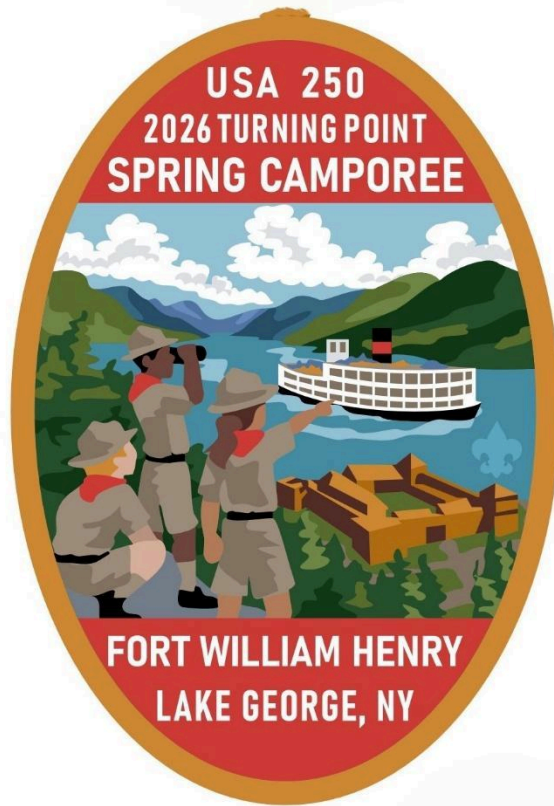


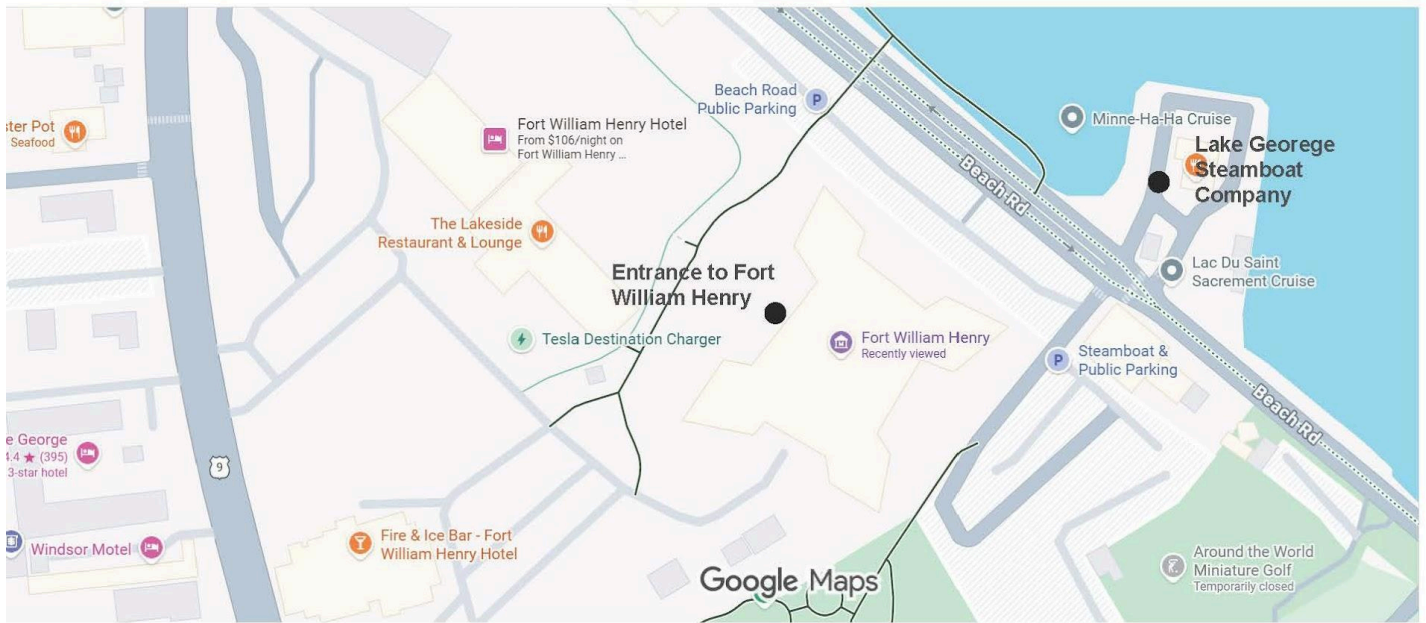
Turning Point District Spring Camporee

Cub Scout Leaders Guide



Version 1.6





Imagery ©2026 , Map data ©2026 Google 100 ft

Notes Specific to the Camporee

- **Check in for Cubs & day visitors will be just outside the Fort's main entrance, which is at the northwest wall of the fort.**
- **Free parking is available in the lot just west of the Fort (enter from Route 9). Paid parking is available to the north and east of the Fort.**
- **Fort William Henry and the Lake George Battlefield Visitors Center is open to Scouts for the entire day until 5PM and you can come and go at your convenience (with wristband).**
- **You are responsible for being at the Lac Du Saint Sacrament (Lake George Steamboat Company) boarding at least 15 minutes prior to departure, 3:15 for the 3:30 PM cruise. The color of your wristband represents your ticket to board.**
- **To help us track who is attending our event, and to promote Scouting, we ask that all participants be in a uniform if possible. If you don't own a uniform, consider a Cub Scout hat or t-shirt.**
- **The Fort is open to the public that day, so any additional family or friends can buy a ticket directly from the Fort (after 9am). Tell them you're with Scouts and you should get a discount. These people will NOT have a boat ticket however.**
- **If you'd like to join the service project (clearing brush) for part of the day, we recommend work gloves.**

Saturday:

8-8:30 am – Check-in at entrance to the Fort

8:45 am – Flag ceremony starts (inside fort)

Fort remains open all day, come and go as you please (with wristband).

3:15 – Boarding of the Lac Du Saint Sacrament (It is critical that you be on time; there is no later cruise)

3:30 pm – Lac Du Saint Sacrament leaves and returns at 4:30

5:00 pm – Fort closes

6:30 pm – Only if you have scheduled a haunted tour with the Fort



Lake George Battlefield Park



Lake George Battlefield Park was the scene of sustained military conflict during the 18th century as residents of the colonies faced virtually ongoing threats from both within and without. Among the most noteworthy events that occurred on the current Park property were:

- The Battle of Lake George (1755), signifying the first major British victory over the French and their native allies during the French and Indian War.
- The aftermath of the Siege of Fort William Henry (1757), where British troops were encamped here due to overcrowding within the fort and saw much of the post-British surrender horrors occur.
- The 17,000-man flotilla led by General Abercromby launched at the head of Lake George in 1758 against the French at Ticonderoga/Carillon, a disastrous defeat for the British.
- The construction of Fort George by the British in 1759, a fortification that remained in use by them and the patriots until its 1780 destruction.
- The overland launching point for Colonel Henry Knox is his transport of 60 tons of cannon from Ticonderoga to Boston, tipping the balance for General George Washington to rid the city of its British occupants.
- The location of a Continental Army smallpox “general hospital” in 1776, treating soldiers who had returned from the attempted invasion of Canada with the deadly infection.

The Battlefield Park to display artifacts and exhibits that highlight its extraordinary history, the new Visitor Center opened to the public in May 2022. Trustees of the Alliance work closely with State

DEC, the State Museum and the Lake George Park Commission to help assure guests enjoy a memorable and safe experience.

Fort William Henry Museum - Lake George, NY



Step back to the 1750s at Fort William Henry and experience the sights and sounds of life in a British fort!

Fort William Henry, where history comes to life!

The expert guides take you through the realities of fort life, sharing tales of bravery, strategy, and survival from the **French and Indian War** through our [Living History Tours & Military Presentations](#). Meet **British Regulars, Provincial Troops, Rangers, Native Americans, Sutlers and more!** Come witness black powder musket and cannon demonstrations and explore our rich historical exhibits and living history presentations.

In 1750s, the area north of Albany was primarily a vast wilderness. The English built a large fortress at “The Great Carrying Place” on the Hudson River. This would become Fort Edward. When garrisoned, it would also become the third largest settlement in North America behind Philadelphia and New York. The French settled in territory north of the St. Lawrence River and into what would become western Pennsylvania and Ohio. Thus, the stage was set for these two great powers to clash over land, furs and trade in this northern territory.

In 1755, the French traveled to the southern end of Lake Champlain and began work on Fort Carillon. In response, to protect their colonies, the English sent William Johnson to the south end of Lac du Saint Sacrament, which he renamed Lake George, and began work on a fortification to be named Fort William Henry after two royal grandsons. This forward outpost would serve as a staging ground for attacks against French entrenchments and to protect the important inland waterways from New York City to Montreal. The design and construction were overseen by British military engineer William Eyre of 44th Foot. It followed the Vauban style made of log facings with an earthen filling making its walls 30 feet thick. It was surrounded on three sides by a dry moat and on the fourth was a hill sloping

down to the lake. It could house 400-500 men. In addition, an entrenched camp was located to its east.

In July 1757 word came that the French were mobilized to attack the fort. Regulars and militia arrived bringing the total number of troops under the command of Lt. Col George Monro to about 2,300. The French forces under General Louis-Joseph de Montcalm arrived on August 3, 1757 setting up siege lines that surrounded the fort and cut off the military road to Fort Edward. Montcalm's forces totaled over 3,000 French regulars, 3,000 militia, and approximately 2,000 Native Americans. Over the next few days, the French moved their heavy guns along trenches to within 150 yards of the northwest bastion and continually harassed the entrenched camp to the east. Meanwhile, many of the fort's guns had exploded due to overuse. After six days and General Webb's refusal to send re-enforcement from Fort Edward, Monro surrendered on August 9, 1757.

The terms of surrender were generous and allowed the British to return to Fort Edward with full honors war. Montcalm attempted to communicate these terms to his Native American allies, but not all understood. This was not a surprise since there were many different nations represented. In addition, the Native allies had been promised war booty as their payment for participating in the attack. Now it appeared that the French were not living up to their promises. As the British evacuated the fort, they entered the fort and plundered it, killing the sick and wounded left behind. The next morning, they renewed their harassment of the camp and as the troops and camp followers began the march to Fort Edward, the column was attacked. Estimates vary, but it appears that around 200 people were killed or wounded during the massacre that ensued. Some British broke ranks and ran into the woods to escape, others were stripped of their clothing and belongings, and a few were taken prisoner by the Native Americans as they withdrew. Many of the survivors found their way to Fort Edward, days after the surrender. The siege had held up the French army for many days and had led to the Native allies and some militia abandoning Montcalm to return home. Not having the forces necessary to continue to Fort Edward, Montcalm took anything of value and burned the fort before returning to Fort Carillon.

Fort William Henry remained untouched until the 1950s when a group of local businessmen bought the land to protect the site from development. The site was excavated, and the fort reconstructed using the original plans and within its original footprint.

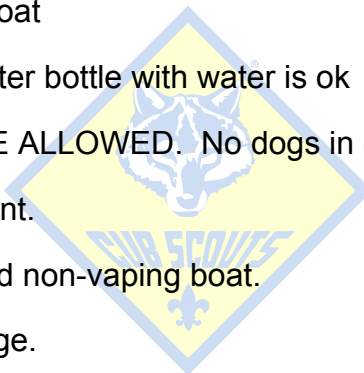


**Cruise the southern basin of Lake George and see historic sites aboard the
Lac Du Saint Sacrement**



Lac Du Saint Sacrement is considered to be the **flagship** of the **Lake George Steamboat Company** in **Warren County, New York**. It is the largest and newest boat in the company. The boat runs on Caterpillar Diesel engines and carries lifejackets for every passenger on board in case of an emergency. It also has rescue boats, an emergency generator, and incombustible furniture throughout the boat. The ship consists of 4 decks, 3 of which are heated and air-conditioned, cocktail lounges, a dance floor, a snack shop, and wheel chair lifts on the first 3 floors. The ship also contains a galley underneath the main deck. The name "Lac Du Saint Sacrement" comes from the original name of Lake George until it was renamed in 1755 after King George II. Lac du Saint Sacrement, the original name of the Lake until the English won the **French and Indian War** in 1756, was given by Father **Isaac Jogues**, a French Canadian missionary who found the lake in 1646.

- Captain Narration
- Handicap accessible to 3rd deck.
- Strollers are welcome on the boat
- No outside food or drinks. (water bottle with water is ok
- ** ONLY SERVICE DOGS ARE ALLOWED. No dogs in carriers.
- No pets are allowed on the Saint.
- The Saint is a non-smoking and non-vaping boat.
- Schedules are subject to change.
- Snack Bar/Grill



Prospect Mountain Hike

Prospect Mountain is one of the most popular hikes in the Lake George Region at roughly three miles round trip. The trailhead is conveniently located in Lake George Village, and the summit features outstanding views of the lake and surrounding area.

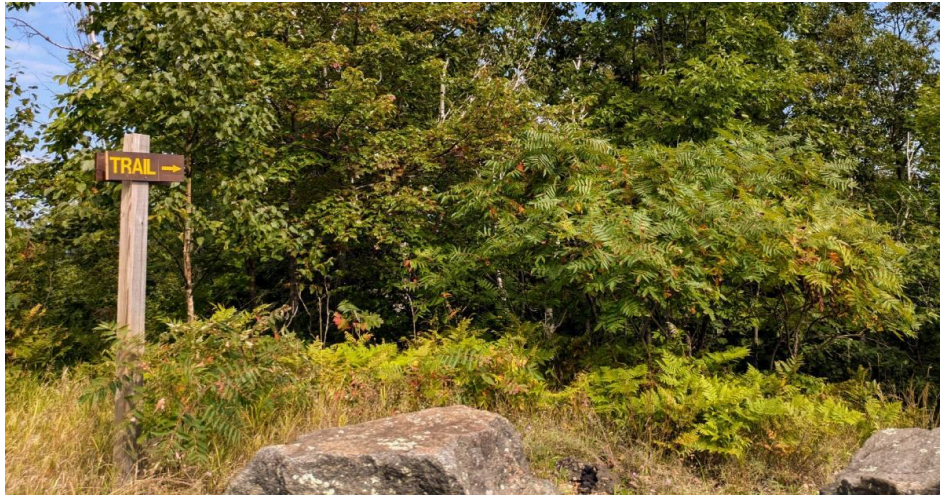


The Prospect Mountain trail begins on Smith Street in Lake George Village. Continue on Montcalm, then turn right onto Cooper Street and travel one block until you reach West Street. Turn left onto West Street, go up one block, and turn left onto Smith Street.



On Smith Street, you'll see a sign indicating the beginning of the trail. There is a small public parking area off the side of the road by the trailhead, but street parking is available throughout the village (seasonal fees). Units should use cross walks on Route 9. Two are nearby, one at North Sewell St. and a second crosswalk is north of Mohican Street. These are along the frontage of the Fort William Henry

Have you ever seen people walking above I-87 just south of Exit 22? This is part of the Prospect Mountain trail! Once you cross over the highway on the enclosed, elevated bridge, the more typical portion of Prospect Mountain's trail will begin.



Hiking to the Summit

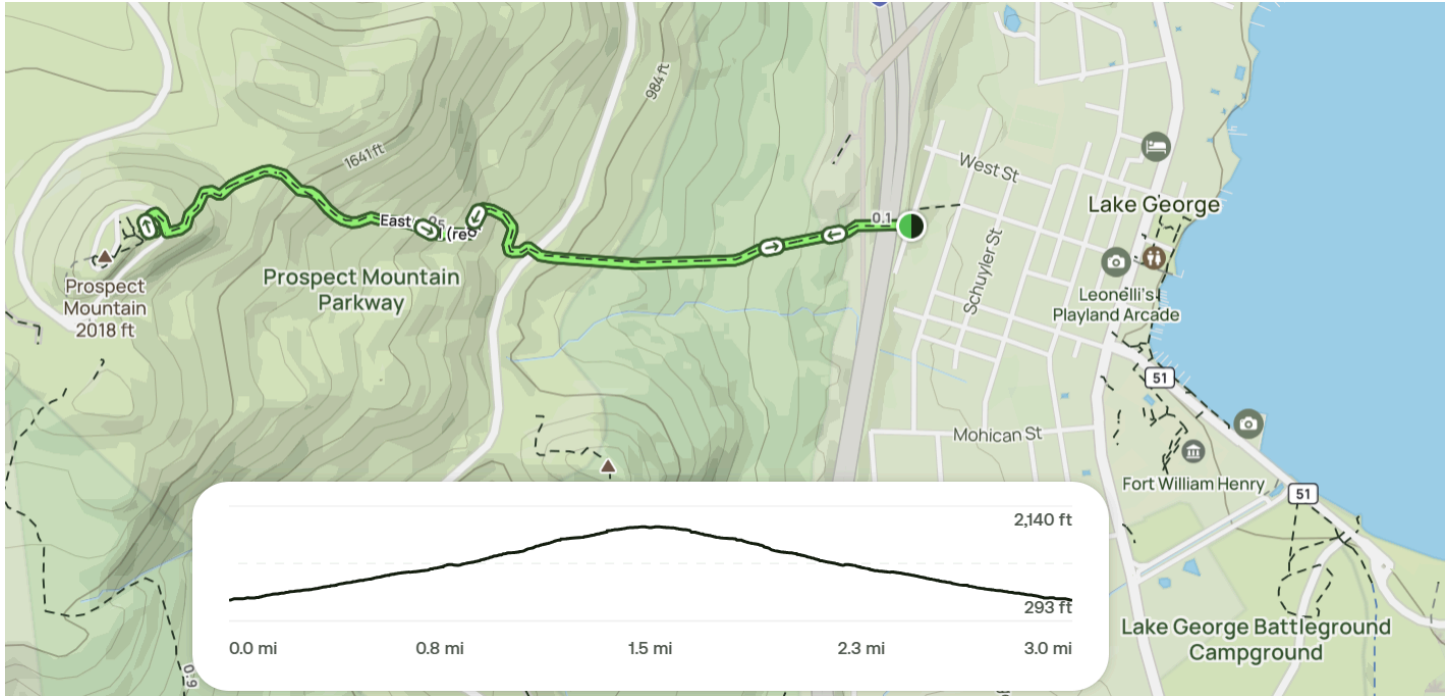
Because the trail's steep grade makes it quite difficult in spots, this three-mile round trip hike is not recommended for young children. The terrain is fairly rocky, and you'll want to wear good hiking shoes for the steep inclines. There are a few opportunities to rest on your way to the top.

Upon reaching the summit (2,030 feet above sea level), hikers will be rewarded with 100-mile views of Lake George and the Adirondacks. A [parking area and day use area](#) are located nearby.



On the top of Prospect Mountain, visitors will notice remnants of the Prospect Mountain Cable Incline Railway, which was at one time the longest cable railroad in the world.

It was built in 1895 to transport wealthy visitors to the Prospect Mountain House, a hotel previously only accessible by horse-drawn carriage. The hotel eventually burned down, but its fireplace is still visible today atop the mountain.



Drive Up Prospect Mountain

If you would still like to experience the panoramic views, but are unable to hike to the summit, [you can drive to the top on the Veterans Memorial Highway](#). This 5.5-mile long route was built in 1969 and allows everyone to enjoy the scenery from Prospect Mountain's summit.

To access the Highway, travel 1/2-mile south of Lake George Village on Route 9. The entrance is on the right directly opposite the Lake George Chamber of Commerce. The Highway is open seasonally (typically from Memorial Day Weekend to Veteran's Day), and there is a \$10.00 fee per car to access the route.

