

The Fluvialer Radeau, carrying the battering train and stores, having been warped up from Crown Point, arrived this day, and immediately began to land the artillery.

5th July.

Lieutenant Twiss, the commanding engineer, was ordered to reconnoitre Sugar Hill, on the south side of the communication from Lake George into Lake Champlain, which had been possessed in the night by a party of light infantry. It appeared at first to be a very advantageous post, and it is now known that the enemy had a council some time ago upon the expediency of possessing it; but the idea was rejected, upon the supposition that it was impossible for a corps to be established there in force. Lieutenant Twiss reported this hill to have the entire command of the works and buildings both of Ticonderoga and Mount Independence, at the distance of about 1400 yards from the former, and 1500 from the latter; that the ground might be levelled so as to receive cannon, and that the road to convey them, though difficult, might be made practicable in twenty-four hours. This hill also commanded, in reverse, the bridge of communication; saw the exact situation of their vessels; nor could the enemy, during the day, make any material movement or preparation, without being discovered, and even having their numbers counted.

It was determined that a battery should be raised on Sugar Hill for light twenty-four pounders, medium twelves, and eight inch howitzers. This very arduous work was carried on so rapidly that the battery would have been ready the next day.

It is a duty in this place to do some justice to the zeal and activity of Major General Phillips, who had the direction of the operation, and having mentioned that most valuable officer, I trust it cannot be thought a digression to add, that it is to his judicious arrangements and indefatigable pains, during the general superintendency of preparation which Sir Guy Carleton entrusted to him in the winter and spring, that the service is indebted for its present forwardness. The prevalence of contrary winds and other accidents having rendered it impossible for any necessaries prepared in England for the opening of the campaign, yet to reach the camp.

6th July.

Soon after day-light an officer arrived express, on board the Royal George, where in the night I took up my quarters, as the most central situation, with information from Brigadier Frazer that the enemy were retiring, and that he was advancing with his picquets, leaving orders for the brigade to follow as soon as they could accoutre, with intention to pursue by land. This movement was very discernible, as were the British colours, which the Brigadier had fixed upon the fort of Ticonderoga. Knowing how safely I could trust to that officer's conduct, I turned my chief attention to the pursuit by water, by which route I understood one column were retiring in two hundred and twenty bateaux, covered by five armed galleys.

The great bridge of communication, through which a way was to be opened, was supported by twenty-two sunken piers of large timber, at nearly equal distances; the space between were made of separate floats, each about fifty feet long, and twelve feet wide, strongly fastened together by chains and rivets, and also fastened to the sunken piers. Before this bridge was a boom, made of very large