, 356.
- 102 Thatcher, "Enlisted Men's Barracks," 2.

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103 Ibid.
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- William P. Judson, A Manuscript Set of Notes for the History of Fort Ontario 1679 to 1880 (Oswego County Historical Society: Oswego, New York, 1880), 28. The acreage included the six acres ceded to the Treasury Department by New York State in 1821. Judson was a civilian assistant engineer employed at the Fort Ontario Military Reservation. <sup>105</sup> Ibid.
- <sup>106</sup> A second tank was constructed in May 1840. No information was found during the research stating whether the tank was actually built on the Reservation or somewhere near the Reservation.
- 107 Judson, "Set of Notes for Fort Ontario," 28.
- 108 Thatcher, "Enlisted Men's Barracks,: 2-3.
- 109 Ibid.
- 110 Judson, "Set of Notes for Fort Ontario," 28.
- III Ibid.
- 112 Thatcher, "Enlisted Men's Barracks," 2-3.
- 113 Ibid
- <sup>114</sup> Leadbetter to Totten, Oswego, NY, 25 July 1842, RG77, National Archives as found in Thatcher, "Enlisted Men's Barracks," 2-3.
- 115 Judson, "Set of Notes for Fort Ontario," 30.
- 116 Leadbetter to Totten; Judson, "Set of Notes for Fort Ontario," 30.
- <sup>117</sup> Joseph M. Thatcher, et. al., "Officers Quarters 1, vol. 2 of The Fort Ontario Furnishing Plan" (Waterford, NY: New York State Office of Parks, Recreation and Historic PReservation, Bureau of Historic Reservations, 1998, photocopy), 12. No information was found during the research regarding the exact date when construction on the Powder Magazine began. The Powder Magazine was located in the gorge of Bastion C (see fig. 3.5, p. 155).
- Thatcher, "Officer's Quarters No. 2," 2. Two combination woodshed and privy had also been constructed on either side of OOI.
- <sup>119</sup> Ibid. A timber revetment had also been constructed along the parade wall partially surrounding the Powder Magazine in the gorge of Bastion C. Root cellars were not built into the ramparts surrounding the Powder Magazine.
- 120 Judson, "Set of Notes for Fort Ontario," 31.
- 121 Ibid.
- 122 No information was found during the research regarding the date when construction of the first well was dug.
- 123 Judson, "Set of Notes for Fort Ontario," 31-2.
- <sup>124</sup> Thatcher, "Enlisted Men's Barracks," 5; Thatcher, "Officer's Quarters No. 2," 3.
- 125 Oswego Commercial Times, 1861 as found in Thatcher, "The Enlisted Men's Barracks," 6.

The Times stated, "A building has been just erected in the center of the parade ground for the better accommodation of the soldiers. The new barracks are one hundred and fifty feet in length and will be ready for occupation in two or three days....".

- 126 By this time the garrison at the Reservation had been increased from one to two companies.
- 127 Thatcher, "Enlisted Men's Barracks," 7.
- 128 Judson, "Set of Notes for Fort Ontario," 33.
- 129 Ibid.
- 130 Ibid.
- Workmaster, "Fort Ontario in the Civil War," 8.
- 132 Ibid
- 133 Thatcher, "Enlisted Men's Barracks," 7.
- 134 Judson, "Set of Notes for Fort Ontario," 33.
- 135 Ibid., 34.
- 136 Ibid; Wright to McFarland, 28 May 1880, National Archives, Bayonne, as found in "Paul Lear Notes."
- 137 Thatcher, "Officer's Quarters 1," 25.
- 138 Palfrey to Chief of Engineers, 2 May 1889, National Archives, Bayonne, as found in "Paul Lear Notes."
- 139 Thatcher, "Enlisted Men's Barracks," 10.
- 140 Ibid., 14.

- 141 W.P. Judson to Adams, 7 November 1890, National Archives Bayonne, as found in "Paul Lear Notes."
- <sup>142</sup> Workmaster, "Study of Defenses at Oswego," 13; Jeffrey Bailey, "The Outer Buildings of Fort Ontario, 1842-1902." (Fort Ontario, Oswego, NY, 1 May 1990), 26. No information was found during the research regarding the exact date of their installation.
- <sup>143</sup> A second tank was constructed in May 1840. No information was found during the research stating whether the tank was actually built on the Reservation or somewhere near the Reservation.
- 144 Judson, "Set of Notes for Fort Ontario," 28.
- 145 Ibid., 29.
- 146 Ibid., 30.
- 147 Ibid., 29.
- 148 Ibid., 30.
- 149 Ibid., 31.
- 150 Weidenheimer, "Report of Public Buildings for Fort Ontario, January 1867," RG 77, National Archives as found in Jeffrey Bailey, "The Outer Buildings of Fort Ontario, 1842-1902." (Fort Ontario, Oswego, NY, 1 May 1990). 13. The laundress's quarters were requested on 30 June 1853 by 2nd Lt. O. A. Mack, but their first mention was not made until 1867 when Weidenheimer stated that three houses are occupied by laundresses and are "...frame buildings built probably fifteen years ago..."
- 151 Judson, "Set of Notes for Fort Ontario," 33.
- <sup>152</sup> "Indenture between the United States of America and the Oswego and Rome Railroad Company," 18 March 1864, copy of original on file at Fort Ontario.
- 153 Thatcher, "Enlisted Men's Barracks," 7.
- 154 Judson, "Set of Notes for Fort Ontario," 33.
- <sup>155</sup> No information was found during this research regarding why the bluff was cut back. It appears that it was done to provide additional space along the base of bluff for commercial activities occurring at the wharves.
- <sup>156</sup> John McNair, "Map of the Military Parade, East Oswego, 1839," RG 77, Dr. 4, Sh. 29, National Archives, (copy on file at Fort Ontario State Historic Site). The pier shown at the northwest corner of the Reservation was owned and maintained by the United States government but was not considered part of the Reservation.
- 157 Col. C.S. Caffery to Oswego City Attorney, 20.
- 15k Ibid.
- <sup>150</sup> Lt. Thomas Williams to Maj. Gen. Thos. S. Jessup, Oswego, New York, 5 December 1841, as found in Bailey, "Outer Buildings of Fort Ontario", 3.
- <sup>160</sup> E.B. Babbits to Gen. T.S. Jessup, Oswego, New York, 28 October 1848, as found in Bailey, "Outer Buildings of Fort Ontario", 3. <sup>161</sup> Col. C.S. Caffery to Oswego City Attorney, 22, 25.
- 162 Ibid., 20-1.
- <sup>163</sup> J. H. Trapier, "Fort Ontario, New York, Sketch Exhibiting Seawall...," 30 September 1845, RG 77, Dr. 4 Sh., 15, National Archives, (copy on file at Fort Ontario State Historic Site).
- <sup>164</sup> "Proposed Route of the Rome and Oswego Railroad through the U. S. Grounds at Fort Ontario, Oswego, N.Y.," 1864, RG 77, Dr. 4, Sh. 23, National Archives, (copy on file at Fort Ontario State Historic Site).
- <sup>165</sup> "Fort Ontario, New York," 1894, RG 77, National Archives, (copy on file at Fort Ontario); "General Plan of Fort Ontario, Oswego, N.Y. and Public Land Adjoining," c.1885, RG 77, National Archives, (copy on file at Fort Ontario). Information obtained through comparison of 1894 and 1885 plans. No other information was found during the research regarding the cutback to the bluff.
- 166 Lear, conversation, 21 April 2003
- 167 "Fort Ontario, New York,"1894.
- <sup>168</sup> C.E. Blunt, Lt., Untitled Plan of Fort Ontario Military Reservation, 28 July 1856, RG 77, Dr. 4, Sh. 16, National Archives (copy on file at Fort Ontario State Historic Site).
- <sup>169</sup> "Fort Ontario State Historic Reservation, Oswego, New York," (New York State Office of Parks, Recreation and Historic Reservation, 2000, pamphlet), 8-9.
- <sup>170</sup> War Department-Surgeon General's Office, John S. Billings, "Circular No. 4, Report on Barracks and Hospitals with Descriptions of Military Posts," 5 December 1870, National Archives (copy on file at Fort Ontario State Historic Site).

- <sup>171</sup> "Fort Ontario and Public Land Adjoining," c.1885.
- War Department-Surgeon General's Office, H.E. Brown, "Circular No. 8, Report on Hygiene of the United States Army with Description of Military Posts," 1 May 1875, p. 61, National Archives, (copy on file at Fort Ontario State Historic Site).
   C.L. Heizmann, "Record for the Month of May 1886," p. 83, RG 77, National Archives (copy on file at Fort Ontario State Historic Site).
- <sup>174</sup> J. V. Lauderdale, "Report for the Month of July," 20 July 1893, p. 349, RG 77, National Archives (copy on file at Fort Ontario State Historic Site). According to Lauderdale a garden did exist but no information was found during the research regarding its size.
- 175 "Fort Ontario, New York," 1894.
- <sup>176</sup> Lear, conversation, 21 April 2003; "South View of Oswego" (Fort Ontario, c. 1851, painting).
- 177 "View of Oswego and Fort Ontario" (Syracuse, New York: Onondaga Historical Society, c. 1869, painting).
- <sup>178</sup> "Fort Ontario, New York," 1894. <sup>179</sup> Lear, conversation, 21 April 2003.
- 180 Joe Thatcher to Chris Flagg, Waterford, NY, October 23, 1997, (Jamesville, New York, n.p.).
- 181 Lear, conversation, 21 April 2003.
- <sup>182</sup> Based on Tom Ciampa's (Landscape Architect for New York State, Office of Parks, Recreation and Historic Preservation, Bureau of Historic Sites, Peebles Island, Waterford, New York) National Archives 1986 research and plan, "Landscape Restoration (Base Plans) Interior of Fort Grounds," February 1986, and Wendy Van Der Bogart's (Landscape Architect for New York State, Office of Parks, Recreation and Historic Preservation, Jamesville, New York) 1999 research and plan, "Landscape Restoration (Base Plans) Interior of Fort Grounds: Preliminary Walkway Restoration Plan," 1 March 1999, New York Office of Parks Recreation and Historic Preservation, Jamesville, N.Y.
- 183 Lear, conversation, 21 April 2003.
- 184 Ibid.
- <sup>185</sup> Douglas L. Bailey, "Archaeological Research at Fort Ontario State Historic Reservation, Oswego, New York, 1981" (Binghamton, NY: Public Archaeology Facility, Anthropology Department, State University of New York-Binghamton, 1981), A17.
- <sup>186</sup> "South View of Oswego," c. 1851; [ ] Bowan, "Approximate Sketch Showing Proposed Water Pipe & Fire Hydrant for Protection for Engineer Property at Fort Ontario," 29 July 1870, RG 77, Dr. 4, Sh. 40, National Archives, (copy on file at Fort Ontario State Historic Site). The entrance road first appears in the c. 1851 South View of Oswego painting. Its location and general alignment shown in that painting are further substantiated by the 1870 Bowan sketch.
- 187 "Fort Ontario, New York,"1894.
- 188 "New Post Hospital and Hospital Steward's Quarters" (Oswego, New York: Fort Ontario, 1890), photograph.
- 189 "Fort Ontario, New York,"1894.
- 190 "Fort Ontario Military Reservation," Oswego Commercial Advertiser and Times, 21 May 1869, p. 3, col. 3; "Fort Ontario, N.Y., Continued Record for the Month of May 1886," RG 77, National Archives, (copy on file at Fort Ontario State Historic Site). According to this article the New York and Oswego Midland Railroad Company was granted a right-of-way through the Reservation by an act of Congress c. 1869. However, the first indication that tracks were laid across the Reservation did not appear until c. 1886. The NY & OMRR had financial difficulties during the 1870s that may have prevented it from exercising its right to build. In 1880, the NY & OMRR was reorganized and became known as the New York, Ontario and Western Railroad.
- <sup>191</sup> The width given here is that of the right-of-way granted to the New York and Oswego Midland Railroad Company in 1869 as taken from the 1894 map. No other information was found during the research regarding the width of the railroad bed. <sup>192</sup> "Proposed Water Pipe & Fire Hydrant," 1870; "Fort Ontario, New York," 1894.
- <sup>193</sup> Untitled aerial view of City of Oswego and portion of Reservation, c. 1869 (see fig. 3. 28, p. 193); "Proposed Water Pipe & Fire Hydrant," 1870. The laundress' road first appears in the c. 1869 Untitled aerial view of City of Oswego and portion of Reservation painting and its location and general alignment are further substantiated by the 1870 "Proposed Water Pipe & Fire Hydrant," sketch. It might have existed as early as c.1853 when the laundress' quarters were constructed. Note: Information obtained from the c. 1869 "View of Oswego and Fort Ontario" painting will only be used if it can be further substantiated by later documents produced by either federal, state or municipal governments, or by professional contractors.
- 195 Th:A
- "Route of the Rome and Oswego Railroad," 1864; Blunt, "Sketch Showing Buildings on U.S. Land," 1867.

  The Oswego and Rome Railroad originally owned the railroad tracks. Circa 1881 they came under the ownership of the

#### NYOWRR.

- 197 Ibid.
- 198 "Sketch Exhibiting Seawall, 1845; Route of the Rome and Oswego Railroad, 1864".
- <sup>100</sup> Bowen to Chief of Engineers, 30 June 1870 as found in "Paul Lear Notes Obtained from the National Archives, Bayonne, 1998," (copy on file at Fort Ontario). In 1870, 50 cubic yards of soil were placed on the parade but no information was found during the research stating that it had changed the grade of the Parade.
- <sup>200</sup> O.F. Bellows, "Plan of the New Military Post at Fort Ontario, New York," September 1903, RG [ ], Dr. 4, Sh. 55, National Archives, (copy on file at Fort Ontario State Historic Site).
- 201 Ibid.
- 202 Ibid.
- <sup>203</sup> Captain Robert L. Kilpatrick, "East and West Guardhouses," Henry Ford Museum at Greenfield Village, 1869, painting, (photograph of original on file at Fort Ontario; Tom Ciampa, "Landscape Restoration (Base Plans) Interior of Fort Grounds, February 1986," (New York State, Office of Parks, Recreation and Historic Preservation Archives, Jamesville, New York), 4 sheets; Donald Wyman, Wyman's Gardening Encyclopedia (New York: MacMillan Publishing Co., Inc., 1977), 863. The genus and species of this plant material was determined through the research of National Archival material by Tom Ciampa, Landscape Architect for the New York State, Office of Parks, Recreation and Historic Preservation. According to Wyman's Gardening Encyclopedia many poplar species can be expected to grow four feet a year in good soil. Since Populus nigra is rated as a fast growing poplar, it is likely that the poplar shown in Kilpatrick's painting was planted four to five years prior to 1869.
- <sup>204</sup> U.S. Army Signal Corps, "Officers Quarters #1," 1870, RG 77, National Archives, photograph, (photograph of original on file at Fort Ontario); *Tennis on the Parade* (Fort Ontario, 1890), photograph; Ciampa, "Landscape Restoration," 1986.

  <sup>205</sup> U.S. Army Signal Corps, "Officers Quarters #2," 1870, RG 77, National Archives, photograph, (photograph of original on file at Fort Ontario); "OQI Winter Scene," (Fort Ontario, c. 1891), photograph; Ciampa, "Landscape Restoration," 1986. The 1891 *OQI Winter Scene* photograph shows the porch addition added onto OQI and the absence of the front yard plantings which included the privets and climbing roses. It is possible that the porch addition added onto OQII at the same time resulted in the removal of the OQII front yard plantings which included the privets and lilacs.
- <sup>206</sup> Captain Robert L. Kilpatrick, "Officers Quarters I and II," Henry Ford Museum at Greenfield Village, 1869, painting, (photograph of original on file at Fort Ontario); Kilpatrick, "East and West Guardhouses, 1869"; "Officers Quarters II," 1870; Ciampa, "Landscape Restoration," 1986; The Kilpatrick painting "Officers Quarters I and II" shows the horse chestnut located between OQI and OQII while his *East and West Guardhouses* painting shows the chestnut to the southeast of OQII. The U.S. Army "Officers Quarters II" photograph shows the chestnut to the west of the entry walk to OQII.
- <sup>207</sup> The horse chestnut planted to the west of the entry walk to OQII was plant in 1870 while the other two were planted c. 1869.
- <sup>208</sup> Kilpatrick, "Officers Quarters I and II," 1869; Ciampa, "Landscape Restoration," 1986.
- <sup>209</sup> The approximate width and height given here is dependent on the degree of maintenance the privet hedge received. For example, following a four-year period when the fort had been abandoned the privets likely reached a height of approximately 4' wide and 10' high.
- <sup>210</sup> Kilpatrick, "Officers Quarters I and II," 1869; Ciampa, "Landscape Restoration," 1986.
- <sup>211</sup> Also see fig. 3.37, p. 207.
- <sup>212</sup> "South View of Oswego," c. 1851; "View of Oswego and Fort Ontario," c. 1869; "Fort Ontario, New York," 1894.
- <sup>213</sup> "New Post Hospital," 1890; "View Across of Oswego River" (Fort Ontario, c. 1890), photograph. The c.1 1869 trees are shown in the 1890 "New Post Hospital and Hospital Steward's Quarters" and "View of Oswego and Fort Ontario" photographs, and shown to have to have a different from than the c. 1851 trees.
- 214 "New Post Hospital," 1890.
- <sup>215</sup> "Fort Ontario, New York," 1894.
- <sup>216</sup> Billings, "Circular No. 4, Report on Barracks and Hospitals with Descriptions of Military Posts," 1870; Lauderdale,
- "Report for the Month of July," 1893.
- <sup>217</sup> "View of Oswego and Fort Ontario," c. 1869; "Fort Ontario, New York," 1894.
- <sup>218</sup> South View of Oswego, c. 1851; "New Post Hospital," 1890.
- <sup>219</sup> Lt. Col. C.E. Blunt, "Sketch Showing Buildings on U.S. Land and Fort Ontario, Oswego, N.Y.," November 1867, RG 77, Dr. 4, Sh. 22, National Archives (copy on file at Fort Ontario State Historic Site); Lt. Col. C. E. Blunt, "Fort Ontario Plan and Sections Showing the Mode of Completion of the Main Work," 20 June 1868, RG 77, Dr. 4, Sh. 26, National Archives (copy

- on file at Fort Ontario State Historic Site).
- <sup>220</sup> Paul Lear, "Architectural Investigation of the East and West Guardhouses at Fort Ontario State Historic Reservation, Oswego, New York" (Fort Ontario, Oswego, NY ., April 1988, photocopy), 26, 33.
- <sup>221</sup> Thatcher, "The Enlisted Men's Barracks," 3.
- 222 Letter of 2nd Lt. Oscar A. Mack, 28 April 1853, National Archives as found in Thatcher, "The Enlisted Men's Barracks,"
  13. In his letter Mack stated that "The portico of the Company quarters was once painted white, but the paint has nearly all disappeared leaving a dirty whitish color in its place."
- <sup>223</sup> Leadbetter to Totten, 25 July 1842, RG77, National Archives (copy on file at Fort Ontario State Historic Site); Lear, "History of Enlisted Men's Barracks," 12, 49.
- <sup>224</sup> Thatcher, "The Enlisted Men's Barracks," 8. This addition housed a washroom.
- <sup>225</sup> Dr. Carrington MacFarlane, "Post Return for July 1868," RG 77, National Archive as found in Thatcher, "The Enlisted Men's Barracks," 8; "Men's Quarters, Fort Ontario NY," c. 1867, RG 77, Dr. 24, National Archives (copy on file at Fort Ontario State Historic Site).
- <sup>226</sup> Thatcher, "The Enlisted Men's Barracks," 8-9. This addition housed urinals.
- <sup>227</sup> Deshler, "Plan-Men's Quarters," 1870, RG 77, Dr. 24, National Archives (copy on file at Fort Ontario State Historic Site).

  <sup>228</sup> "Inspection Return for December 1868," RG 77, National Archives as found in Thatcher, "The Enlisted Men's Barracks,"

  8. The additions at the northeast and northwest corners of the EMB are listed as in place by December 1868. The second 1story addition was used as a coal shed.
- 229 Deshler, "Plan-Men's Quarters," 1870.
- 230 Ibid.
- <sup>231</sup> Thatcher, "The Enlisted Men's Barracks," 12.
- <sup>232</sup> "Plan of Proposed Addition to Barracks No. 6, Fort Ontario, N.Y.," c. 1893, RG 77, Dr. 24, Sh.. 27, National Archives, (copy on file at Fort Ontario State Historic Site).
- 233 Ibid.
- <sup>234</sup> Thatcher, "The Enlisted Men's Barracks," 9, 12, 14 or 32; Bailey, "Archaeological Research, 1981," D-9.
- <sup>235</sup> "Proposed Addition to Barracks," c. 1893.
- <sup>236</sup> Thatcher, "The Enlisted Men's Barracks," 10, 14.
- 237 Ibid.
- <sup>238</sup> Joseph M. Thatcher, et. al., "Powder Magazine Restoration and Furnishings, vol. 5 of The Fort Ontario Furnishing Plan" (Waterford, NY: New York State Office of Parks, Recreation and Historic Preservation, Bureau of Historic Reservations, 1996, photocopy), 6.
- <sup>230</sup> Bailey, "Archaeological Research, 1981," H-13. Bailey believed that the Powder Magazine Revetment Wall was in place prior to the construction of the magazine. However, no information was found during the research regarding the exact date when the Powder Magazine Revetment Wall was constructed.
- <sup>240</sup> Thatcher, "Officers Quarters 1," 12.
- 241 Ibid.
- <sup>242</sup> Ibid., 25. This addition was a staircase that provided a second entrance to the quarters which eliminated the need for both of the officers' families to share the central hallway located within the main body of the building.
- 243 Ibid
- <sup>244</sup> A doorway was built into each main body and provided access to a plank-lined root cellar built into the Rampart behind each Revetment. The root cellars were approximately 17' long and 9' deep (see fig. 3.13, p. 166).
- <sup>245</sup> M.C. Meigs to Joseph Totten, 10 August 1849, RG 77, National Archives as found in Thatcher, "Officers Quarters 1," 14. <sup>246</sup> M.C. Meigs to Joseph Totten, 12 May 12 1847 RG 77, National Archives as found in Thatcher, "Officers Quarters 1," 14. In this correspondence Meigs states that he, "...will cover them [the space created by the retaining wall] with a plank roof nearly level...." with the surrounding grade of the Bastion.
- <sup>247</sup> D. Leadbetter, "Fort Ontario Plan, Exhibiting the condition of the Work," 30 September 1843, RG 77, Dr. 4, Sh. 13, National Archives, (copy on file at Fort Ontario State Historic Site); Captain Robert L. Kilpatrick, "Officers Quarters I and II," Henry Ford Museum at Greenfield Village, 1869, painting, (photograph of original on file at Fort Ontario); "Paul Lear Notes Obtained from the National Archives, Bayonne, 1998," copy on file at Fort Ontario State Historic Site.
- <sup>248</sup> "List of Buildings Established or in Process of Construction in the 4th [G.] M. Dist. D.E. at Fort Ontario, Oswego. NY," M.

- J. Hogarty, 31 January 1869, RG 77 National Archives, (copy on file at Fort Ontario State Historic Site).
- 249 Ibid.
- <sup>250</sup> Bailey, "Archaeological Research, 1981," H-13.
- <sup>251</sup> M.C. Meigs to Joseph Totten, 12 May 12 1847 as found in Thatcher, "Officers Quarters 1," 14.
- <sup>252</sup> Thatcher, "Officers Quarters 1," 12, 16.; Leadbetter to Totten, 1 August 1843, RG77, National Archives (copy on file at Fort Ontario State Historic Site); C. MacFarlane, "Records of the Office of Adjutant General, Medical Histories of Posts," vol. 136, RG 94, National Archives (copy on file at Fort Ontario State Historic Site).
- <sup>253</sup> Thatcher, "Officers Quarters 1," 12.
- <sup>254</sup> Kilpatrick, "Officers Quarters I and II," 1869.
- 255 Thatcher, "Officers Quarters 1," 3.
- 256 Ibid.
- 257 Ibid., 31.
- 258 "List of Buildings," M. J. Hogarty, 1869.
- <sup>259</sup> Thatcher, "The Enlisted Men's Barracks," 8-9; Lear, conversation, 7 January 2003.
- <sup>260</sup> Kilpatrick, "East and West Guardhouses," 1869; "Storehouse with Guardhouses on the Left" (Fort Ontario, 1890), photograph.
- <sup>261</sup> Oswego Commercial Times, 1861 as found in Thatcher, "The Enlisted Men's Barracks," 6.
- The Times stated, "A building has been just erected in the center of the parade ground for the better accommodation of the soldiers. The new barracks are one hundred and fifty feet in length and will be ready for occupation in two or three days....".

  262 "Leadbetter, "Fort Ontario Plan," 1843. The parapet height of 7' was measured from the ground plane of the adjacent
- Bastion or Terre Plein to the crest of the parapet.
- <sup>263</sup> The original plan had called for the reshaping of the entire parapet around the fort. But when funds for the 1863-72 improvements ended, only approximately the southern half of the fort's parapet was completed. The northern half remained unchanged from the original design of 1839-44.
- <sup>264</sup>Bailey, "Archaeological Research, 1981," A17. The stone Scarp wall was constructed at the foot of the sloped, wood revetted Scarp wall built in c. 1839-1844. The space between the stone Scarp wall and the ramparts was filled with earth.
- <sup>265</sup> The breaches were located where the wall had only been constructed to a height of approximately 1' to 4'.
- <sup>266</sup> "New Pickets now Guard Gaps at Fort Ontario," Syracuse Post Standard, 23 July 2001. Information in this article was provided by Paul A. Lear, Site Manager in 2001, and Richard LaCrosse, Assistant Site Manager.
- <sup>267</sup> For a description of the Parapet and Scarp Revetment see under Bastioned Fortification Space.
- <sup>268</sup> Leadbetter "Fort Ontario Plan," 1843.
- <sup>269</sup> For a description of the Parapet and Scarp Revetment see under Bastioned Fortification Space.
- <sup>270</sup> Judson, "Set of Notes for Fort Ontario," 34.
- <sup>271</sup> Wright to McFarland, 28 May 1880. In Wright's letter he states the wooden penthouses had been constructed over the entrances to both artillery casemates and two of the rifle galleries in May 1880. The unfinished gallery at Bastion A was only covered with planks.
- <sup>272</sup> C.L. Heizmann, "Sanitary Recommendations of Post Surgeon," 1 January 1887, p. 111, National Archives (copy on file at Fort Ontario State Historic Site). The document was actually written on 2 November 1885 but sent on 1 January 1887. In Heixmann's report he states that the "old privy from the fort ditch" be removed. However, there was no indication that the sink was removed at that time.
- <sup>273</sup> The depth of the Ditch has been measured from the ground plane of the Ditch to the ground plane of Counterscarp.
- <sup>274</sup> It is likely that it was constructed of earth and timber.
- <sup>275</sup> Untitled Plan showing Cross-Sections of Ditch and Accompanying Revetments, c.1839, RG 77, National Archives, (copy on file at Fort Ontario State Historic Site); "Counterscarp-Covert Way and Glacis," 25 April 1866, RG 77, National Archives, (copy on file at Fort Ontario State Historic Site).
- <sup>276</sup> "Counterscarp-Covert Way and Glacis," 1866.
- 277 Ibid
- <sup>27k</sup> "Quarterly Report of Expenses from the Q.M. Office at Fort Ontario," 4 September 1843, RG 77, National Archives, (copy on file at Fort Ontario State Historic Site), as found in Bailey, "The Outer Buildings of Fort Ontario, 1842-1902," 9; C. L. Heizmann, "Record for the Month of November, 1885," National Archive, (copy on file at Fort Ontario State Historic

Site). In this record Heizmann stated that the [Ordnance Shed] Gun Shed should be removed for fear that the activities conducted by the New York Ontario & Watertown Railroad would ignite the building and its contents.

- <sup>279</sup> Blunt, "Sketch Showing Buildings on U.S. Land.," 1867.
- <sup>280</sup> Hogarty, "List of Buildings," 1869.
- <sup>281</sup> Lt. Patten, "Report of Improvements at Fort Ontario from October 1, 1842 to October 1, 1843," RG 77, National Archives, (copy on file at Fort Ontario State Historic Site), as found in Bailey, "Outer Buildings of Fort Ontario, 1842-1902," 10.
- <sup>282</sup> Heizmann, "Sanitary Recommendations," 1887. In this report Heizmann stated that the building had been painted but did not mention the color.
- <sup>283</sup> "Part of Ward 2 Oswego," in *Insurance Maps of Oswego New York* (New York: Sanborn Map Company, 1924) 34-35 on file at Record Retention Center, 384 East River Road, Oswego, New York. The 1880 "Part of Ward 2 Oswego," map shows the Ordnance Sergeant's Quarters no longer L-shaped but rectangular. The length of the building is similar to its c.1843 length and its overall width is similar to the c. 1843 width of the southern section of the building.
- <sup>284</sup> Heizmann, "Sanitary Recommendations," 1887. No other information was found during the research regarding the 1885 small shed.
- <sup>285</sup> "Fort Ontario, New York," 1894. On the 1894 "Fort Ontario, New York" plan the addition appears to have two sections, indicating either construction in two phases or a single addition with two different styles of roofs.
- <sup>286</sup> Letter to QM General of the Army in Washington dated May 29, 1855 as found in Jeffrey Bailey, "The Outer Buildings of Fort Ontario, 1842-1902" (n.p., photocopy, 1 May 1990), 16. In this letter by an unknown source it was reported that the bake house had not been painted since it was built ten years earlier. In a January 1867 Report of Public Buildings at the fort it was recorded that there was "no bake house at this post."
- <sup>287</sup> Acting Assistant Quartermaster, "Report on Repairs needed at Fort Ontario," 29 May 1855, as found in Bailey "Outer Buildings of Fort Ontario, 1842-1902," 8-9. The building was removed with the construction of the New York, Ontario and Western Railroad tracks across the southern portion of the Reservation c. 1885.
- <sup>2MB</sup> Blunt, "Sketch Showing Buildings on U.S. Land," 1867; Untitled Plan of Magazine, Ordnance Shed and Barn, c. 1867-9, RG 77, National Archives, (copy on file at Fort Ontario State Historic Site).
- <sup>280</sup> Heizmann "Record for the Month of November, 1885." In his report Heizmann made reference to a pigpen being located "immediately west to and south of the railroad siding, and north of the hospital...."
- <sup>240</sup> Nicholas Brown, "Annual Report for the Year Ending June 30th 1869," RG 77, National Archives, (copy on file at Fort Ontario State Historic Site) as found in Bailey "Outer Buildings of Fort Ontario, 1842-1902," 6, 8. In his report Brown states that the "smithy" needed repairs. This is the last mention of the building and it does not appear on later maps.
- <sup>291</sup> Blunt, "Sketch Showing Buildings on U.S. Land.," 1867.
- <sup>202</sup> Brown, "Annual Report for 1869," as found in Bailey, "Outer Buildings of Fort Ontario, 1842-1902," 6, 8; "Fort Ontario and Public Land Adjoining," c.1885. In his report Brown states that the stonecutters shed needs repairs.
- <sup>293</sup> Bailey, "Outer Buildings of Fort Ontario, 1842-1902," 6; "Fort Ontario and Public Land Adjoining," c.1885.
- <sup>294</sup> Blunt, "Sketch Showing Buildings on U.S. Land," 1867; Hogarty, "List of Buildings," 1869.
- The barn first appears on the 1867 "Sketch Showing Buildings on U.S. Land" plan but does not appear on later maps. In his report Hogarty does not mention the presence of the building.
- <sup>285</sup> Bailey, "Outer Buildings of Fort Ontario, 1842-1902," 20; "Say it is an Emergency Case," Oswego Daily Palladium, 2 May 1904. In the article," Say it is an Emergency Case," it is stated that a hospital was "finished" in 1902 and "allowed to stand without any heat in it." No other information was found during the research regarding whether this hospital replaced the one constructed c. 1868 or whether it was constructed in another location.
- <sup>2</sup><sup>vh</sup> "Record for the Month of May 1886-Plan and Elevations for Porches over Exterior Doors of Hospital at Fort Ontario, N.Y.," p. 85, RG 77, National Archives (copy on file at Fort Ontario State Historic Site) as found in Bailey, "Outer Buildings of Fort Ontario, 1842-1902," 26b; Lauderdale, "Report for the Month of July," p. 350, 1893; "Fort Ontario, New York," 1894. In the "Record for the Month of May 1886" the report states that a storm-house [the entrance porch] was added to the north elevation during that year. In the 1893 "Report for the Month of July," Lauderdale states that kitchen had been widened but by 1894 the width of the kitchen had been reduced and by that date the portico on the western elevation of the main body had been removed or extended. However, no other information was found during the research regarding such changes.
- <sup>207</sup> "Record for the Month of October, 1886" as found in Bailey, "Outer Buildings of Fort Ontario, 1842-1902," 29. In the report it states that construction on the Hospital Stewards Quarters began on 18 October 1886.
- <sup>298</sup> Heizmann, "Sanitary Recommendations," 1887.
- \*\* "Fort Ontario and Public Land Adjoining," c.1885; ""Record for the Month of May 1886," as found in Bailey, "Outer

Buildings of Fort Ontario, 1842-1902," 26b.

- <sup>300</sup> C.L. Heizmann, "Record for the Month of December 1884," p. 15, RG 92, National Archives, (copy on file at Fort Ontario State Historic Site).
- 301 Heizmann, "Sanitary Recommendations," 1887.
- <sup>302</sup> "Record for the Month of [ ], 1889," as found in Bailey, "The Outer Buildings of Fort Ontario, 1842-1902," 6.
- <sup>303</sup> Captain Canfield, "Map of the Western Point at the Mouth of Oswego River, NY, 1839," RG 77, Dr. 4, Sh. 1, National Archives (copy on file at Fort Ontario State Historic Site).
- 304 "South View of Oswego," c. 1851.
- <sup>305</sup> The addition first appeared in the c. 1851 "South View of Oswego" painting.
- 306 Record for the Month of [ ], 1889. as found in Bailey, "The Outer Buildings of Fort Ontario, 1842-1902," 6.
- <sup>307</sup> The 1890 portion of View Across Oswego River photograph is the only documentation of the building.
- <sup>308</sup> Lt. Leadbetter to Chief Engineer, Col. Jos. Totten, 10 May 1845 as found in Bailey, "The Outer Buildings of Fort Ontario, 1842-1902," 7; "Fort Ontario, New York," 1894. The Carpenter Shop is labeled "School" on the 1894 plan, *Fort Ontario*, *New York*.
- 309 Lauderdale, "Report for the Month of July," p. 349, 1893.
- <sup>310</sup> Lt. C. Weidenheimer, "Report of Public Buildings for Fort Ontario," January 1867 as found in Bailey, "The Outer Buildings of Fort Ontario, 1842-1902," 13. In his report Weidenheimer stated that three houses are occupied by laundress and are "...frame buildings-built probably fifteen years ago..."
- <sup>311</sup> "Laundress' Quarters," c. 1867, RG 77, National Archives, (copy on file at Fort Ontario State Historic Site); Blunt, "Sketch Showing Buildings on U.S. Land," 1867; C. MacFarlane, "Records of the Office of Adjutant General," 1868, as found in Bailey, "The Outer Buildings of Fort Ontario, 1842-1902," 13; Hogarty, "List of Buildings," 1869. It is difficult to ascertain what shape the Laundress's Quarters were. According to the 1867 "Sketch Showing Buildings on U.S. Land," the quarters should have been L-shaped. However, the 1867 "Sketch Showing Buildings on U.S. Land," plan shows Laundress' Quarters 1 and 3 to be square, and Laundress' Quarters 3 to be rectangular. In his report MacFarlane reports the dimensions of the various rooms of the three Laundress' Quarters but does not mention the shape of the buildings. In his report Hogarty does describe two of the Laundress' Quarters as being 20' x 20' but makes no comment on their shape. The remaining Laundress' Quarters is described as being 18' x 32'; a similar dimension to that of the castern section of Laundress' Quarters 2.
- <sup>312</sup> [ ] Bowan, "Proposed Water Pipe & Fire Hydrant," 1870.
- <sup>313</sup> Lauderdale, "Report for the Month of July," 1893. In his report Lauderdale states that there "...is a small wooden cottage a short distance west of the school house [School/Carpenter Shop] dimensions 16' x 20'."
- <sup>314</sup> C.E. Blunt, "Report of Operations...for the Month of July, 1863," as found in Bailey, "The Outer Buildings of Fort Ontario 1842-1902," 16.
- <sup>315</sup> "Record for the Month of October, 1886" as found in Bailey, "Outer Buildings of Fort Ontario, 1842-1902," 18; C. MacFarlane, "Description of Post," p. 17, c. 1863.
- <sup>316</sup> Lt. Chas. Campbell to Quartermaster General in Washington, D.C., 3 July 1867 as found in Bailey, "The Outer Buildings of Fort Ontario 1842-1902," 16; Hogarty, "List of Buildings," 1869.
- <sup>317</sup> Major C.E. Blunt, "Report of Operations...for the Month of July, 1863," as found in Bailey, "The Outer Buildings of Fort Ontario 1842-1902," 19; "Record for the Month of December 1884," as found in Bailey, "Outer Buildings of Fort Ontario, 1842-1902," 19; Plan, "Fort Ontario, New York," 1894. The Engineer Mortar Mill was last mentioned in the "Record for the Month of December 1884."
- <sup>318</sup> [ ] Bowan, "Proposed Water Pipe & Fire Hydrant," 1870.
- <sup>319</sup> "Report of the Annual Inspection of Public Buildings at Fort," April 1885 as found in Bailey, "The Outer Buildings of Fort Ontario, 1842-1902," 30.
- <sup>320</sup> Bailey, "The Outer Buildings of Fort Ontario, 1842-1902," 30. According to Bailey's research there were six sheds within the compound separated by a "yard."
- <sup>321</sup> "Monthly Record for November 1887," as found in Bailey, "The Outer Buildings of Fort Ontario, 1842-1902," 30. It was located on the Reservation of the Engineer Mortar Mill.
- 322 Lt. Campbell, "Report of Public Buildings," 3 July 1867 as found in Bailey, "The Outer Buildings of Fort Ontario, 1842-1902," 28; Blunt, "Sketch Showing Buildings on U.S. Land," 1867; Mac Farlane, "Description of Post," c.1868. In his report Campbell states that only one stable is on the Reservation; most likely the barn constructed in 1843. In his report, MacFarlane states that there are two stables on the Reservation. It is possible that this building was built in the fall of 1867

because it does appear on the 1867 "Sketch Showing Buildings on U.S. Land," plan.

- 323 Lauderdale, "Report for the Month of July," 349, 1893.
- 324 "Part of Ward 2 Oswego," 1880.
- <sup>325</sup> Ibid; "Fort Ontario and Public Land Adjoining," c.1885. It first appears on the 1880 "Part of Ward 2 Oswego," map and is still present on the c. 1885 "Fort Ontario and Public Land Adjoining" map. It does not appear on the 1894 "Fort Ontario, New York" map.
- <sup>326</sup> Danville Leadbetter, "Seawall for Protection of Reservation of Fort Ontario," 11 October 1842, RG 77, Dr. 4, Sh. 30, National Archives, (copy on file at Fort Ontario State Historic Site); Trapier, "Sketch Exhibiting Seawall," 1845.
- <sup>327</sup> "Route of the Rome and Oswego Railroad, 1864". This map only states that a new seawall is proposed. It does not give the date or a confirmation that the wall was actually constructed at the time the railroad was put through.
- <sup>328</sup> "Route of the Rome and Oswego Railroad, 1864; Fort Ontario and Public Land Adjoining," c.1885. It appears that the seawall, as noted on the 1864 "Proposed Route of the Rome and Oswego Railroad," was constructed in order to support the railroad bed and was likely constructed in 1864.
- 329 Trapier, "Sketch Exhibiting Seawall," 1845; Judson, "Set of Notes for Fort Ontario," 30.
- 330 "Proposed Route of the Rome and Oswego Railroad," 1864.
- 331 "Fort Ontario and Public Land Adjoining," c.1885.
- 332 "Proposed Route of the Rome and Oswego Railroad," 1864. This is the only map to mention the existence of the rocky point wharf.
- <sup>333</sup> "Part of Ward 2 Oswego," 1880; Fort Ontario and Public Land Adjoining, c.1885; "Fort Ontario, New York," 1894. The railroad wharf first appears on the 1880 "Part of Ward 2 Oswego" map and is also present on the 1885 "Fort Ontario and Public Land Adjoining" map. It does not appear on the 1894 "Fort Ontario, New York," map.
- 334 Kilpatrick, "East and West Guardhouses," 1869; "Officers' Quarters I Looking North Over Parade" (Fort Ontario, 1891), photograph; Thatcher, "The Enlisted Men's Barracks," 14. Images of the pumps first appeared in the 1869 East and West Guardhouses painting. However, the wells were dug c. 1845 and the pumps were most likely installed at that time. Some may have been removed c. 1870 when the Reservation was connected to the city water supply, but their removal date is based on c. 1890 photographs showing the absence of the pumps. It is stated in the 1998 "The Enlisted Men's Barracks" furnishing plan that by 1890, the pump near the front of the EMB had been removed because the well was contaminated.

  335 Kilpatrick, "Officers Quarters I and II," 1869; U.S. Army Signal Corps, "Officers Quarters #1," 1870; U.S. Army Signal Corps, "Officers Quarters #2," 1870; "Officers' Quarters I Looking North Over Parade," 1891. In the 1869 Kilpatrick "Officers Quarters I and II" painting, it appears that at least one hitching post had been installed in front of each of the officer's quarters. In the 1870 "Officers Quarters #1" and "Officers Quarters #2" photographs two hitching posts and a mounting block appear in front of each quarters. In the 1891 "Officers' Quarters I Looking North Over Parade" photograph, the hitching posts in front of OQI may have been present but were obscured by the baggage of the individuals in the photograph. However, the OQI mounting block is present to the right of the individuals.
- 336 Kilpatrick, "Officers Quarters I and II," 1869; "Tennis on the Parade" (Fort Ontario, 1884), photograph.
- 337 Kilpatrick, "Officers Quarters I and II," 1869; "Tennis on the Parade," 1884; "Memorandum: Interpretation of Fort Ontario's Artillery Program," (Fort Ontario, nd, photocopy). The author of "Memorandum: Interpretation of Fort Ontario's Artillery Program," believed that since all the 18 lb. guns had been removed from the Reservation by 1869, the balls shown in the 1869 "Officers Quarters I and II" painting were six-pound balls which would have been used with the 6-pound field piece which stood at the center of the parade guarding the Portal of Entry. He also believed that the balls mounted on the front fencing flanking the entry walks to OQI and OQII were also six-pound balls. In the 1884 "Tennis on the Parade" photograph the cannon balls near OOII had been removed but the wooden frame that had surrounded them remained.
- 338 Thatcher, "Officer's Quarters 1," 3; "Officers' Quarters I Looking North Over Parade," 1891.
- 339 "Officers' Quarters I Looking North Over Parade," 1891; Workmaster, "Study of Defenses at Oswego," 13.
- 340 Workmaster, "Study of Defenses at Oswego," 13; "Officers' Quarters I Looking North Over Parade," 1891.
- <sup>341</sup> Brown, "Report on Hygiene," 1875, 61; "Officers' Quarters I Looking North Over Parade," 1891; Lear, conversation, 16 November 2002.
- 342 Thatcher, "Powder Magazine," 5-6.
- <sup>343</sup> Kilpatrick, "East and West Guardhouses," 1869; Billings, "Report on Barracks and Hospitals," 1870; L.O. Skinner, Asst Surgeon U.S. Army, "Record for the Month of May 1888," 18 May 1888, p. 155, National Archives (copy on file at Fort Ontario State Historic Site). In the 1869 "East and West Guardhouses" painting the location of the cistern to the southeast of the EMB is shown with a small structure built over the top of it. By 1891, the cistern had collapsed but was rebuilt and

- converted into a root cellar and accessed through a door opening in the mess room of the EMB.
- <sup>344</sup> Heizmann, "Record for the Month of December 1884," 17; Skinner, "Record for the Month of May 1888," p. 155. This report it is stated that "the cisterns are in a more or less foul condition...cistern near guardhouse [Storehouse]...should ...be no longer used as a reservoir...parapet [southeast of EMB] cistern is better...."
- 345 Lear, conversation, 16 November 2002.
- 346 "Proposed Water Pipe & Fire Hydrant," 1870.
- <sup>347</sup> John M. Nilson, Major, "Plan of Fort Ontario Showing its Condition on the 30th of June 1871," RG 77, Dr. 4, Sh., 45, National Archives (copy on file at Fort Ontario State Historic Site); Henry M. Robert, Lt. Col., "Plan of Fort Ontario," 1884, RG 77, Dr. 4, Sh. 49, National Archives, (copy on file at Fort Ontario State Historic Site).
- 348 Robert, "Plan of Fort Ontario," 1884.
- <sup>349</sup> C.L. Heizmann, Post Surgeon, "Record for the Month of August 1885," p. 52, RG 92, National Archives (copy on file at Fort Ontario State Historic Site; Untitled map showing Water Pipes, Sewer Pipes, Wells, Cisterns and Surface Drains in 1885, RG 92, Box 767.
- <sup>350</sup> "Fort Ontario, NY, Scale of Plan 1" to 50, 31 October 1863, FO 11-98, National Archive, (copy on file at Fort Ontario State Historic Site).
- <sup>351</sup> C. L. Heizmann, Post Surgeon, "Record for the Month of April, 1885," RG 92, National Archive, (copy on file at Fort Ontario State Historic Site); Billings, "Report on Barracks and Hospitals," p. 108, 1870. In the "Record for the Month of April, 1885," Heizmann states that the sewer and the drain of the interior of the fort emptied into a common conduit before exiting the fort. In the "Report on Barracks and Hospitals," Billings states that "The post is drained by means of sewers of masonry work, there being one main sewer encircling the parade, and having sub drains connecting with each building. The main sewer discharges into the lake just below the fort. The system of sewerage is good, but the construction of some of the drains is bad, some of them are out of repair."
- 352 Judson, "Set of Notes for Fort Ontario," 33.
- 353 D. Leadbetter, "Sketch of Fort Ontario...,". 16 April 1842, RG 77, Dr. 4, Sh. 11, National Archives. Copy on file at Fort Ontario State Historic Site; "Lake Defenses, Fort Ontario, Sergeant Ambrecht," *Oswego Commercial Times*, 26 November 1861, p. 3 col. 2 (copy on file at Fort Ontario State Historic Site). In "Lake Defenses, Fort Ontario, Sergeant Ambrecht" Ambrecht states that only seventeen twelve-pounders remained in 1861.
- 354 Conversation with Richard Lacrosse, assistant director at Fort Ontario State Historic Reservation, 8 May 2002.
- <sup>355</sup> Chuck Ten Brink, n.d., "Civil War Artillery Reservations," retrieved 7 April 2002, from the World Wide Web at cwartillery.org.
- 356 Dan Kingman, Captain, "Plan of Fort Ontario Showing Emplacements for Guns," 1 April 1892, RG 77, Dr. 246, Sh. 28-5, National Archives, (copy on file at Fort Ontario State Historic Site); Grahams Fitch, Captain, "Fort Ontario, New York, Emplacements," 1 January 1900, RG 77, Dr. 246, Sh. 28-10, National Archives, (copy on file at Fort Ontario State Historic Site). In the 1892 "Plan of Fort Ontario Showing Emplacements for Guns," a note states that the gun (12-pound field gun) was used as an "evening gun..."
- 357 Leadbetter, "Sketch of Fort Ontario...," 1842; C. E. Blunt, "Sketch Showing the gun platforms [ ] of Fort Ontario September 14, 1864," RG 77, Dr. 4, Sh. 19, National Archives, (copy on file at Fort Ontario State Historic Site). In the 1842 "Sketch of Fort Ontario... and 1864 Sketch Showing the gun platforms [ ] of Fort Ontario September 14, 1864," the platforms are shown trapezoidal in shape with one end being 10' wide, the opposite end being 13' wide and the platform being 17' long.
- <sup>358</sup> "Ordnance Report for 1867," National Archives as found in "Memorandum: Interpretation of Fort Ontario's Artillery Program," (Fort Ontario, nd, photocopy). In the "Memorandum: Interpretation of Fort Ontario's Artillery Program" it quoted the "Ordnance Report for 1867" as stating, "...there are no permanent platforms in the work....", and that no platforms were projected to be installed by 30 June 1868 for barbette or casemates.
- 359 Kingman, "Plan of Fort Ontario Showing Emplacements for Guns," 1892.
- 360 Fitch, "Fort Ontario, New York Emplacements," 1900.
- <sup>361</sup> Walter McFarland, Major, 28 Jan 1884. Thatcher, "Enlisted Men's Barracks," 12. In his letter MacFarland stated that "The flagstaff is gone and must be replaced from the foundations up." The 1845 flagpole was located within the open center of Bastion E. The 1884 flagpole was located in the same general area in 1884, but since the open center had been filled in the flagpole was located on Bastion E.
- 362 Lear, conversation, 16 November 2002.
- 363 Ibid.

- 364 "Fort Ontario, NY, Scale of Plan 1" to 50," 1863.
- 365 Heizmann, "Record for the Month of April, 1885."
- <sup>366</sup> Heizmann, "Record for the Month of August 1885." The ventilator was part of the sewer line constructed in 1885 and ventilated a buried trap located in the ditch at the southeast shoulder angle of Bastion E.
- 367 "Fort Ontario, NY, Scale of Plan 1" to 50," 1863.
- <sup>368</sup> M.J. Hogarty, 1<sup>st</sup> Lt., "List of Quartermaster's Stores Expended in the Public Service at Fort Ontario, Oswego, N.Y.," [Febr]uary, 1869, 42, National Archives, (copy on file at Fort Ontario State Historic Site); Heizmann, "Record for the Month of May 1886;" J.O. Skinner, Asst Surgeon U.S. Army, "Record for the Month of February 1889," 15 February 1889, p. 183-93, National Archives (copy on file at Fort Ontario State Historic Site) as found in Bailey, "The Outer Buildings of Fort Ontario, 1842-1902," 26. In the "List of Quartermaster's Stores Expended in the Public Service at Fort Ontario, Oswego, N.Y.," Hogarty states that 50 oak posts were "expended in constructing fence around post hospital." In the "Record for the Month of May 1886," Heizmann stated that the fence along the east and north of the New Post Hospital lot almost entirely rotted and the section along the west was almost in a similar state. In the "Record for the Month of February 1889," Skinner stated that he needed 117 turned cedar posts and 4 gates for the fence around the hospital. No information was found during the research stating whether the request was approved.
- <sup>360</sup> "Proposed Water Pipe & Fire Hydrant," 1870. It was connected to the main waterline which ran diagonally down the length of the entrance road.
- <sup>370</sup> Skinner, "Record for the Month of February 1889," 183 as found in Bailey, "The Outer Buildings of Fort Ontario, 1842-1902," 26. In the "Record for the Month of February 1889," Skinner requests that electric lights be installed along the entrance road between the New Post Hospital and the Portal of Entry and in doing so commented on the fact that there were then electric lights along the entrance road between the New Post Hospital and the "south end of the Reservation" provided by the city.
- <sup>371</sup> Lear, conversation, 16 November 2002. The line originated from a connection to a city water line located on East Schuyler Street.
- <sup>372</sup> "General Plan of Fort Ontario, Oswego, N.Y. and Public Land Adjoining," c.1885. No information was found during the research stating whether the secondary feed to the Engineer's Stable was completed. By c. 1885 a fire hydrant was located where the weighing scales were but again it is not apparent whether the line was continued to the stables.
- <sup>373</sup> Heizmann, "Record for the Month of December 1884," 16. This line will also be referred to as the Hospital sewer line.
- <sup>374</sup> Lauderdale, "Report for the Month of July," 1893.
- <sup>375</sup> Heizmann, "Record for the Month of October 1884," 6, RG 92, National Archive, (copy on file at Fort Ontario State Historic Site). It connected to the New Post Hospital sewer line at a point approximately 475' southeast of the hospital.
- <sup>376</sup> "Record for the Month of May 1886," 85; Lauderdale, "Report for the Month of July," 1893.
- <sup>377</sup> M.J. Hogarty, 1" Lt., "List of Quartermaster's Stores Expended in the Public Service at Fort Ontario, Oswego, N.Y.," May 1868, National Archives, (copy on file at Fort Ontario State Historic Site); Lauderdale, "Report for the Month of July," 1893. In the 1868 "List of Quartermaster's Stores Expended in the Public Service at Fort Ontario, Oswego, N.Y.," Hogarty states that two hundred feet of pine lumber was expended in repairing the cemetery fence and that one barrel of quick lime was expended in whitewashing the cemetery fence. In the 1893 "Report for the Month of July," Lauderdale states that the cemetery is "a small lot enclosed by a paling on the east slope of the Reservation." No other information was found during the research regarding the type of fence surrounding the cemetery prior to this date.
- 378 "Fort Ontario, New York," 1894.
- <sup>379</sup> Blunt, Untitled Plan of Fort Ontario Military Reservation, 1856.
- 380 "Fort Ontario State Historic Reservation, pamphlet, 8-9.
- <sup>381</sup> Hogarty, "List of Quartermaster's Stores Expended," 1868. In the 1868 "List of Quartermaster's Stores Expended," Hogarty states that one hundred pounds of nails were expended in repairing the cemetery fence and post-garden fence.

  <sup>382</sup> Billings, "Report on Barracks and Hospitals," 1870. In the 1870 "Report on Barracks and Hospitals," Billings stated the acreage of the garden as to 2.5 acres but not the dimensions.
- 383 "Fort Ontario and Public Land Adjoining," c.1885.
- 384 "Proposed Water Pipe & Fire Hydrant," 1870.
- 385 Ibid. It was connected to the main waterline which ran diagonally down the length of the entrance road.
- 386 Ibid.
- <sup>387</sup>Skinner, "Record for the Month of May 1888," as found in Bailey, "The Outer Buildings of Fort Ontario, 1842-1902," 15. "In the "Record for the Month of May 1888," Skinner states that the well at the laundress quarters was the 'purest' source of

water on the Reservation.

<sup>38x</sup> "Proposed Water Pipe & Fire Hydrant," 1870; "Fort Ontario, New York," 1894. In the 1870 "Proposed Water Pipe & Fire Hydrant," the northern portion of the fence is shown. It has been assumed that this is just a partial depiction of the fence and that it existed as shown in the 1894 "Fort Ontario, New York".

"Route of the Rome and Oswego Railroad," 1864.

### Chapter 4 - Establishment of Training Installation (1903-1946)

- <sup>1</sup> Thirteenth Census of the US Taken in the Year 1910, vol. III (US Dept of Commerce, US Bureau of the Census), 202.
- <sup>2</sup> Frederick K. Zercher, "The Economic Development of the Port of Oswego" (Master's thesis, Syracuse: Syracuse University, 1935), 215-9.
- <sup>3</sup> Ibid., 220.
- 4 Ibid., 210.
- <sup>5</sup> Oswego Custom House Records as found in Frederick K. Zercher, *The Economic Development of the Port of Oswego* (Master's thesis, Syracuse: Syracuse University, 1935), 211-2.
- 6 Ibid., 210.
- <sup>7</sup> Ibid., 213-217.
- <sup>8</sup> Oswego Custom House Records as found in Zercher, Economic Development of Oswego, 212.
- 9 Ihid
- <sup>16</sup> Zercher, "Economic Development of Oswego," 215-6.
- "Port Business Shows Growth with Every Week," Oswego Palladium-Times, 23 July 1925.
- <sup>12</sup> Zercher, "Economic Development of Oswego," 220.
- 13 Ibid.
- <sup>14</sup> Francis D. Culkin, "The Oswego Route" (Washington: United States Government Printing Office, 1933, pamphlet).
- <sup>15</sup> Census of Population: 1950, Vol. II (US Dept of Commerce, US Bureau of the Census), 32-51; Faust, Ralph M. The Story of Oswego County. (Oswego, New York: Palladium Times, Inc., 1954).
- <sup>16</sup> John W. O'Connor, "The Story of Fort Ontario Since 1896," *Tenth Publication of the Oswego Historical Society, 1946* (Oswego, NY: Oswego Palladium-Times, Inc., 1946), 104.
- 17 "Rebuilding Fort Ontario," Oswego Daily Palladium, 25 September 1903.
- 18 Ibid.
- <sup>16</sup> O.F. Bellows, "Plan of the New Military Post at Fort Ontario, New York," plan, 1903, RG 92, National Archives, copy on file at Fort Ontario State Historic Site. This number, twenty-one, is partly based on the 1903 "Plan of the New Military Post at Fort Ontario, New York." It does not include the Hospital (bldg. 20) which was relocated from another location on the Reservation, but does include the Post Exchange (bldg. 25) which was constructed prior to 1905.
- <sup>20</sup> Wallace F. Workmaster, "The Study of Defenses at Oswego," in *Twenty-Eighth Publication of the Oswego County Historical Society 1966-1967* (Oswego, NY: Oswego Historical Society Publications, 1966-1967), 13.
- <sup>21</sup> Ibid., 49; O'Connor, "Story of Fort Ontario," 99.
- <sup>22</sup> O'Connor, "Story of Fort Ontario," 99.
- <sup>23</sup> James E. Poston, "Army Post Manned by College Men," *Louisville Courier Journal*, (Fort Ontario State Historic Site, c. 1917, photocopy).
- <sup>24</sup> O'Connor, "Story of Fort Ontario," 100.
- 25 Ibid
- <sup>26</sup> The c. 1903-1905 barracks will hereafter be referred to as the "Barracks".
- <sup>27</sup> O'Connor, "Story of Fort Ontario," 100.
- 28 Ibid., 100-1.
- 29 Ibid.
- 30 "Fort Ontario Viewed from the Air," Oswego Palladium-Times, 31 August 1948; "Companies Back at Fort Ontario,"

Oswego Palladium-Times, 15 July 1927; O'Connor, "Story of Fort Ontario," 101.

- <sup>31</sup> "212th Regiment Comes to Camp Week: All Preparations Made at Fort Ontario by Lieut. Phillips," Oswego Palladium-Times, 2 July 1927; O'Connor, "Story of Fort Ontario," 101; Oswego Palladium Times, "Anti-Aircraft Guns are Going on Firing Point: Plane is expected here Friday," 12 July 1927.
- 32 "Searchlight Drill and Band Concert Tonight," Oswego Palladium-Times, 22 July 1925.
- <sup>33</sup> "Report Regular Army Troops to Train at Fort," Oswego Palladium-Times, September 1925; "More Regiments will Train at Oswego in 1927," Oswego Palladium-Times, 26 June 1926.
- <sup>34</sup> "Fort Ontario State Historic Site, Oswego, New York," (New York State Office of Parks, Recreation and Historic Preservation, 2000, pamphlet), 3; "Companies Back at Fort Ontario," *Oswego-Palladium Times*, 1927.
- <sup>35</sup> Anthony Slosek, "Fort Ontario Since 1917" (Fort Ontario State Historic Site, photocopy); O'Connor, "Story of Fort Ontario," 101.
- 36 O'Connor, "Story of Fort Ontario," 101.
- 37 Ibid., 102.
- 38 Ibid.
- 39 Ibid.
- 40 "African-American regiment trained at Fort Ontario," Oswego Palladium-Times, 2 March 1998.
- 41 Ibid; Slosek, "Fort Ontario Since 1917".
- 42 O'Connor, "Story of Fort Ontario," 102-3.
- 43 Ibid.
- 44 Ibid.
- 45 Ibid.
- <sup>46</sup> Department of the Interior-Information Service to War Relocation Authority, 4 February 1946, Henry Friedlander and Sybil Milton, eds., *Archives of the Holocaust: An International Collection of Selected Documents*, vol. 5 (NY: Garland Publishing, Inc., 1990), 271-2.
- 47 Ibid.
- 48 O'Connor, "Story of Fort Ontario," 103-4.
- 49 Friedlander, Archives of the Holocaust, 271-2.
- 50 Ruth Gruber, Haven: The Unknown Story of 1000 World War II Refugees (NY: New American Library, 1983), 121.
- 51 Friedlander and Milton, Archives of the Holocaust, 271-2.
- 52 Gruber, Haven, 121,
- 53 Friedlander and Milton, Archives of the Holocaust, 271-2.
- 54 O'Connor, "Story of Fort Ontario," 104-5.
- 55 Ibid.
- 56 Ibid.
- 57 Slosek, "Fort Ontario Since 1917".
- 58 Ibid.
- 59 Friedlander and Milton, Archives of the Holocaust, 271-2.
- 60 Slosek, "Fort Ontario Since 1917".
- 61 "U.S. Army Gives up Fort Ontario," Oswego Palladium-Times, 3 April 1946.
- 62 "Start Erection of Fitzgibbons Boiler Plant," Oswego Palladium-Times, 21 July 1925.
- 63 Ibid., Zercher, "Economic Development of Oswego," 215-6.
- <sup>64</sup> Crenshaw, Captain, et. al. "Fort Ontario, New York, Key Plan & Contour Map," February 1941, RG 92, National Archives, copy on file at Fort Ontario State Historic Site.
- 65 Wallace F. Workmaster, "Fort Ontario: A New Look at the Past" Bicentennial Issue, The Journal 1976-1977 Oswego County Historical Society (Oswego, NY: Beyer Offset, Inc., 1977), 12-3.
- "Companies Back at Fort Ontario," Oswego Palladium-Times, 15 July 1927; "Will Supervise Work on Castle: Alfred G. Adams Ordered to Fort Niagara Next Week," Oswego Palladium-Times, 1 April 1927; Fort Ontario State Historic Site files

(Oswego, NY: 2002).

- 67 Fort Ontario State Historic Site files (Oswego, NY: 2002).
- 6\* Ibid; Untitled view of OQII and OQII Garage looking northwest, photograph, c. 1938, Fort Ontario State Historic Site.
- 60 "Rushing Work Along," Oswego Daily Palladium, 21 July 1904; "Mr. Schutrem gets Contract. Captain Coulling Receives Favorable Telegram from the War Department," Oswego Daily Times, 27 July 1904; "Buffalo People Interested," Oswego Daily Times, 27 July 1904.
- <sup>70</sup> "Work on Fort Ontario is Progressing Rapidly," Oswego Daily Times, 8 July 1904.
- "Rushing Work Along," Oswego Daily Palladium, 21 July 1904.
- <sup>72</sup> "At Fort Ontario: Human Bones and Coffins being Turned up by Workmen," *Oswego Daily Palladium*, 27 April 1904. No information was found during the research regarding which building was being referred to in this article.
- 73 "Say it is an Emergency Case," Oswego Daily Palladium, 2 May 1904.
- "Work on Fort Ontario is Progressing Rapidly...," Oswego Daily Times, 8 July 1904.
- 75 Ibid.
- 76 Ibid.
- 77 "Rushing Work Along," Oswego Daily Palladium, 21 July 1904.
- <sup>78</sup> Ibid. No information was found during the research regarding the foundation of the Coal Shed.
- <sup>70</sup> "Rushing Work Along," *Oswego Daily Palladium*, 21 July 1904. No information was found during the research stating when these tracks were finally removed.
- \*0 "At Fort Ontario: More than a Bushel of Human Bones now Await Burial," Oswego Daily Palladium, 26 April 1904.
- \*" "Rushing Work Along," Oswego Daily Palladium, 21 July 1904; "Mr. Schutrem gets Contract. Captain Coulling Receives Favorable Telegram from the War Department," Oswego Daily Times, 27 July 1904; "Buffalo People Interested," Oswego Daily Times, 27 July 1904.
- <sup>k2</sup> "R.R. Officials here to Examine 7th Street Crossing at the Entrance to Fort Ontario," Oswego Daily Times, 27 July 1904.
- <sup>k3</sup> Bellows, "Plan of the New Military Post," plan, 1903; Charles W. [], "Fort Ontario, N.Y.," plan, 1910, RG 92, National Archives, copy on file at Fort Ontario State Historic Site. The building numbers were obtained from the 1903 "Plan of the New Military Post at Fort Ontario, New York." They were continuously used throughout this historic period on Reservation plans drawn by the United States military. While those buildings constructed after c. 1903-1905 were also designated by such a number system, only those buildings constructed c. 1903-1905 are referenced by name and number in this document. One exception is the Post Shops (bldg. 34), constructed prior to 1910.
- <sup>84</sup> The Post Exchange does not appear on the 1903 plan but was constructed by 1905.
- \*5 "Fort Ontario, N.Y.," plan, 1910. The number given by the U.S. military to the Post Shops (bldg. 34) is used in this document because the material and style of the building is identical to those buildings constructed c. 1903-1905.
- <sup>86</sup> Only the Post Shops (bldg. 34), Parade Ground driveway, Parade Ground walk, oval running track, cemetery and cemetery road appear on figure 4.6, p. 237. All other features discussed in this paragraph can be found on the Site Plan located at the end of this chapter.
- <sup>87</sup> Only the Nurses Ward, Boiler House, Barracks (bldgs. 21 and 24) and Bake House (bldg. 23) appear on figure 4.6, p. 237. All other features discussed in this paragraph can be found on the Site Plan located at the end of this chapter.
- \*\* Poston, "Army Post Manned by College Men," c. 1917.
- \*° "Fort Ontario, New York," plan, December 1918, copy on file at Fort Ontario State Historic Site. This number, fifty-two includes the twenty-one buildings constructed c. 1903-1905, the Hospital (bldg. 20), the Post Shops (bldg. 34) and the N.C.O. Ouarters.
- <sup>90</sup> Photo Section, Air Service, U.S. Army, "Ft. Ontario, N.Y., 4-25-24," photograph, 1924, copy on file at NYS OPRHP-Jamesville, NY-Central Region.
- <sup>91</sup> Ibid., L. Scott, Sergeant, "Fort Ontario, Oswego, New York, Existing and Proposed Construction," plan, November 1938, RG 92, National Archives, copy on file at Fort Ontario State Historic Site.
- <sup>92</sup> "Betterment to Training Camp are Authorized: New Gun Shed, Concreted Camp Site, and New Water Mains," Oswego Palladium-Times, 8 July 1927.
- 93 Ibid.
- 94 Ibid.
- 95 Scott, "Existing and Proposed Construction," plan, 1938.

- 6 Crenshaw, "Key Plan & Contour Map," 1941.
- 97 O'Connor, "Story of Fort Ontario," 103-4.
- <sup>98</sup> "The New Ontario Chronicle-A Newsletter for Members and Friends of Safe Haven, Inc," Vol. 6 No. 1 (Oswego, NY: Safe Haven, Inc., Winter 2002).
- 99 Friedlander, Archives of the Holocaust, 161.
- 100 No information was found during the research regarding the reason for the transfer of this parcel of land.
- <sup>101</sup> Letter of Wallace Workmaster, 9-12-80 (Oswego, NY: Fort Ontario State Historic Site); Crenshaw, Captain, et. al., "Fort Ontario, Oswego, New York, Sanitary and Storm Sewers," plan, February 1941, RG 92, National Archives, copy on file at Fort Ontario State Historic Site.
- <sup>102</sup> Workmaster, 9-12-80; Charles H. Snyder, "Plan of Survey-Present and Proposed West Boundary Line-Fort Ontario, N.Y.," plan, 8 June 1931, copy on file at Fort Ontario State Historic Site.
- 103 "Fort Ontario, N.Y.," plan, 1910; "Fort Ontario, New York," plan, 1918.
- 104 Snyder, "Plan of West Boundary Line," plan, 1931.
- <sup>105</sup> Bellows, "Plan of the New Military Post," plan, 1903; "Fort Ontario, New York," plan, 1918; U.S. Army, "Ft. Ontario, N.Y., 4-25-24," photograph, 1924.
- 106 "Fort Ontario, New York," plan, 1918.
- 107 "Fort Ontario, N.Y.," plan, 1910.
- 108 Scott, "Existing and Proposed Construction," plan, 1938; Crenshaw, "Key Plan & Contour Map," plan, 1941.
- 109 Ibid.
- 110 Crenshaw, "Key Plan & Contour Map," plan, 1941.
- 111 Scott, "Existing and Proposed Construction," plan, 1938.
- 112 Crenshaw, "Key Plan & Contour Map," plan, 1941.
- 113 Bellows, "Plan of the New Military Post," plan, 1903.
- "Fort Ontario, New York," plan, 1918.
- 115 Bellows, "Plan of the New Military Post," plan, 1903.
- 116 "Fort Ontario, New York," plan, 1918.
- 117 Bellows, "Plan of the New Military Post," plan, 1903.
- 118 Scott, "Existing and Proposed Construction," plan, 1938.
- 119 "Fort Ontario, New York," plan, 1918.
- 120 Scott, "Existing and Proposed Construction," plan, 1938.
- 121 Crenshaw, "Sanitary and Storm Sewers," plan, 1941.
- 122 Ibid.
- 123 Scott, "Existing and Proposed Construction," plan, 1938.
- 124 Ibid; Crenshaw, "Sanitary and Storm Sewers," plan, 1941.
- 125 Bellows, "Plan of the New Military Post," plan, 1903.
- 126 "Fort Ontario, New York," plan, 1918.
- 127 Bellows, "Plan of the New Military Post," plan, 1903; "Fort Ontario, N.Y.," plan, 1910.
- 128 Ibid.
- 129 Ibid.
- 130 Bellows, "Plan of the New Military Post," plan, 1903.
- 131 "Fort Ontario, New York," plan, 1918.
- 132 "At Fort Ontario," Oswego Daily Palladium, 18 April 1904.
- 133 "Rushing Work Along," Oswego Daily Palladium, 21 July 1904; Crenshaw, "Key Plan & Contour Map," plan, 1941.
- 134 "At Fort Ontario," Oswego Daily Palladium, 18 April 1904; Bellows, "Plan of the New Military Post," plan, 1903.
- 135 Crenshaw, "Sanitary and Storm Sewers," plan, 1941.
- 136 Ibid; Scott, "Existing and Proposed Construction," plan, 1938.

- 137 "Oswego Harbor," photograph, 1920, Special Collections, Penfield Library, SUNY at Oswego, Oswego, NY.
- <sup>138</sup> Scott, "Existing and Proposed Construction," plan, 1938. All data for the Perimeter Area spaces has been obtained from Scott's 1938 "Existing and Proposed Construction" plan.
- <sup>130</sup> U.S. Army, "Ft. Ontario, N.Y., 4-25-24," photograph, 1924.
- <sup>140</sup> Untitled view of OQII and OQII Garage looking northwest, photograph, c. 1938. The horse chestnut planted to the west of the entry walk to OQII was plant in 1870 while the other two were planted c. 1869.
- <sup>141</sup> Untitled aerial view of Fort Ontario Military Reservation looking west, photograph, c. 1930, Fort Ontario State Historic Site
- <sup>142</sup> Ludwig Bemelmans, My War with the United States (New York: Random House The Modern Library, 1941), 35. In Bemelmans' notes of 1937, he mentions the presence of "...small white flowers, a kind of little blue bell, buttercups, and also sorrel...." located within the turf covered areas of the Core Fortification.
- 143 "Work on Fort Ontario is Progressing Rapidly...," Oswego Daily Times, 8 July 1904.
- 144 U.S. Army, "Ft. Ontario, N.Y., 4-25-24," photograph, 1924.
- 145 "Work on Fort Ontario is Progressing Rapidly...," Oswego Daily Times, 8 July 1904.
- 146 Untitled aerial view of Fort Ontario Military Reservation looking west, photograph, c. 1930.
- <sup>147</sup> "Work on Fort Ontario is Progressing Rapidly...," Oswego Daily Times, 8 July 1904; Untitled aerial view of Fort Ontario Military Reservation looking east, photograph, c. 1930, Fort Ontario State Historic Site.
- <sup>148</sup> Untitled winter scene of Barracks and Mess Halls, photograph, c. 1941, Fort Ontario State Historic Site.
- 149 "Work on Fort Ontario is Progressing Rapidly...," Oswego Daily Times, 8 July 1904.
- <sup>150</sup> M.S. Lovell, "Officers' Quarters at Fort Ontario, Oswego, N.Y.," postcard, 1906, Special Collections, Penfield Library, SUNY at Oswego, Oswego, NY; Untitled view of 7th Street entrance looking northwest, photograph, c. 1906, Fort Ontario State Historic Site; Untitled aerial view of Fort Ontario Military Reservation looking west, photograph, c. 1930.
- 151 Untitled aerial view of Fort Ontario looking west, photograph, c. 1930.
- "Work on Fort Ontario is Progressing Rapidly...," Oswego Daily Times, 8 July 1904; Untitled aerial view of Fort Ontario Military Reservation looking east, photograph, c. 1930.
- 153 Ibid.
- 154 Lear, conversation, 21 April 2003; U.S. Army, "Ft. Ontario, N.Y., 4-25-24," photograph, 1924.
- 155 Ibid
- 156 "Work on Fort Ontario is Progressing Rapidly...," Oswego Daily Times, 8 July 1904; Untitled aerial view of Fort Ontario Military Reservation looking east, photograph, c. 1930.
- 157 "Work on Fort Ontario is Progressing Rapidly...," Oswego Daily Times, 8 July 1904.
- 158 Ibid.
- 159 Untitled aerial view of Fort Ontario Military Reservation looking west, photograph, c. 1930.
- <sup>160</sup> "Work on Fort Ontario is Progressing Rapidly...," Oswego Daily Times, 8 July 1904; Untitled aerial view of Fort Ontario Military Reservation looking west, photograph, c. 1930.
- <sup>161</sup> J. L. Cahill, "General Hospital, Ft. Ontario," postcard, c. 1917, Special Collections, Penfield Library, SUNY at Oswego, Oswego, NY; Untitled aerial view of Fort Ontario Military Reservation looking west, photograph, c. 1930.
- <sup>162</sup> "Work on Fort Ontario is Progressing Rapidly...," *Oswego Daily Times*, 8 July 1904; Untitled aerial view of Fort Ontario Military Reservation looking west, photograph, c. 1930.
- <sup>163</sup> Scott, "Existing and Proposed Construction," plan, 1938.
- 164 Ibid; Untitled view of OQII and OQII Garage looking northwest, photograph, c. 1938.
- <sup>165</sup> "Companies Back at Fort Ontario," Oswego Palladium-Times, 15 July 1927; "Will Supervise Work on Castle: Alfred G. Adams Ordered to Fort Niagara Next Week," Oswego Palladium-Times, 1 April 1927; Fort Ontario State Historic Site files (Oswego, NY, 2002).
- 166 Wm. Judd, "View of the Interior of old Fort Ontario," photograph, c. 1927, Special Collections, Penfield Library, SUNY at Oswego, Oswego, NY.
- <sup>167</sup> U.S. Army, "Ft. Ontario, N.Y., 4-25-24," photograph, 1924.
- 168 "Fort Ontario, New York," plan, 1918; U.S. Army, "Ft. Ontario, N.Y., 4-25-24," photograph, 1924. Unless otherwise noted, please refer to the Site Plan located at the end of this chapter for the location of the buildings discussed in the section

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on buildings.
169 Ibid.
<sup>170</sup> Ibid; Scott, "Existing and Proposed Construction," plan, 1938.
171 Ibid.
172 "Fort Ontario, New York," plan, 1918; Crenshaw, "Key Plan & Contour Map," plan, 1941.
<sup>173</sup> Scott, "Existing and Proposed Construction," plan, 1938.
174 "Betterment to Training Camp are Authorized: New Gun Shed, Concreted Camp Site, and New Water Mains," Oswego
Palladium-Times, 8 July 1927; Crenshaw, "Key Plan & Contour Map," plan, 1941.
175 Ibid.
176 Ibid.
<sup>177</sup> Scott, "Existing and Proposed Construction," plan, 1938.
<sup>178</sup> Crenshaw, "Key Plan & Contour Map," plan, 1941.
<sup>179</sup> Untitled aerial view of Fort Ontario Military Reservation looking north, photograph, c. 1941, Special Collections, Penfield
Library, SUNY at Oswego, Oswego, NY.
180 Crenshaw, "Key Plan & Contour Map," plan, 1941; Untitled winter scene of Barracks and Mess Halls, photograph, c.
1941.
181 Ibid.
182 Ibid.
183 Crenshaw, "Key Plan & Contour Map," plan, 1941.
184 Untitled aerial view of Fort Ontario Military Reservation looking north, photograph, c. 1941.
185 Ibid.
<sup>186</sup> Bellows, "Plan of the New Military Post," plan, 1903.
<sup>187</sup> Scott, "Existing and Proposed Construction," plan, 1938.
"Fort Ontario, New York," plan, 1918.
<sup>189</sup> Scott, "Existing and Proposed Construction," plan, 1938.
190 Bellows, "Plan of the New Military Post," plan, 1903.
191 Ibid.
<sup>192</sup> Scott, "Existing and Proposed Construction," plan, 1938.
193 Bellows, "Plan of the New Military Post," plan, 1903.
194 Ibid.
195 Ibid; "Fort Ontario, N.Y.," plan, 1910.
196 Bellows, "Plan of the New Military Post," plan, 1903.
<sup>197</sup> U.S. Army, "Ft. Ontario, N.Y., 4-25-24," photograph, 1924.
198 Bellows, "Plan of the New Military Post," plan, 1903.
199 U.S. Army, "Ft. Ontario, N.Y., 4-25-24," photograph, 1924.
<sup>200</sup> "Fort Ontario, N.Y.," plan, 1910; Scott, "Existing and Proposed Construction," plan, 1938.
<sup>201</sup> Scott, "Existing and Proposed Construction," plan, 1938.
202 "Fort Ontario, New York," plan, 1918; U.S. Army, "Ft. Ontario, N.Y., 4-25-24," photograph, 1924.
203 Ibid.
<sup>204</sup> Scott, "Existing and Proposed Construction," plan, 1938.
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<sup>205</sup> Crenshaw, "Key Plan & Contour Map," plan, 1941.

<sup>207</sup> Bellows, "Plan of the New Military Post," plan, 1903.

<sup>209</sup> Crenshaw, "Key Plan & Contour Map," plan, 1941.

208 Ibid.

20th Ibid; Untitled aerial view of Fort Ontario Military Reservation looking north, photograph, c. 1941.

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<sup>210</sup> "G.I. Chapel," painting, c. 1945, Fort Ontario State Historic Site.
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- <sup>211</sup> Crenshaw, "Key Plan & Contour Map," plan, 1941.
- <sup>212</sup> Scott, "Existing and Proposed Construction," plan, 1938.
- 213 Ibid.
- 214 Ibid.
- 215 Ibid.
- <sup>216</sup> Bellows, "Plan of the New Military Post," plan, 1903.
- 217 Ibid.
- 218 Ibid.
- <sup>219</sup> "Fort Ontario, N.Y.," plan, November 1904, RG 92, National Archives, copy on file at Fort Ontario State Historic Site; "Post Exchange and Barracks," photograph, 1906, New York State Office of Parks, Recreation and Historic Preservation, Jamesville, NY.
- <sup>220</sup> Bellows, "Plan of the New Military Post," plan, 1903.
- <sup>221</sup> Ibid; "Rushing Work Along," Oswego Daily Palladium, 21 July 1904; "Say it is an Emergency Case," Oswego Daily Palladium, 2 May 1904.
- <sup>222</sup> U.S. Army, "Ft. Ontario, N.Y., 4-25-24," photograph, 1924.
- <sup>223</sup> Bellows, "Plan of the New Military Post," plan, 1903.
- <sup>224</sup> "Fort Ontario, New York," plan, 1918; U.S. Army, "Ft. Ontario, N.Y., 4-25-24," photograph, 1924.
- <sup>225</sup> Scott, "Existing and Proposed Construction," plan, 1938.
- <sup>226</sup> Crenshaw, "Key Plan & Contour Map," plan, 1941.
- <sup>227</sup> W.A. Mitchell, Captain, "Fort Ontario Military Reservation, New York, Boundaries and Monuments," plan, 23 April 1914, National Archives, copy on file at Fort Ontario State Historic Site.
- <sup>228</sup> Crenshaw, "Key Plan & Contour Map," plan, 1941; Untitled aerial view of Fort Ontario Military Reservation looking north, photograph, c. 1941.
- 229 Ibid.
- 230 Ibid.
- 231 Ibid.
- <sup>232</sup> Mitchell, "Boundaries and Monuments," plan, 1914.
- 233 Ibid.
- <sup>234</sup> Scott, "Existing and Proposed Construction," plan, 1938.
- <sup>235</sup> Judd, "View of Interior of old Fort Ontario," photograph, c. 1927.
- 236 Ibid.
- 237 Ibid.
- <sup>238</sup> Untitled view of OQII and OQII Garage looking northwest, photograph, c. 1938.
- 239 Ibid
- <sup>240</sup> Untitled view of D.A.R. monument and Sentry's Post looking northwest, photograph, 1906, New York State Office of Parks, Recreation and Historic Preservation, Jamesville, NY; U.S. Army, "Ft. Ontario, N.Y., 4-25-24," photograph, 1924.
- <sup>241</sup> Scott, "Existing and Proposed Construction," plan, 1938.
- <sup>242</sup> Mitchell, "Boundaries and Monuments," plan, 1914.
- <sup>243</sup> Scott, "Existing and Proposed Construction," plan, 1938.
- <sup>244</sup> Mitchell, "Boundaries and Monuments," plan, 1914
- <sup>245</sup> "Notes from Fort Ontario," Oswego Palladium-Times, 10 September 1925. The article mentions that a suggestion was made to the Oswego Historical Society officers to replace an existing sign that was too small, with a larger one capable of being read by a passing automobile.
- <sup>246</sup> "Fort Ontario, N.Y.," plan, 1910.
- <sup>247</sup> Untitled winter scene of Barracks and Mess Halls, photograph, c. 1941.
- <sup>248</sup> "Fort Ontario, New York," plan, 1918.

- <sup>249</sup> Lovell, "Officers' Quarters," postcard, 1906.
- <sup>250</sup> Bellows, "Plan of the New Military Post," plan, 1903; "Fort Ontario, N.Y.," 1910.
- <sup>251</sup> "At Fort Ontario: More than a Bushel of Human Bones now Await Burial," Oswego Daily Palladium, 26 April 1904; "At Fort Ontario: Human Bones and Coffins being Turned up by Workmen," Oswego Daily Palladium, 27 April 1904; "Tombstones and Bones Unearthed," Oswego Daily Times, 15 April 1904.
- 252 "Tombstones and Bones Unearthed," Oswego Daily Times, 15 April 1904.

## Chpater 5 - Creation of the Fort Ontario State Historic Site (1946-2002)

- "U.S. Army Gives up Fort Ontario," Oswego Palladium-Times, 3 April 1946.
- <sup>2</sup> The term "old Reservation" refers to the property contained within the boundaries of the Fort Ontario Military Reservation in 1946. It also refers to the period of time from 1946 to the creation of the Fort Ontario State Historic Site in January 1949. The term "historic Site" refers to the property contained within the boundaries of the Fort Ontario State Historic Site from January 1949 to 2002. The term historic Site was chosen, and written in this manner, for clarity during the discussion of the Fort Ontario State Historic Site in the "Existing Conditions" chapter.
- <sup>3</sup> Census of Population: 1950, Vol. II, Characteristics of the Population (U.S. Dept of Commerce, US Bureau of the Census), 32-51.
- A Ralph M Faust, The Story of Oswego County, (Oswego, New York: Oswego Palladium-Times, Inc., 1954), 43.
- 5 Ibid.
- <sup>6</sup> Terry Prior, Oswego County Historical Society, telephone conversation with author, 10 January 2003.
- <sup>7</sup> Ibid; Census of Population: 1960, Vol. I, Characteristics of the Population (US Dept of Commerce, U.S. Bureau of the Census), 34-108.
- \* Census of Population: 1990, Vol. II, General Population Characteristics New York, Section 1 of 2 (U.S. Dept of Commerce, US Bureau of the Census), 15.
- <sup>9</sup> Prior, conversation.
- 10 "U.S. Army Gives up Fort Ontario," Oswego Palladium-Times, 3 April 1946.
- "Wallace F. Workmaster, "Fort Ontario: A New Look at the Past" *Bicentennial Issue, The Journal 1976-1977 Oswego County Historical Society* (Oswego, NY: Beyer Offset, Inc., 1977), 7; John W. O'Connor, "The Story of Fort Ontario Since 1896," *Tenth Publication of the Oswego Historical Society, 1946* (Oswego, NY: Oswego Palladium-Times, Inc., 1946), 106. <sup>12</sup> Paul A. Lear, "History of the Enlisted Men's Barracks at Fort Ontario, Oswego, New York, 1841-1991" (Oswego, NY: Fort Ontario State Historic Site, 1991, photocopy).
- <sup>13</sup> O'Connor, "Story of Fort Ontario," 106.
- <sup>14</sup> "State Requester to Provide Fund to Preserve Fort," Oswego Palladium-Times, 27 July 1948; Kristin L. Gibbons "Fort Ontario State Historic Site, Extracts from State Education Files," vol. 1 (New York State Office of Parks, Recreation and Historic Preservation, Bureau of Historic Sites, Peebles Island, Waterford, NY, 1992), 6. At that time, the SED administered all historic properties within the State of New York under the jurisdiction of the state.
- <sup>15</sup> Albert B. Corey to Land Office, 26 July 1947 as found in Kristin L. Gibbons "Fort Ontario State Historic Site, Extracts from State Education Files," vol. 1 (New York State Office of Parks, Recreation and Historic Preservation, Bureau of Historic Sites, Peebles Island, Waterford, NY, 1992), 8.
- <sup>16</sup> "State Requester to Provide Fund to Preserve Fort," *Oswego Palladium-Times*, 27 July 1948; Letters Patent between the State of New York and the Department of State dated 26 January 1949, Fort Ontario State Historic Site files.
- <sup>17</sup> "Historic Fort Ontario will be in Shape Soon for Public Inspection," Oswego Palladium-Times, 4 August 1949 as found in Gibbons "Extracts from State Education Files," vol. 2, Addendum B; Gordon Rice to Albert B. Corey, 13 March 1957 as found in Gibbons "Extracts from State Education Files," vol. 1, 29.
- <sup>18</sup> Deputy Commissioner of Housing to Albert B. Corey, 17 January 1949, as found in Gibbons "Extracts from State Education Files," vol. 1, 13; Division of Housing to John J. Vrooman, 31 May 1951, as found in Gibbons "Extracts from State Education Files," vol. 1, 16.
- <sup>19</sup> Emergency Housing Project to Frank A. Murray, 12 July 1951 as found in Gibbons "Extracts from State Education Files," vol. 1, 16; Emergency Housing Project to Albert B. Corey, 11 September 1951, as found in Gibbons "Extracts from State Education Files," vol. 1, 16.
- <sup>20</sup> Deputy Secretary of State to Education Department, 22 November 1954, Fort Ontario State Historic Site files.

- <sup>21</sup> Anthony J. McLaughlin, Secretary, Land Office, to Albert B. Corey, Albany New York, 26 November 1954, Fort Ontario State Historic Site files.
- <sup>22</sup> "The Development of Old Fort Ontario," as found in Gibbons "Extracts from State Education Files," vol. 2, Addendum C. <sup>23</sup> Ibid
- <sup>24</sup> Albert B. Corey to Gordon Rice, 15 March 1957 as found in Gibbons "Extracts from State Education Files," vol. 1, 29; Albert B. Corey to Thomas A. Cloutier, 3 April 1956, as found in Gibbons "Extracts from State Education Files," vol. 1, 26. <sup>25</sup> Gibbons "Extracts from State Education Files," vol. 1, 37.
- 26 Ibid.
- <sup>27</sup> Ibid; Wallace F. Workmaster to Anna K. Cunningham, 29 August 1960, as found in Gibbons "Extracts from State Education Files," vol. 1, 38.
- <sup>28</sup> "Heritage Foundation Seeks New Members, Striving for Goal of 500 this Year," *Oswego Valley News*, 14 February 1963, Fort Ontario State Historic Site files. The Heritage Foundation had been formed that year for the expressed purpose of promoting interest in and further development of the historical heritage of Oswego and its surrounding area.
- <sup>29</sup> Wallace F. Workmaster to Anna K. Cunningham, 28 March 1962, as found in Gibbons "Extracts from State Education Files," vol. 1, 48; "Heritage Foundation Seeks New Members, Striving for Goal of 500 this Year," *Oswego Valley News*, 14 February 1963; Wallace F. Workmaster to Anna K. Cunningham, 18 July 1962, as found in Gibbons "Extracts from State Education Files," vol. 1, 51. The Heritage Foundation had been formed that year for the expressed purpose of promoting interest in and further development of the historical heritage of Oswego and its surrounding area.
- <sup>30</sup> "Old Fort Ontario Reaching Major Museum Status 1964 Report Shows," *Oswego Palladium-Times*, 1 February 1965 as found in Gibbons "Extracts from State Education Files," vol. 2, Addendum II.
  <sup>31</sup> Ibid.
- <sup>32</sup> "Costumed Hostesses Provided by Heritage Foundation for Old Fort Ontario Visitors," *Oswego Palladium-Times*, 16 July 1965; "Old Fort Ontario Reaching Major Museum Status 1964 Report Shows,"
- <sup>33</sup> "Record Number of Visitors to Fort Ontario likely in 1965," Oswego Palladium-Times, 2 February 1965 as found in Gibbons "Extracts from State Education Files," vol. 2, Addendum JJ.
- <sup>34</sup> Gibbons "Extracts from State Education Files," vol. 1, 73; "Major Restoration Project at Old Fort Ontario to be Initiated Early Next Year," Oswego Palladium-Times, 15 December 1967.
- 35 "\$184,213 Contracts Let for Park Restoration," Syracuse Herald-American, 24 March 1968.
- 36 "Budget Cuts to Delay Construction of Fort Ontario Visitor Center," Oswego Palladium-Times, 1 May 1971.
- <sup>37</sup> "Fort Ontario Named for National Register of Historic Places," *Oswego Palladium-Times*, 3 November 1970; Chester Liebs, "National Register of Historic Places Inventory and Nomination Fort" (Albany, New York: New York State Historic Trust, 1970), form 10-300.
- 38 Ibid.
- <sup>39</sup> "Workmaster Outlines Fort Ontario Development Aims," Oswego Palladium-Times, 23 August 1969; "Fort Ontario Ranks as New York's most Popular State Operated Museum," Oswego Palladium-Times, 14 April 1970.
- 40 "Budget Cuts to Delay Construction of Fort Ontario Visitor Center," Oswego Palladium-Times, 1 May 1971.
- <sup>41</sup> Paul A. Lear, "The Architectural and Historical Investigation of the East and West Guardhouses at Fort Ontario State Historic Site," (Oswego, NY: Fort Ontario State Historic Site, 1988), 37; "Fort Ontario Director Surprised he Stayed Around so Long," *Syracuse Post-Standard*, 11 November 1991.
- <sup>42</sup> "Archeologists Digging at Fort," Oswego Palladium-Times, 16 June 1981.
- 43 Ibid.
- <sup>44</sup> Donald I. Laird Jr., "News", 24 April 1985 (New York State Office of Parks, Recreation and Historic Preservation, Empire State Plaza, Albany, New York).
- <sup>45</sup> "Fort is taking on old look," Oswego Palladium-Times, 31 March 1987. Two full chests of papers belonging to First Lt. Michael J. Hogarty, Acting Assistant Quartermaster and Acting Commissary of Subsistence at Fort Ontario from May 1868 to April 1869 were found in the attic of the home of Hogarty's great grandson, Judge Donald Carpenter living in Colorado. The papers included important and highly detailed accounts as to how fort looked when he was living there.
- 46 "Give The Fort Equal Billing," Oswego Palladium-Times, 27 April 1989.
- <sup>47</sup> "Fort's Season is Expanded," Oswego Palladium-Times, 27 April 1991.
- <sup>48</sup> "Fort Ontario Director Surprised he Stayed Around so Long," *Syracuse Post-Standard*, 11 November 1991; "'Friends' group may be back," *Oswego Palladium-Times*, 5 August 1995.
- 49 Lear, conversation.
- 50 Letters Patent, People of the State of New York to Fitzgibbon Boiler Company, Inc. Book of Patents No. 73, 24, Recorded

on 30 April 1951 in Book No. 509 of Deeds, 346, Fort Ontario State Historic Site files.

- 51 Thid
- <sup>52</sup> E. M. Waterbury to Albert B. Corey, 18 January 1951 as found in Gibbons "Extracts from State Education Files," vol. 1, 14.
- 53 Letters Patent, Book of Patents, 30 April 1951.
- <sup>54</sup> Letters Patent, People of the State of New York to Fitzgibbon Boiler Company, Inc. Book of Patents No. 73, 192, Recorded on 11 July 1952 in Book No. 527 of Deeds, 29, Fort Ontario State Historic Site files.
- 55 Albert B. Corey to Carroll V. Newsom, 23 September 1953 as found in Gibbons "Extracts from State Education Files," vol. 1, 19.
- 56 No information was found during the research regarding the existence of landscape features on the NYOWRR property.
- <sup>57</sup> Letters Patent, People of the State of New York to City of Oswego, Book of Patents No. 73, 450, recorded on 14 July 1954 in Book No. 555 of Deeds, 75, Fort Ontario State Historic Site files.
- <sup>58</sup> Ibid; Land Lease, City of Oswego and the United States of America, Recorded on 25 June 1960 in Book No. 634 of Deeds, p. 124, Oswego County Clerks Office; Letters Patent, People of the State of New York to The City of Oswego, Book of Patents No. 73, 209, Recorded on 26 July 1952 in Book No. 527 of Deeds, 459, Fort Ontario State Historic Site files. On 1 June 1959 the City of Oswego leased a portion of that land to the United States of America containing 3.14 acres; the lease contained the stipulation that it would not extend beyond 30 June 2058. The c. 1903-1905 Hospital and Barracks buildings were torn down later in 1954.
- <sup>59</sup> Letters Patent, People of the State of New York to City of Oswego, Book of Patents No. 73, 450, recorded on 14 July 1954 in Book No. 555 of Deeds, 75, Fort Ontario State Historic Site files.
- 60 Ibid., 80.
- 61 Ibid.
- <sup>62</sup> Letters Patent, People of the State of New York to Marathon Corporation, Book of Patents No. 73, 516, recorded on [ ] November 1954 in Book No. 559 of Deeds, 833, Fort Ontario State Historic Site files. No information was found during the research regarding the existence of landscape features on the parcel.
- 63 Fay, Spofford and Thorndike Engineers, "Report on Port of Oswego" (Boston, Mass: 1956), 18-9.
- <sup>64</sup> Prior, conversation; Port of Oswego Authority, "1999/2000 Annual Report" (Oswego, NY: Port of Oswego Authority, 2001), 2.
- 65 Lear, conversation.
- <sup>66</sup> Prior, conversation. Circa 1996, the grain towers located on the west side of the Port, constructed in 1925 and transferred to the Port of Oswego Authority in 1956, were dismantled.
- <sup>67</sup> Van Inderstine Associates, Landscape Architects/Planners "Fort Ontario-Oswego Harbor Cultural District Study," (Manlius, NY: May 1999), 1-2.
- <sup>68</sup> State Architect to Commissioner of Education, 31 October 1947 as found in Gibbons "Extracts from State Education Files," vol. 1, 9.
- <sup>69</sup> Division of Housing to John J. Vrooman, 31 May 1951, as found in Gibbons "Extracts from State Education Files," vol. 1, 16; Emergency Housing Project to Frank A. Murray, 12 July 1951, as found in Gibbons "Extracts from State Education Files," vol. 1, 16.
- <sup>70</sup> "Historic Fort Ontario will be in Shape Soon for Public Inspection," Oswego Palladium-Times, 4 August 1949 as found in Gibbons "Extracts from State Education Files," vol. 2, Addendum B; John J. Vrooman to U.S. Weather Bureau, Buffalo, 28 July 1952 as found in Gibbons "Extracts from State Education Files," vol. 1, 18.
- 71 Fort Ontario State Historic files.
- <sup>72</sup> "Program to Mark 200th Anniversary of Fort Ontario," Oswego Palladium-Times, 1955.
- <sup>73</sup> Lear, "History of Enlisted Men's Barracks".
- <sup>74</sup> Douglas L. Bailey, "Archaeological Research at Fort Ontario State Historic Site, Oswego, New York, 1981," (Public Archaeology Facility, Anthropology Department, State University of New York-Binghamton, 1981), D-18.
- <sup>75</sup> Thomas A. Cloutier to Albert B. Corey, 20 May 1955 as found in Gibbons "Extracts from State Education Files," vol. 1, 23.
- 76 Ibid.
- "Heating Plants, Better Roads in Prospect Next Year at Fort Ontario," Oswego Palladium-Times, 1956.
- <sup>78</sup> Thomas A. Cloutier to Albert B. Corey, 20 May 1955 as found in Gibbons "Extracts from State Education Files," vol. 1,
   23; Anna K. Cunningham to Rodney E. Johnson, 3 February 1958 as found in Gibbons "Extracts from State Education Files," vol. 1, 34; Rodney E. Johnson to Anna K. Cunningham, 14 May 1958 as found in Gibbons "Extracts from State

- Education Files," vol. 1, 36; District of Columbia Corrections to Anna K. Cunningham, 2 March 1961 as found in Gibbons "Extracts from State Education Files," vol. 1, 41; Wallace F. Workmaster to Anna K. Cunningham, 17 August 1961 as found in Gibbons "Extracts from State Education Files," vol. 2, Addendum O; Anna K. Cunningham to Wallace F. Workmaster, 13 September 1961 as found in Gibbons "Extracts from State Education Files," vol. 2, Addendum R.
- <sup>79</sup> "Garden Club Maintains Floral Arrangements at Fort Ontario," *The Oswego Palladium-Times*, 13 February 1963 as found in Gibbons "Extracts from State Education Files," vol. 2, Addendum X.
- <sup>80</sup> Ibid; Bailey, "Archaeological Research," D-2; Wallace F. Workmaster to Frank A. Murray, 5 June 1961 as found in Gibbons "Extracts from State Education Files," vol. 1, 42; Reed, *Guardian of the North*, 99.
- <sup>81</sup> Paul A. Lear, Site Manager conversation with author, 19 February 2003.
- \*2 "Major Restoration Project at Old Fort Ontario to be Initiated Early Next Year," Oswego Palladium-Times, 15 December 1967; "Fort Ontario Restoration Area to Close for Project," Oswego Palladium-Times, 28 March 1968.
- <sup>83</sup> Tom Ciampa, "Fort Ontario Meeting Notes," notes from meeting, NYS OPRHP, Bureau of Historic Sites, Peebles Island, Waterford, N.Y., 5 November 1981.
- 84 Richard Lacrosse, Assistant Site Manager, conversation with author, 18 February 2003.
- \*5 Senate Majority Initiative Form, "Friends of Fort Ontario Reconstruction of 19th Century walkway at Fort Ontario," 12 June 2002, NYS OPRHP Central Region files. 2002; Edward Heinrick to George Williams, Jamesville, New York, 18 September 2002, NYS OPRHP Central Region files. 2002.
- 86 Lear, "History of Enlisted Men's Barracks".
- <sup>87</sup> O'Connor, "Story of Fort Ontario," 106.
- \*\* Albert B. Corey to Commissioner of Education, 13 November 1947 as found in Gibbons "Extracts from State Education Files," vol. 1, 9; Cornelius J. White to R. J. Keays, 16 October 1947 as found in Gibbons "Extracts from State Education Files," vol. 1, 8.
- \*9 State Architect to Commissioner of Education, 31 October 1947 as found in Gibbons "Extracts from State Education Files," vol. 1, 9. No information was found during the research regarding the exact date when the foundations were removed and the grading occurred.
- <sup>40</sup> "Government Agency to Sell Temporary buildings at Fort," *Oswego Palladium-Times*, 12 July 1948; "Frame Buildings will be Wrecked," *Oswego Palladium-Times*, 26 August 1948.
- "Start Removing Chapel at Fort," Oswego Palladium-Times, 8 July 1948.
- <sup>42</sup> Emergency Housing Project to Frank A. Murray, 12 July 1951 as found in Gibbons "Extracts from State Education Files," vol. 1, 16.
- 93 From this point forward, the N.C.O. Quarters will be referred to as the Site Manager's House.
- <sup>44</sup> Cornelius White, "Fort Ontario: Demolition of Eleven Buildings," plan, 12 July 1954, copy on file at Fort Ontario State Historic Site; Albert B. Corey to Thomas A. Cloutier, 21 July 1954 as found in Gibbons "Extracts from State Education Files," vol. 1, 22.
- <sup>95</sup> "Heating Plants, Better Roads in Prospect Next Year at Fort Ontario," Oswego Palladium-Times, 1956. This eliminated the need for and the demolition of the OQII Garage c. 1957.
- % Thomas A. Clutier to Albert B. Corey, 16 August 1957 as found in Gibbons "Extracts from State Education Files," vol. 1,
- <sup>97</sup> "Opps [sic] Your Anachronism is Showing," *Oswego Palladium-Times*, 1 March 1961 as found in Gibbons "Extracts from State Education Files," vol. 1, 40.
- \*\* "State Plans Curb on Amorous Affairs Drinking and Racing at Fort Ontario," Oswego Palladium-Times, 21 July 1961.
- <sup>99</sup> Wallace F. Workmaster to Anna K. Cunningham, 7 January 1961 as found in Gibbons "Extracts from State Education Files," vol. 1, 39.
- <sup>100</sup> Wallace F. Workmaster to Anna K. Cunningham, 27 April 1962 as found in Gibbons "Extracts from State Education Files," vol. 1, 50; "Garden Club Maintains Floral Arrangements at Fort Ontario," *The Oswego Palladium-Times*, 13 February 1963 as found in Gibbons "Extracts from State Education Files," vol. 2, Addendum X.
- 101 The Rose-and-Crown cannon was part of England's defenses c. 1700.
- <sup>102</sup> Anna K. Cunningham to Wallace F. Workmaster, 20 August 1963 as found in Gibbons "Extracts from State Education Files," vol. 1, 60; Jack C. Schum to Anna K. Cunningham, 20 January 1964 as found in Gibbons "Extracts from State Education Files," vol. 1, 62.
- <sup>103</sup> Anna K. Cunningham to Wallace F. Workmaster, 31 January 1963 as found in Gibbons "Extracts from State Education Files," vol. 1, 56; Wallace F. Workmaster to Frank A. Murray, 31 August 1964 as found in Gibbons "Extracts from State

Education Files," vol. 1, 65; Goldenberg, "Building Inventory Form," 1985, CEN-FO-13.

- 104 "\$184,213 Contracts Let for Park Restoration," Syracuse Herald-American, 24 March 1968.
- 105 Ibid. No information was found during the research stating what 'landscaping work' was done.
- "Unique Monument Serves as Ceremony's Focal Point," Oswego Palladium-Times, 5 May 1987.
- 107 Ibid.
- <sup>108</sup> Anna K. Cunningham to Wallace F. Workmaster, 31 January 1963 as found in Gibbons "Extracts from State Education Files," vol. 1, 56; Wallace F. Workmaster to Frank A. Murray, 31 August 1964 as found in Gibbons "Extracts from State Education Files," vol. 1, 65; Goldenberg, "Building Inventory Form," 1985, CEN-FO-13.
- 100 Ruth Gruber, Haven: The Unknown Story of 1000 World War II Refugees (NY: New American Library, 1983), 53.
- 110 "Fort Ontario Shoring up Improvements," Oswego Palladium-Times, 4 March 1994.
- III Ibid
- 112 Lacrosse, conversation.
- 113 Ibid.
- 114 The site boundary in the previous period extended to the lakeshore. However, the portion of land between the base of the bluff and the lakeshore was used by the NYOWRR by a covenant provided in the 1868 deed. With the creation of the historic Site, this strip of land was essentially abandoned by the Land Office. However, further research needs to be done to determine whether this strip of land was ever been transferred to the NYOWRR or whether it is still legally part of the historic Site.
- Letters Patent, State of New York and the Department of State, 26 January 1949, Fort Ontario State Historic Site files.
   E. M. Waterbury to Albert B. Corey, 18 January 1951, as found in Gibbons "Extracts from State Education Files," vol. 1,
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- 117 Letters Patent, State of New York and the Department of State, 26 January 1949, Fort Ontario State Historic Site files.
- <sup>118</sup> Letters Patent, Board of Commissioners of the Land Office and New York State Department of Education, 29 June 1954, Fort Ontario State Historic Site files.
- <sup>119</sup> Agreement of Adjustment, City of Oswego and The People of the State of New York, 27 May 1968, Fort Ontario State Historic Site files.
- 120 J.J. Klosowski, "Fort Ontario Reservation," plan, 20 March 1968, Central Region NYS OPRHP.
- 121 Bailey, "Archaeological Research," A18.
- <sup>122</sup> Wallace F. Workmaster to Frank A. Murray, 26 April 1962 as found in Gibbons "Extracts from State Education Files," vol. 1, 50.
- <sup>123</sup> Wendy Van Der Bogart, "Landscape Restoration (Base Plans) Interior of Fort Grounds: Preliminary Walkway Restoration Plan," plan, 1 March 1999, Central Region NYS OPRHP.
- 124 "Fort Ontario Attracts 46,656 History Lovers to Date," *Syracuse Herald American*, 27 August 1961; Norton, "Site Improvement: Provides Retaining Wall and Site Improvements," plan, 23 April 1984, Central Region NYS OPRHP.
- <sup>125</sup> Lewis-Dickerson Associates, "Topography Fort Ontario, Oswego, NY," plan, January 1968, Watertown, N.Y. <sup>126</sup> Ibid.
- <sup>127</sup> Norton, "Retaining Wall and Site Improvements," 1984; Donald I. Laird Jr., "News", 24 April 1985 (NYS OPRHP, Empire State Plaza, Albany, New York).
- 12k Bailey, "Archaeological Research," D-2, D-18.
- <sup>129</sup> M. Moore, "Access Road Relocation Parking Facilities & Misc. Site Work: Fort Ontario Historic Site," plan, September 1968, 1 of 5, Central Region NYS OPRHP; Chris Cushing, "Rehabilitation of Roads and Parking Lots," plan, January 2000, 2 of 2, Central Region NYS OPRHP.
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- 131 Ibid.
- 132 Ibid.
- 133 Ibid.
- 134 Ibid.
- 135 Ibid.
- 136 Lear, conversation.
- 137 Lewis-Dickerson, "Topography," 1968.
- 138 Lear, conversation.
- 139 Lewis-Dickerson, "Topography," 1968.

- 140 Ibid; Moore, "Access Road Relocation" 1968.
- 141 Ibid.
- 142 Ibid.
- 143 Lewis-Dickerson, "Topography," 1968.
- 144 Ibid: Moore, "Access Road Relocation" 1968.
- <sup>145</sup> Moore, "Access Road Relocation" 1968; Cushing, "Rehabilitation of Roads and Parking Lots," 2000.
- 146 Ibid.
- 147 Moore, "Access Road Relocation" 1968.
- 148 Ibid.
- 149 Moore, "Access Road Relocation" 1968; Cushing, "Rehabilitation of Roads and Parking Lots," 2000.
- 150 Lear, conversation.
- <sup>151</sup> Moore, "Access Road Relocation" 1968; Cushing, "Rehabilitation of Roads and Parking Lots," 2000.
- 152 Moore, "Access Road Relocation" 1968.
- <sup>153</sup> Lear, conversation; Untitled view of Site Manager's House looking southwest and showing manager walk and manager's fence, photograph, c. 1972, Fort Ontario State Historic Site.
- <sup>154</sup> Lewis-Dickerson, "Topography," 1968; Moore, "Access Road Relocation" 1968. The information pertaining to the topography for all spaces within the perimeter area has been obtained from the two maps cited in this footnote.
- 155 Lear, conversation.
- <sup>156</sup> Tom Ciampa, "Landscape Restoration Site Plans: Vicinities OQ 1 and 2," November 1986, sh. 1 of 4, Central Region NYS OPRHP.
- 157 "Roses for The Fort," Oswego Palladium-Times, 24 May 1989.
- 158 Ciampa, "Landscape Restoration Site Plans," 1986.
- <sup>159</sup> Ibid. A typed comment on the 1986 "Landscape Restoration Site Plans," states that a member of the site maintenance staff present during the 1950s recalled removing horse chestnuts from the interior of the Core Fortification area. The name of the staff member was not stated, or was the location and number of horse chestnuts.
- <sup>160</sup> Lear, conversation; "Roses for The Fort," Oswego Palladium-Times, 24 May 1989.
- <sup>161</sup> Ciampa, "Landscape Restoration Site Plans," 1986; Tom Ciampa, "Landscape Restoration: Interior of Fort Grounds, February 1986 Base Plan- Work Completed as of July 1992," plan, July 1992, sh. 1, Central Region NYS OPRHP.
- <sup>162</sup> Ciampa, "Landscape Restoration Site Plans," 1986.
- 163 Ibid; Lear, conversation.
- 164 "Roses for The Fort," Oswego Palladium-Times, 24 May 1989.
- <sup>165</sup> Untitled aerial view of Fort Ontario State Historic Site looking north, photograph, c. 1968, Fort Ontario State Historic Site. This section of the public access road was constructed over a section of the Parade Ground driveway, which was constructed c.1905 and removed c. 1968.
- 166 Lewis-Dickerson, "Topography," 1968.
- <sup>167</sup> Ibid; Aerial view of Fort Ontario looking north, photograph, c. 1968.
- <sup>168</sup> Untitled aerial view of Fort Ontario State Historic Site looking north, photograph, c. 1968, Fort Ontario State Historic Site; Lewis-Dickerson, "Topography," 1968.
- 169 Ibid.
- <sup>170</sup> "Fort Ontario shoring up improvements," Oswego Palladium-Times, 4 March 1994.
- <sup>171</sup> Lewis-Dickerson Associates, Civil Engineers-Surveyors, Untitled aerial overhead view of Fort Ontario State Historic Site, photograph, 1967, (Watertown, New York); United Aerial Mapping, Untitled aerial overhead view of Fort Ontario State Historic Site, photograph, 1974, (San Antonio, Texas).
- <sup>172</sup> Lewis-Dickerson, "Topography," 1968; United Aerial Mapping, Aerial overhead view of Fort Ontario, photograph, 1974.
- <sup>174</sup> Lear, "History of Enlisted Men's Barracks"; "Fort Ontario Booms Right Along," Oswego Palladium-Times, 4 March 1995.
- 175 Lear, "History of Enlisted Men's Barracks".
- <sup>176</sup> Ibid; Bailey, "Archaeological Research," A18; Norton, "Retaining Wall and Site Improvements," 1984.
- <sup>177</sup> Ibid; Ciampa, "Meeting Notes," 1981.
- 178 Lewis-Dickerson, "Topography," 1968.
- <sup>170</sup> Joseph M. Thatcher, et. al., "Powder Magazine Restoration and Furnishings, vol. 5 of The Fort Ontario Furnishing Plan" (Waterford, NY: Bureau of Historic Sites NYS OPRHP, 1996, photocopy), 2.

- <sup>180</sup> Norton, "Retaining Wall and Site Improvements," 1984.
- 181 Rick Tague to Richard Haberlen, Jamesville, New York, 4 May 1979, Bureau of Historic Sites NYS OPRHP; Bailey,
- "Archaeological Research." A18, G-18.
- Frank A. Murray to John Ruby, 20 July 1956 as found in Gibbons "Extracts from State Education Files," vol. 1, 27.
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- 184 C & S Engineers, "O.Q. #1 Revetment Wall Replacement," plan (Syracuse, NY: 2000), 2 of 7.
- 185 Lacrosse, conversation. N. Goldenberg, "Building Inventory Form NYS OPRHP," 1985, CEN-FO-6.
- <sup>186</sup> Joseph M. Thatcher, et. al., "Officers Quarters 1, vol. 2 of The Fort Ontario Furnishing Plan" (Waterford, NY: New York State Office of Parks, Recreation and Historic Preservation, Bureau of Historic Sites, 1998, photocopy), 12.
- 187 Frank A. Murray to John Ruby.
- 188 Bailey, "Archaeological Research," E-14.
- <sup>184</sup> Norton, "Retaining Wall and Site Improvements," 1984.
- 190 Bailey, "Archaeological Research," B-3.
- 191 Ibid.
- 192 Rick Tague to Richard Haberlen.
- 193 Bailey, "Archaeological Research," C-2, C-16.
- 194 Rick Tague to Richard Haberlen.
- 195 "On Solid Ground," Oswego Palladium-Times, 3 March 1988.
- <sup>196</sup> Ciampa, "Trellis and Details for Sentry Box," 1986.
- 197 "New Pickets now Guard Gaps at Fort Ontario," Syracuse Post-Standard, 23 July 2001.
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- 1998 Richard Lacrosse and Marty Enwright, conversation with author, Oswego, NY, 19 February 2003.
- 200 "Fort Ontario and Old Sabre with a New Rattle," Syracuse Post-Standard Sunday Magazine, 1 September 1963.
- <sup>201</sup> "Fort Ontario shoring up improvements," Oswego Palladium-Times, 4 March 1994.
- 202 Lear, conversation.
- <sup>203</sup> John J. Vrooman to U.S. Weather Bureau, Buffalo, N.Y., 28 July 1952 as found in Gibbons "Extracts from State Education Files," vol. 1, 18; Lewis-Dickerson, "Topography," 1968.
- <sup>204</sup> Lear, conversation.
- <sup>205</sup> John J. Vrooman to U.S. Weather Bureau; Lewis-Dickerson, "Topography," 1968.
- <sup>206</sup> Lewis-Dickerson, "Topography," 1968.
- <sup>207</sup> N. Goldenberg, "Building Inventory Form NYS OPRHP," 1985, CEN-FO-12.
- <sup>208</sup> Nancy Goldenberg to Shelly Weinreb, Oswego, New York, 28 January 1983, Bureau of Historic Sites NYS OPRHP.
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- <sup>210</sup> "Oswego's Fort Ontario: It's More than Just a Place in our Nation's History," Oswego County Messenger, 4 August 1981; Lear, conversation.
- <sup>211</sup> Anna K. Cunningham to Wallace F. Workmaster, 31 January 1963 as found in Gibbons "Extracts from State Education Files," vol. 1, 56; Wallace F. Workmaster to Frank A. Murray, 31 August 1964 as found in Gibbons "Extracts from State Education Files," vol. 1, 65; N. Goldenberg, "Building Inventory Form NYS OPRHP," 1985, CEN-FO-13.
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- <sup>214</sup> "Fort is taking on old look," Oswego Palladium-Times, 31 March 1990; Ciampa, "Work Completed as of July 1992," 1.
- <sup>215</sup> Paul Lear to Steven Mossotti, Oswego, N.Y., 17 April 1989.
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- <sup>221</sup> Lear, conversation; Ciampa, "Work Completed as of July 1992," 1.
- <sup>222</sup> Lear, conversation.
- <sup>223</sup> Ciampa, "Trellis and Details for Sentry Box," 1986.
- <sup>224</sup> Anna K. Cunningham to Wallace F. Workmaster, 26 March 1964 as found in Gibbons "Extracts from State Education Files," vol. 1, 63; Ciampa, "Work Completed as of July 1992," 1; Lear, conversation.
- <sup>225</sup> Thomas A. Cloutier to Albert B. Corey, 20 May 1955 as found in Gibbons "Extracts from State Education Files," vol. 1,

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- <sup>226</sup> Ibid; Anna K. Cunningham to Rodney E. Johnson, 3 February 1958 as found in Gibbons "Extracts from State Education Files," vol. 1, 34; Wallace F. Workmaster to Anna K. Cunningham, 17 August 1961 as found in Gibbons "Extracts from State Education Files," vol. 2, Addendum O; Anna K. Cunningham to Wallace F. Workmaster, 13 September 1961 as found in Gibbons "Extracts from State Education Files," vol. 2, Addendum R; Reed, *Guardian of the North*, 101; Lacrosse, conversation.
- <sup>227</sup> Wallace F. Workmaster to Anna K. Cunningham, 17 August 1961 as found in Gibbons "Extracts from State Education Files," vol. 2, Addendum O; Anna K. Cunningham to Wallace F. Workmaster, 13 September 1961 as found in Gibbons "Extracts from State Education Files," vol. 2, Addendum R; Lacrosse, conversation.
- <sup>228</sup> Ibid; "History Comes Alive At Fort Ontario," Oswego Palladium-Times, 27 April 1989.
- <sup>229</sup> Albert B. Corey to Deputy Commissioner of Housing, 14 June 1949 as found in Gibbons "Extracts from State Education Files," vol. 1, 14.
- <sup>230</sup> Lear, conversation.
- <sup>231</sup> Ibid; Lear, conversation.
- 232 Ibid.
- 233 Not sure of date at this time. Need info.
- 234 Lear, conversation.
- <sup>235</sup> John J. Vrooman to E. F. Leveridge, 23 April 1952 as found in Gibbons "Extracts from State Education Files," vol. 1, 17; John J. Vrooman to U.S. Weather Bureau, Buffalo, 28 July 1952 as found in Gibbons "Extracts from State Education Files," vol. 1, 18.
- <sup>236</sup> Lewis-Dickerson, "Topography," 1968.
- <sup>237</sup> Letters Patent, People of the State of New York to Fitzgibbon Boiler Company, Inc. Book of Patents No. 73, 24, Recorded on 30 April 1951 in Book No. 509 of Deeds at 346.
- <sup>238</sup> W.E.S., "Galvanized Chain Link Fence," plan, n.d., Central Region NYS OPRHP, FO-100-1-1.
- <sup>239</sup> Untitled view west of Bastion E looking north over Fort driveway and decorative stone, c. 1953. Fort Ontario State Historic Site.
- <sup>240</sup> "Fort Ontario Gate," plan, 1968, Central Region NYS OPRHP.
- <sup>241</sup> Letters Patent, People of the State of New York to Fitzgibbon Boiler Company, Inc. Book of Patents, Recorded on 26 January 1949.
- <sup>242</sup> Lear, conversation; Reed, Guardian of the North, 107.
- <sup>243</sup> Ruth Gruber, Haven: The Unknown Story of 1000 World War II Refugees (NY: New American Library, 1983), 53.
- <sup>244</sup> United Aerial Mapping, Aerial overhead view of Fort Ontario, 1974.
- <sup>245</sup> Lewis-Dickerson, "Topography," 1968.
- <sup>246</sup> United Aerial Mapping, Aerial overhead view of Fort Ontario, 1974.
- <sup>247</sup> Anna K. Cunningham to Wallace F. Workmaster, 20 August 1963 as found in Gibbons "Extracts from State Education Files," vol. 1, 60; Jack C. Schum to Anna K. Cunningham, 20 January 1964 as found in Gibbons "Extracts from State Education Files," vol. 1, 62.
- <sup>248</sup> Wallace F. Workmaster to Anna K. Cunningham, 27 April 1962 as found in Gibbons "Extracts from State Education Files," vol. 1, 50; "Garden Club Maintains Floral Arrangements at Fort Ontario," *The Oswego Palladium-Times*, 13 February 1963 as found in Gibbons "Extracts from State Education Files," vol. 2, Addendum X.
- <sup>249</sup> Lewis-Dickerson, "Topography," 1968.
- <sup>250</sup> Untitled Article, Oswego Palladium-Times, 8 October 1986.
- <sup>251</sup> Moore, "Access Road Relocation" 1968, 5 of 5.
- <sup>252</sup> Untitled view of Site Manager's House looking southwest, photograph, c. 1972, Fort Ontario State Historic Site.
- <sup>253</sup> Ibid. Lear, conversation, 20 August 2002.
- <sup>254</sup> Untitled view of Site Manager's House looking southwest, c. 1972.
- <sup>255</sup> "Heritage Foundation Moves to Boost Tourism in Area," Oswego Palladium-Times, 25 June 1965; Albert B. Corey to Ralph M. Faust, 29 August 1952, as found in Gibbons "Extracts from State Education Files," vol. 1, 18.
- <sup>256</sup> Bailey, "Archaeological Research,"; Scott, Stuart and Patricia, "Fort Ontario Archeology-1984" (East Amherst, New York: December 1984).
- <sup>257</sup> Paul Lear, "Locations of Potential Archeological Sites Related to Fort Ontario State Historic Site in the Cite of Oswego, New York" (Waterford, NY: NYS OPRHP, 12 April 1991), photocopy.

### Chapter 6 - Existing Conditions (2002)

- See Chapter 3, p. 167 for a discussion of the historic Site boundaries.
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- <sup>3</sup> American Guide Series, New York: A Guide to the Empire State-Writer's Program. (New York: Oxford Univ. Press 1972),
- <sup>4</sup> Bernard S. Ellis, "Physiology and Geology," *Soil Survey of Oswego County, New York* (United States Department of Agriculture Soil Conservation Service, 1981), 84.
- <sup>5</sup> Bradford Van Diver, Roadside Geology of New York, (Missoula: Mountain Press Publishing Company, 1985), iv; Chris A. Hartnagel, "Before the Coming of Man," History of the State of New York, ed. Alexander C. Flick (Columbia: Columbia Univ. Press, 1933), 35.
- \* Ellis, "Physiology and Geology," 84. Glacial till is the most prominent deposit covering the bedrock and subsequent rock formations
- <sup>7</sup> John Charles Churchill, Landmarks of Oswego County, New York (Syracuse: D. Mason, 1895), 3.
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- 10 Churchill, Landmarks of Oswego County, 4.
- "United States Treasury Department, Report on the Internal Commerce of the United States for the Year 1891, Part II of Commerce and Navigation, 2, as found in Frederick K. Zercher, "Economic Development of Port of Oswego," 252.
- <sup>12</sup> A. Boyd Pack, "Climate," *Soil Survey of Oswego County, New York* (United States Department of Agriculture Soil Conservation Service, 1981), 83.
- 13 Ibid.
- 14 Ibid.
- <sup>15</sup> The St. Lawrence Seaway Management Corporation & Saint Lawrence Seaway Development Corporation, n.d., "Seaway Map," *Great Lakes St. Lawrence Seaway System*, February, 28, 2002, from the World Wide Web: greatlakes-seaway.com/en/ports/portoswego.html.
- <sup>16</sup> United States Department of Agriculture, Soil Conservation Service and the Cornell University Agricultural Experiment Station, "Sheet Number 51," *Soil Survey of Oswego County, New York* (United States Department of Agriculture Soil Conservation Service, 1981), 59.
- <sup>17</sup> Barbara Bartlett and David Bayne, "Drainage," *Conservation Assessment Report* (Jamesville, NY: New York State Office of Parks Recreation and Historic Preservation, 2000, photocopy).
- <sup>1x</sup> The length of the Bastion is measured from the Gorge of the Bastion to its Capital; the width is measured from Shoulder Angle to Shoulder Angle. See Appendix A, p. 573.
- <sup>19</sup> For a description of this fence and other similar fencing surmounting the various revetment and retaining walls see section titled "Small-scale Features."
- <sup>20</sup> One of the Ramps located between the Powder Magazine and the EMB, the ramp closest to the EMB, was shorter than the other five. It is 5' wide, approximately 40' long with a 30 percent grade sloping upwards from the Parade to the Terre Plein.
- <sup>21</sup> For a description of the stone Scarp wall see previous feature description titled, "Stone Scarp Wall."
- <sup>22</sup> For a description of the stone Scarp wall see feature description titled "Stone Scarp Wall" under previous heading titled "Terre Plein."
- <sup>23</sup> Since the field gun is portable, it is moved to the parade during the winter months for safekeeping.
- <sup>24</sup> Map, "Key to Excavations: Fort Ontario State Historic Site, City of Oswego, Oswego County, New York, New York State Office of Parks and Recreation Division for Historic Preservation, August 1979," Fort Ontario Files, Oswego, New York. This 1979 map was used as a base map to identify the locations of test sites and excavations conducted on the Site from 1975 to 1992.

### Chapter 7 - Analysis and Evaluation

- <sup>1</sup> Robert R. Page, Cathy A. Gilbert, and Susan A. Dolan, A Guide to Landscape Reports: Contents, Process, and Techniques, (U.S. Department of the Interior; Washington, D.C., 1998), 72.
- <sup>2</sup> John Auwaerter, Cultural Landscape Report: Oriskany Battlefield State Historic Site, Whitestown, New York (Syracuse, New York: November 2000, laser print), 259.
- <sup>3</sup> U.S. Department of the Interior, "National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation" (Washington, D.C.: published by the Department, 1991), 2.
- <sup>4</sup> U.S. Department of the Interior, "Cultural Resource Management Guideline, NPS-28, Release No. 4" (Washington, D.C.: published by the Department, July 1994), 18.
- <sup>5</sup> Page, A Guide to Landscape Reports, 72.

### Conclusion

<sup>1</sup> Wallace F. Workmaster, "The Forts of Oswego: A Study in the Art of Defense," in *Northeast Historical Archaiology*, vol. 2 (Spring, 1972), 8.

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The Bibliography is divided into four subsections according to resource type. The four subsections are titled: Primary Sources- Unpublished, Primary Sources- Published, Secondary Sources – Unpublished, and Secondary Sources – Published.

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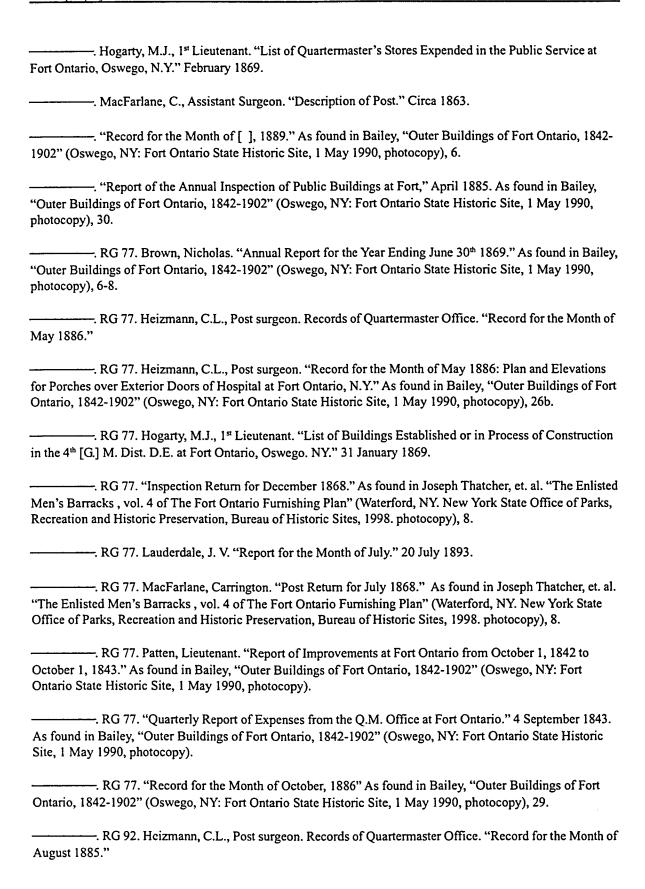
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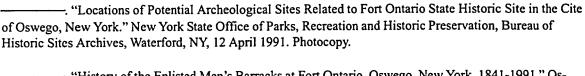
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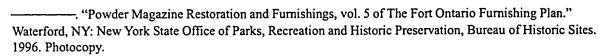
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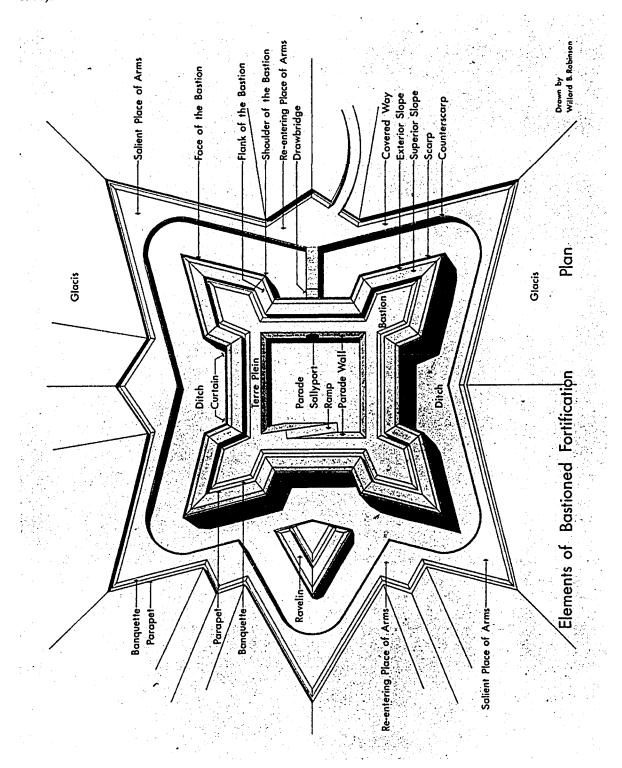
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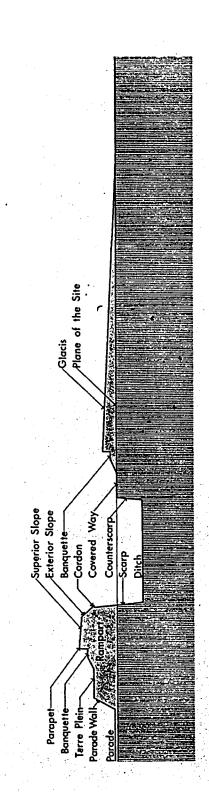
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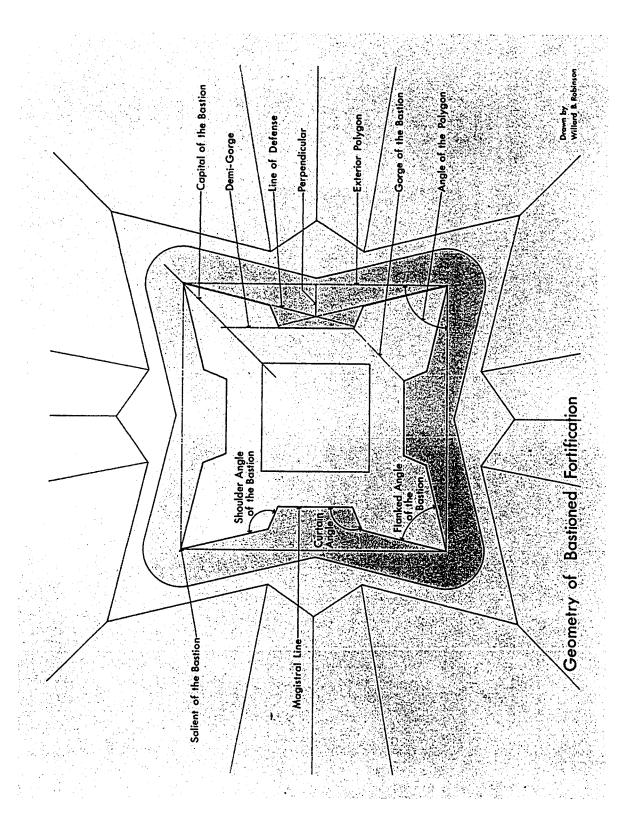
# Appendix A: Elements of a Bastioned Fortification

Willard B. Robinson, American Forts-Architectural Form and Function (Chicago: Univ. of Illinois Press, 1977).





Profile of a Typical Bastioned or Polygonal Fortification



### Appendix B: Glossary

The list of resources below was used to compile this glossary. The number preceding a resource will appear in parenthesis at the end of a definition whenever the resource was used to define the term in question. Resources without page or page numbers at the end of their citation were devoted solely to defining terms and the definition in question can be found in that resource alphabetically. Resources with page numbers at the end of their citation were scholarly texts and the definition in question can be found on the page or page numbers listed alphabetically.

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- 9, Curt Johnson, Artillery, ed. Michael Leitch (London: Octopus Books Limited, 1975), 9.
- 10. R. Hetzler, SUNY ESF, 2001.
- abatis or abattis- A defensive obstacle formed of trees felled for the purpose, forming a kind of thicket, with butts embedded in the ground and trunks slanted outward so as to present the sharpened end of their branches to the enemy. (1)
- advanced guard- A portion or detachment of a ground combat force sent ahead of the main body for any or all of several purposes: to gain information about the location and strength of the enemy's forces, to protect the main body against surprise, to remove obstacles and repair roads and bridges, to cover the deployment or conceal the movements of the main body by occupying the attention of the enemy. (1) As used in this text the advanced guards were structures constructed at various distances from the main forts, in the case of the forts at Oswego approximately 1,000 to 2,000 feet, to extend the range of fire and to create additional obstacles to enemy advancements. The elevation of the advanced guard facing the main fort was exposed to gunfire from the fortification to prevent its use by enemy troops. (10)

aft- Toward or in the stern of a ship. (7)

aide-de-camp- An officer who serves as a personal assistant to a general or flag officer, performing mainly administrative duties. (1)

alluvial- Sedimentary material deposited by water.

astern-Rear end of a ship. (7)

banquette- A raised platform area along the inner wall of a trench or a parapet where soldiers stand and fire. (1)

bastion- A projection in the enceinte, made up of two faces and two flanks, which enabled the garrison to defend the ground adjacent to the enceinte. (2)

bateau- A flat-bottomed, shallow draft boat, tapering toward both ends. (1)

battalion- A tactical unit of one branch of a ground army's combat arms, varying in size and composition, but generally in the range of 500 to 1,000 troops and usually commanded by a lieutenant colonel. It normally consists of three to five of the basic combat units of its branch (company for infantry). (1)

battery- A set of guns. The place where one or more pieces of artillery are installed. (1)

battlements- The top portion of a fortified wall behind which defenders stood to fight. (1)

**blockhouse**- Often a two-story structure with the second overhanging the first on all sides with small openings or loopholes for observation and for firing weapons. (1)

breach- A gap or rift in a structure such as a fortification wall or an enemy line. To create such a gap. (1)

breech-loader- A gun loaded from the rear (breech) of the tube. The charge and projectile (cartridge) is introduced into the chamber when the breechblock is open. The opening is then sealed behind the charge by means of a sliding-wedge or screw mechanism. (9)

breakwaters- Any barrier placed at the mouth of a river, estuary, etc. to form a harbor or to break the force of waves and protect shipping, docks etc. (7)

breastwork- A protective wall, usually one which is hastily constructed of earth or other available materials, roughly high enough to reach the breast area of the average soldier. (1)

**brig-** A sailing vessel with two masts, both square-rigged. (1)

brigade- A unit comprising two or more regiments and commanded by a brigadier general. (7)

carriage- A wheeled frame or support for something heavy such as a cannon. (7)

castle- A term referring to a fortified Native American village. (10)

chain- A unit of survey formerly used by surveyors. The traditional surveyors chain was four rods long (22 yards or 66 feet). A rod is 5.5 yards. (5)

cheeks- In mechanics, those pieces of a machine, which form corresponding, side, or which are doubled and alike. (7)

chieftain- A chief of a clan or tribe. (7)

- **column** In military and naval usage, a formation in which the elements, as troops or ships, are placed one behind another. (7)
- company- In military affairs, the body of soldiers united under the command of a captain: it is the lowest administrative unit, usually a subdivision of a regiment. (7)
- counter assault- Attack by a part or all of a defending force against an enemy attacking force, for such specific purposes as regaining ground lost or cutting off or destroying enemy advance units, and with the general objective of denying to the enemy the attainment of his attack objectives. (1)
- counterscarp- The side of a ditch, moat, or trench that faces the enemy, or the expected direction of attack. (1)
- covered way- A protected line of communication, such as a communication trench or tunnel in a permanent or armored fortification system. (1)
- **cribwork** The framework of a crib, consisting of layers of beams, logs, etc. built up one above another, each layer having its beams or logs at right angles to those of the layer immediately below. (7)
- curtains- The portion of the rampart, or parapet, or wall between two bastions or gates. (1)
- dead space- An area within the maximum range of a weapon that cannot be covered by fire or observed from a particular position. (1)
- **deputy** An assistant or aide with authority to make decisions in the absence of the officer whose deputy he is.

  (1)
- division- An administrative and tactical ground formation containing units of the various combat branches of an army and large enough to operate independently. (1)
- embrasure- An opening in a wall or parapet through which cannons were fired. The sides, generally splayed outward, were termed cheeks, the bottom was called the sole, the narrow part of the opening, the throat; and the widening, the splay. (2)
- emplacement- A prepared position for and operating one or more weapons or pieces of equipment, offering protection against hostile fire or bombardment. (1)
- entrenchment- To dig trenches and construct hastily thrown-up fieldworks in order to strengthen a force in position. The fieldworks so constructed are entrenchments. (1)
- en barbette- An arrangement for cannons in which they were mounted on high platforms or carriages so that they fired over a parapet instead of through embrasures. (2)
- enceinte- The works of fortification-walls, ramparts, and parapets- that enclose a castle, fort, or fortress. (2)
- enfilade fire, enfilade- 1) Fire directed along the length of a ditch, parapet, wall, or the like. 2) A position usually on a flank, that permits a force to fire down the length of a hostile line, thus increasing the possibility of hitting a target because range of dispersion will not matter. (1)
- fascines- A tied bundle of wooden sticks or branches, either carried with a unit or gathered up in an area, used to build fortifications, strengthen earthworks, fill ditches, or otherwise as needed. (1)
- fathom- A measure of length equal to six feet. (7)

- flank- One of the sides, right or left, of a military formation or position. (1)
- footbank- A terraced earthen bank adjacent and protected by a breastwork and used as a platform from which soldiers can shoot at advancing enemy troops of the. (10)
- fore-and-aft rigging- A sail that can take the wind from either side of the sail, depending on the direction of the wind, as opposed to the square sail that is always turned so that it takes the wind on the same side of the sail.

  (6)
- fort- 1) A permanent defensive structure often including living quarters for a sizeable force. 2) A fortification. 3) The term used to designate a permanent United States Army installation or garrison, such as Fort Myer, Fort Leavenworth, etc. (1)
- forestalling- To buy or bargain for goods before they arrive at the market, with intent to sell them at higher prices. (7)
- fortress- A fortified place, especially a large and permanent military stronghold, often including a town. A fort.

  (1)
- forwarding- The act of transmitting of sending forward.. (7)
- frigate- A fast medium-sized sailing warship of the 18th and early 19th centuries, which carried from 28 to 60 guns. (7)
- gabions- A cylinder of wicker or other material, sometimes closed at one end. It was filled with dirt or rocks and used for building field fortifications. The gabion has been to some extent superseded by the sandbag. a work made of gabions is called a gabionade. (1)
- gaff sail- A fore-and-aft sail with four corners and four edges. The lowest edge is attached to a horizontal spar called a boom. The upper edge is attached to another spar called the gaff. Both spars are attached to the main mast. (6)
- gallery- In a fort, a passageway that is covered overhead and protected by walls or parti-walls on the sides. (1)
- galley- A long, open or partially decked vessel propelled by oars and sometimes by one or more sails. (1)
- garrison- 1) All units signed to a base or area for defense, development, operation, and maintenance of facilities 2) verb. To assign troops or units to, or move troops into, a post. (1)
- glacis- From French glace, meaning ice, it is a cleared slope extending outward from the base of a fortification so that attacking enemy troops are within sight of the defenders. (1)
- glacial drift- Pulverized and other rock material transported by glacial ice and then deposited. Also the assorted and un assorted material deposited by streams flowing from glaciers. (3)
- glacial till- Unassorted, nonstratified glacial drift consisting of clay, silt, sand, and boulders transported and deposited by glacial ice. (3)
- grapeshot- A type of ammunition composed of a number of iron balls about twice the size of a musket ball or of canister shot, placed in layers- usually three separated by metal plates-inside a shell and fired from a cannon. (1)
- grazing fire- Fire that is approximately parallel to the ground and does not rise above the height of a man standing. (1)

grenadier- A soldier whose primary function was to throw grenades. By the mid-17th century special companies were being formed of especially strong men, who were employed to throw grenades. Although the use of grenades declined during the 18th century, the elite units of grenadiers remained in many armies. (1)

hornwork- A small outwork protruding from a major defensive work or wall, consisting of two half bastions, or demi-bastions, joined by a curtain. (1)

igneous- Produced under intense heat, as rocks of volcanic origin. (4)

jib (stay sail)- A triangular sail attached to the rope (stay) preventing the foreword mast from falling backwards.

(6)

keel boat- A wooden vessel with a timber or plank member extending along the length of its bottom. (4)

league- The British definition of the league is 3 statute miles (about 4828 meters) on land or three nautical miles at sea. In the United States, leagues have never been used on land and the only definition is three nautical miles (3.45 statute miles or 5556 meters). (5)

letters patent- An instrument issued by a government conferring an exclusive right, as to make and sell an invention. (4)

**loophole-** A slit or small opening of some other shape, through which small arms may be fired with minimal exposure to the persons firing them. (1)

machicolation- A projecting parapet or gallery at the top of a castle wall with holes or openings in the floor through which defenders could drop hot liquids or rocks or fire arrows on attackers at the base of the wall. (1)

merlons- The high portion of battlements which alternate with the low portions of the battlements known as crenels. (1)

metamorphic- A change in the constitution of a rock by natural means, as pressure and heat. (4)

moat- A ditch, usually filled with water, surrounding a fortification and providing extra protection against attack. (1)

mortar- A muzzle-loading weapon that fires shells at relatively short range with a high trajectory. Especially useful for lobbing shells over a hill or other obstruction. (1)

muck- Dark colored, finely divided, well decomposed organic soil material mixed with mineral soil material.

The content of organic matter is more than 20 percent. (3)

muzzle-loader- A gun loaded from the front of the tube. (9)

non-commissioned officer [NCO]- An enlisted member of the armed forces who holds a rank or rating in which he exercises authority by appointment rather than by commission or warrant. (1)

ordnance- All weapons and ammunition used in warfare. (7)

palisade- A fence made of stakes placed close together to form a defensive barrier. v. To construct such a fence.

parallel- A trench; usually one of a series dug approximately paralled to the fortification being attacked, so that each new trench line would bring the attackers closer to their objective. This aspect of siege warfare was

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developed in the seventeenth century by the Marquis de Vauban. (1)
parapet- In fortification, a work of earth or masonry forming a protective wall over which defenders fired their
  weapons. In buildings, a perimeter wall extending over a roof or platform. (2)
picket- 1) A pointed stake that, generally used with others, provides a defensive barrier. 2) A group of persons
  detached from a main party and serving as a line of outposts to guard the others from surprise attack. (1)
pier- A structure built out over the water and supported by pillars or piles and used as a landing place. (7)
portage- The carrying of boats, supplies, etc., overland from one navigable water route to another. The route over
  which this is done. (4)
powder magazine- A structure or compartment for storing ammunition or explosives. (1)
provincials- Armed forces belonging to a particular province. (4)
quartermaster- An officer responsible for supplying food, clothing, and equipment (1)
ramparts- A wall or earthen embankment comprising the main defensive work of a permanent or field fortifica-
  tion. A rampart is usually surmounted by a parapet. (1)
rayelin- An outwork on the far side of the ditch or moat of a fortification and located between two bastions,
  built in the shape of an arrowhead, facing away from the fortification, with an opening toward the wall. (1)
redan- A kind of rampart consisting of two walls or parapets in the form of a V having its angle toward the
  enemy and open at the back. Two or more are often joined by walls or trenches. (7)
redoubts- An enclosed fortification without bastions. (2)
regiment- A military unit, now usually consisting of three battalions and service and administrative units; it is
usually commanded by a colonel and is the basic component of a division. (7)
revetment- Reinforcement of an earthen wall with hard material (wood, sandbags, or concrete). (1)
rifle- The bore of the gun is machined with spiraling grooves that impart a spin to the projectile, which is usually
    long and pointed; this method increases accuracy, range and velocity. (9)
roadstead- A protected place near shore, not so enclosed as a harbor, where ships can ride at anchor. (7)
rod- A unit of measurement equal to 5.5 yards. (5)
round shot- A solid projectile, as opposed to a shell. (1)
sachem- A chief among some North American tribes. (7)
salient- An angular work which projects outward from the interior. (2)
sally-port- A small, heavily fortified gateway, from which the defenders can rush out, strike and withdraw
  hastily before the enemy outside can react. (1)
sauccions- A large fascine. (1)
scarp- The side of a ditch or moat that is next to a wall. (1)
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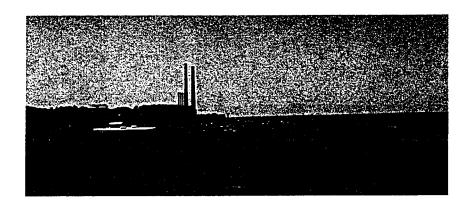
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schooner- A vessel with tow or more masts, rigged fore-and-aft. (7)
scow- A large, flat bottomed boat used for carrying loads, often towed by a tug. (4)
sedimentary- Rock made up of particles deposited from suspension in water. (3)
skiff- A light rowboat esp. one with a small sail. (4)
sloop- A one-masted fore-and-aft rigged vessel with one jib before the mast. (6)
smooth-bore- The interior of the barrel is smooth. Since only round projectiles with a diameter smaller than that
           the bore may be fired a windage or space is created between the projectile and bore allowing the
    former to bounce down the barrel and emerge from the gun with less velocity and predictable reliability than
    a projectile fired from a rifle. (9)
snow- A brig with a gaff sail rigged on a separate mast just a bit astern of the main mast. The mast is called the
  snow mast and such a brig is called a snow brig. (6)
sounding- The act of measuring the depth of water with or as with a weighted line. (7)
square rigged- A rectangular sail held up by a horizontal spur called the yard that is attached to the mast in a
  fashion that allows the yard to be tuned both in the vertical and horizontal plane. (6)
stave-1) Stick or staff. 2) one of the shaped strips of wood that form the walls of a barrel, bucket, etc. (4)
stern- The rear end of a ship. (7)
stockade- A barrier of stakes driven into the ground side by side, for defense against attack. (7)
terreplein- The level space behind a parapet of a rampart where guns are mounted. (8)
toise- A French measurement of approximately of six feet. (5)
traverse- A parapet thrown across a covered way, a terreplein, or other location to prevent enfilade or reverse fire
  along a work. (2)
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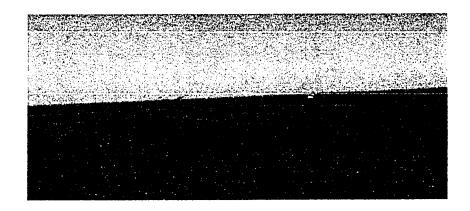
trunnions- Either of two cylindrical projections from the sides of a cannon, mortar, etc. which rest in the cheeks

of the carriage, forming support for the piece and an axis on which it pivots. (7)

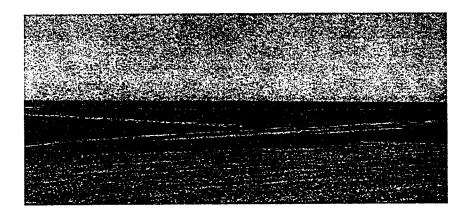
# Appendix C - Panoramic View from Plateau and Additional Historic Photographs

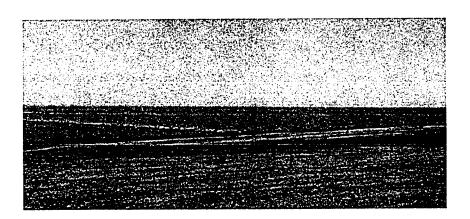
I. View from plateau in 2002. View begins looking west towards west breakwater and ends looking north towards overlook parking lot .













## II. Additional Historic Photographs



1896, Moat



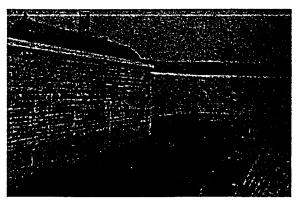
1884, Tennis on Parade



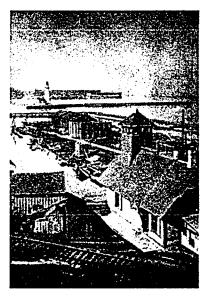
c. 1915, Parade and Officers' Buildings



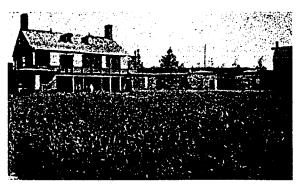
1917 Troops on Parade Ground



1896 Moat, Scarp and Counterscarp



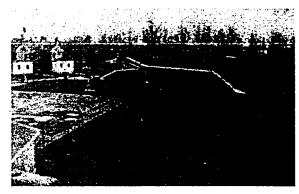
c. 1900, Life Saving BoathouseMagazine



c. 1920 EMB and Guardhouses



c. 1940 Fort Driveway



c. 1941 Tennis Court



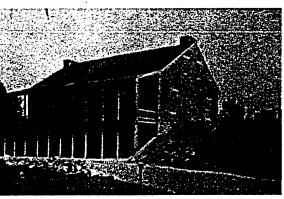
c. 1945, OQII



c. 1950 Storehouse



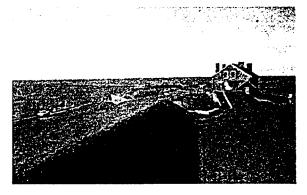
c. 1953 EMB



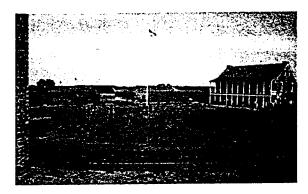
1954 EMB



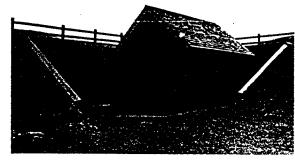
1954 EMB



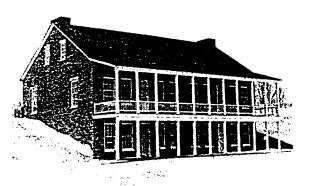
c. 1961 Fort Driveway



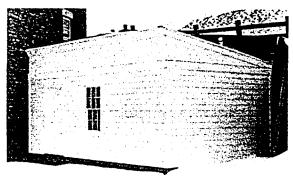
c. 1962 Parade



c. 1970, Magazine



c. 1970, EMB



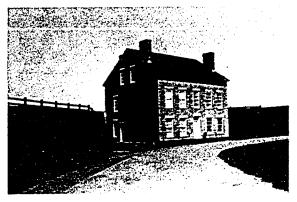
c. 1970, Outbuilding



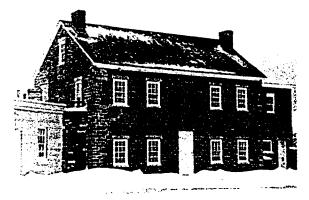
c. 1975 EMB



c. 1980 Site Manager's House



c. 1984 OQII



c. 1990, Storehouse

# Vita

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## Education

State University of New York, College of Environmental Science and Forestry Syracuse, New York Master of Science in Landscape Architecture	2000-2003
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Monroe Community College Rochester, New York Associates in Biomedical Technology	1987-1989
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Rochester Telephone Corporation Rochester, New York Data Technician	1989-1997
LawnMark Lawncare Company Rochester, New York	1985-1987
Agway Gardens Rochester, New York	1983-1985