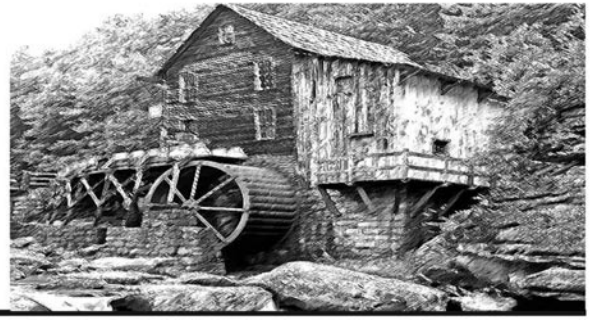


The Gristmill

Saratoga County History Journal



Preserving the History of Saratoga County

Fall 2021

The Flying Farmers of Blue Corners

By Dave Waite

If you ever travel along the stretch of Western Avenue between Jolly and West Line Roads in Charlton you might catch a glimpse of a ragged flag flying from a pole along the edge of an adjacent hayfield. Some would suspect it is the remains of a rural homestead, abandoned and long fallen back to earth. What you are seeing is the only remnant of Snow Field, the private airport once operated by the sons of West Charlton farmer Charles Snowicz. By sitting down with one of these sons, Gene Snowicz, the story of this piece of Saratoga County history has come to life for me. With his permission, I will now share this story.

The property that became the Snowicz farm had been purchased by Charles Snowicz and his wife Mary in 1925 from Antoni Dybich and his wife Mary. While many years before it had been the home of Manley Barney and his family when Charles and Mary bought the 100-acre property it was nothing but farmland and woodlot. Over the years the family grew to five children, Charles, Jr., Eugene, Mary, Robert, and Albert. Unlike many of their neighbors, the Snowicz boys did not bolt from their family farm looking for another way of life. but remained to work the land. Together with their father they built a thriving and profitable business through dairy farming and hiring themselves and their equipment out to plow, plant and harvest at other farms in the area.

With the family working together they were able to both have a profitable business and time to pursue their own in-



Mid-Twentieth Century farmers were self-reliant. When this biplane came down in 1942, and had to be moved to an airport, they did the job themselves. The church in the background is Scotch Presbyterian Church on the corner of Rt. 67 and Sacandaga Rd.

Photo courtesy of Kathy Arnold

terests. One of these was flying. It could have been their first encounter with airplanes was through neighbors Harley Hart and his brother Phil. Harley had been flying before Gene took lessons and his brother Phil had been an Air Force pilot. During World War II Phil Hart had flown the famous Burma Hump and was awarded the Distinguished Flying Cross with Oak Leaf Clusters, leaving the service as a first lieutenant. After the war, he was a pilot for Colonial Airlines out of Ballston Spa and later the Swedish government airline.

The first of the Snowicz brothers to learn to fly was Gene, who was introduced to flying when one day his Uncle Albert took him to visit Perth Airport. Once there, his uncle paid Kenny Young three dollars to take Gene up in a J3 Piper Cub After strapping on their harnesses and preparing for the flight, the pilot determined that the engine was malfunctioning and shut it down. As the money had already been paid, Young took Gene to a

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Looking west down the Snow Airfield. Photo by David Waite

were interested in buying their farm located directly South of the Snowicz property. This land purchase opened the opportunity to create a landing strip of their own. After the removal of stone walls and with a two-ton roller pulled by one of their tractors, they smoothed the surface of the now adjoined hayfields creating a 2500-foot East/West runway that they named Snow Field. It was later given the designation NY58 by the Federal Administration.

Flying Farmers

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nearby bi-plane and they took off for his first flight. By the time they had landed Gene was determined to learn to fly and soon he signed up to take lessons for five dollars an hour at Perth Airport with Kenny Young as his instructor. The plane that Gene learned on was a 65 horsepower J3 Piper Cub. His brother Bob also caught the flying bug receiving his instruction at Gay Valley Airport (this later became Mohawk Valley Airport which closed in 2010) on Route 5 in Glenville.

In 1959 neighbors John "Little John" and Anna Wal-kowicz approached the Snowicz family to see if they

Aviation

Looking West down the Snow Airfield (first pic)

Having their airplanes now close at hand, the boys had an opportunity to take to the air at the end of the workday and during their free time on the weekends. Over their years of flying, they would travel throughout northeast New York and even once to an airshow in Ohio. Gene remembers his brother-in-law, Stanley Gamuka also kept his Aerocoupe, probably model A-2 at the airfield. Of the planes owned by Snowicz, Gene also recalled an Aeronca Chief, a single-engine, side by side two-seater.

In the 1960s a forty-foot-wide aluminum hanger was added to protect their airplanes. The hanger was built near the flagpole still visible today. At that time, this pole held the windsock that was used by those taking off and landing to determine the wind speed and direction. Unfortunately, not long after it was put up high winds tore off the roof, destroying the structure. The only parts salvaged were some of the trusses, which were brought back to the main farm in hopes that they could someday be reused.

One humorous story Gene tells is of a mysterious voice they heard above their farm one foggy morning. Their friend and pilot John Vandyke had taken off in clear weather from Gay Valley Airport along the Mohawk River in Glenville. Encountering fog over the Snowicz farm and invisible from the ground, he shut off his engine and while gliding over their barn Gene heard "I will be back later," in a voice that seemed to be coming from the heavens itself.

Often the only news that surfaced concerning small, private airfields is centered around crashes that occur in their immediate area, and Snow Airfield was no exception.

In July of 1971, a two-passenger Cessna piloted by

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Flying Farmers

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Clifford Lawson of Ravena developed engine trouble as he traveled northward towards the Adirondack Mountains. He had hoped to make it to the nearby Snow Airfield, but was forced to come down 400 feet short of the runway. The plane's landing gear got caught in a drainage ditch flipping the plane upside down.

Another crash, this time fatal, happened five years later, on November 2, 1976, when 65-year-old Glenville resident, Mrs. Lillian B. Roylance, an experienced private pilot, reported problems with her single-engine Beechcraft Debonair soon after leaving Schenectady County Airport. After locating Snow Field, she started her approach but unable to maintain altitude she hit the top of a sixty-foot tree and crashed in a field off West Line Road about a quarter-mile short of the airfield.

Sometimes these incidents brought out many spectators and residents that were willing to help. The most notable of these was the time when Ron Riggi had to make an emergency landing on their airfield in his 1942 Stearman E75 biplane. Coming in from the west, he successfully landed but was unable to control the plane as he rolled towards the end of the runway and West Line Road. To avoid damaging the airplane he steered into an adjoining hayfield to stop. Unhurt, he left the plane and went out to get help. The Snowicz boys soon got word of the incident and went to the scene. In the meantime, Riggi had contacted his friend Jack Slate who flew in from his private airstrip off the West Galway Road to assist in recovering the plane.

After using Slate's aircraft to pull the plane back onto the airfield, it was determined that it would need to be taken back by road to the Mothon farm airfield on the east side of Sacandaga Road, north of Rte. 67 where the plane was kept. As Riggi had not returned to retrieve the plane, a plan was made to tow the plane using neighboring farmer Doug Arnold's truck. The plane was towed up Western Avenue to Jolly Road and then north on Jolly to Rte. 67. Along the route, numerous people assisted in traffic control and keeping the airplane moving on the road. Just east of the intersection of Rte. 67 and Sacandaga Road the plane was towed onto a farm road leading to the airfield. Here it was necessary to take down fencing as trees along the route blocked the plane's path. It is said that once the plane was back in the hanger that Riggi finally arrived, at first not even realizing that his plane had already been returned.

The worst private airplane crash during the years that Gene and his brother operated their airfield took the lives of two of their friends. In August of 1946 Gene and Harley Hart had been at Perth Airport for a flying lesson. While there they looked at an Aeronca single-engine two-seat aircraft that was for sale. Later that day Gene's friend Eddie Rydell visited the airport and asked to take the same plane for a test flight. Slip Slater agreed to take him up. Shortly after takeoff, the engine malfunctioned

and they crashed landed in a field off Stairs Road. Both men were killed in the accident.

Towards the end of the time that the Snow Airfield was operating the airstrip was used for parasailing, experimental aircraft, and even an occasional hot air balloon launch.

The last plane that Gene owned was a Smith M2 biplane that he never flew but kept for years in storage with the wings removed before passing it on to another local pilot.

Many details of this article came from conversations with Gene Snowicz, who I am sad to tell passed away April 20, 2021, at the age of 95. Though I was in his circle of friends for only a few months, I am a richer person from the time I was able to spend with him.

Also, a special thanks to Kathy Arnold who shared the photo of towing the Stearman biplane.



Private airports generally only made news if there was a crash. This photo comes from an August 8, 1946 *Schenectady Gazette* story concerning the Rydall crash.

Ira Thomas: more than just a baseball hero

Our Summer, 2021 issue featured a story by Dave Hubbard about Ira Thomas, a ball player from Ballston Spa who played in the major leagues from 1905 until 1915. Now, thanks to Lauren Halligan's article in *Ballston Spa Reimagined*, Ann Hauprich and Mary Hauprich Reilly's recent publication, we learn that he was also a hero who drove seriously ill, highly contagious people to hospitals during the horrific influenza pandemic of 1918-20 known as the Spanish flu. Thomas' heroism is being recognized by the Respect 90 Foundation, founded by Joe Madden, manager of the Los Angeles Angels. To honor Thomas, the Foundation made a donation to the Saratoga Bridges in his name.

Anne Hampton, Wife of Solomon Northup

By David Fiske

The lives of individuals from the pages of history are often thoroughly researched and documented, but sometimes their family members are overlooked. Solomon Northup, an African American, was lured away from Saratoga Springs in 1841, taken to Washington, D. C. with a promise of employment, then sold as a slave. He was put aboard a ship and transported to New Orleans, where he was sold again, and spent nearly twelve years as a plantation slave in central Louisiana. A fortuitous rescue mission resulted in his liberation and reunification with his family in 1853. A book he authored, *Twelve Years a Slave*, was adapted as an Oscar-winning film, *12 Years a Slave*, 160 years later.

Left behind after his kidnapping were his wife, Anne, and three children, Elizabeth, Margaret, and Alonzo. What were their lives like after the disappearance and extended absence of the head of their family? None of his family recorded their feelings in letters or notebooks (at least, none that have surfaced), but there is evidence in historical records that can provide at least some insight.

Northup was not the only black to have been kidnapped into slavery in those years before the Civil War. Such cases left family members puzzled and worried, as they did not know what had happened to their loved one. This would have been the situation with Northup's family, at first. But Northup had been able to compose a letter while aboard ship, and a kindly crew member agreed to post it once they reached New Orleans. This he did, and the letter, addressed to Henry B. Northup, a lawyer and childhood friend of Northup, was delivered later that spring, and certainly the attorney would have alerted Northup's wife to the fact that he had been kidnapped and was a slave, somewhere in the interior of Louisiana. Although there is information on the Internet saying that Northup communicated with his wife, there is no evidence that any of his letters were sent to her directly--she was illiterate (several legal documents were signed by her with an "X"). Perhaps Northup preferred writing to others, counting on them to pass the information on to her.

Besides the initial lack of knowledge as to Northup's disappearance, the family faced an additional dilemma: the loss of his income. Saratoga Springs, in those days, was very much a seasonal resort, and getting through the winter months was a hardscrabble situation. Northup had earned money in a number of ways: he labored on the construction of a new railroad between Ballston Spa and Troy (today's Zim Smith Trail follows part of the rail bed), he drove carriages taking visitors to the local hotels, and he sometimes played the fiddle at dances held in the area.

His wife, Anne, was busy with her lifelong occupation as a cook. She had honed her culinary skills as a young



Solomon Northup in his 1853 book *Twelve Years a Slave* used the above drawing to depict his reunion with Anne and his children

woman in the household of Rev. Alexander Proudfit, in Salem, New York. She later worked at establishments in Hudson Falls (then called Sandy Hill), and when the Northups relocated to Saratoga Springs, she worked at the United States Hotel, as Northup tells us, as well as at "other public houses of the place." Though she was earning money on her own, it probably was not enough to keep the family in the "comfortable circumstances" Northup says they had enjoyed. Worrying about money probably detracted from her concern for her husband's situation.

Anne was the daughter of William Hampton, an African American who had resided in Hudson Falls. Her year of birth is uncertain (calculations based on her age given in census schedules and other sources indicate she was born between 1798 and 1808). I received information--which I have been unable to verify--that she was born in the Finger Lakes region, but I feel it is more likely that she was born in Washington County.

As mentioned, as a young woman she cooked for Rev. Alexander Proudfit. As an adult she worked at several establishments in Hudson Falls--a coffeehouse run by

Continued on next page

Anne Northrup

Continued from previous page

Darius Sherrill, and also the Eagle Tavern, operated by John Baird. Both places enjoyed extra patronage when court sessions were held in the village. (In fact, at the time Northrup was kidnapped, Anne was over there cooking during the court season.)

She and Northrup were married on Christmas Day in 1828 (Northrup gives the year as 1829, but this is apparently an error, as more reliable sources place it a year earlier). They rented living quarters in the Fort House in Fort Edward (today's Old Fort House Museum, which maintains a "Solomon Northrup Room" suggestive of their residency there. Later they became farmers in Kingsbury. Then the move to Saratoga, probably around 1833.

In the spa city, one of the other places where Anne worked as a cook was the Pavilion Hotel. While working there during the summer following her husband's kidnaping, she somehow made the acquaintance of Madame Eliza Jumel (a frequent visitor to Saratoga). It seems an arrangement was agreed upon--Anne and her children would go to Manhattan and stay with Jumel at her mansion on the East River (the Morris-Jumel Mansion--today a historical site open to the public). Margaret would carry out household chores, and Anne would do the cooking. Jumel being a wealthy woman, we can assume that she paid for these services.

Daughter Elizabeth, about ten years old, went to Manhattan around the end of the summer of 1841. Anne and the other two children went a bit later. (Perhaps Anne wanted to finish out the busy season in Saratoga.) Elizabeth, Anne, and young Alonzo stayed with Jumel at the mansion, but Margaret was sent over to Hoboken, New Jersey, where she served as a playmate for a young girl related to Jumel. (Historians are appreciative of irony, and the difference between the accommodations enjoyed by his family, and the primitive slave cabin where Northrup dwelled at this time is not lost on me.)

This information is known to us, because, after Jumel's death, there was a drawn-out trial over her estate. (A man named George Washington Bowen claimed to be Jumel's illegitimate son.) Anne and Margaret (now Margaret Stanton) provided testimony via depositions, and Elizabeth (now Elizabeth Price) apparently was living in New York City and appeared in court). This was in the early 1870s, and all their memories had faded, particularly as to how long they were gone from Saratoga. However, it seems that Anne was with Jumel only about one year, presumably bringing her young son back to Saratoga with her at the end of that time. Elizabeth stayed with Jumel for two, possibly three years. Margaret had left Hoboken, and was lodged with an African American family in Harlem. The court testimony is vague on this point (Margaret

didn't recall much about the family she stayed with), but it suggests that Anne had some difficulty locating her younger daughter, but was eventually able to, and the family was once again together...except for the father. He would remain a slave in Louisiana until January 1853, when letters that had been sent to several parties (two of them in Saratoga) resulted in Henry B. Northrup traveling to Louisiana and bringing Northrup back to New York State.

We know that Anne was back in Saratoga by 1846, thanks to a document located in the Saratoga Springs Historian's Office (in the Visitor Center on Broadway). In a collection of original chattel mortgage records, there is one that shows that on March 26, 1846, Anne borrowed \$19.81 from one Benedict Clark. The mortgage lists the personal property she used as collateral, including "a bureau with glass handles, one French bedstead and bedding, one corner bedstead, four calico bed quilts, one [illegible] chest, and one cherry kitchen table." (Some of these sound like fancy items, and one wonders if they might have been gifts from the wealthy Jumel.) It is worth noting that the loan was sought around the end of the winter--the slow season in Saratoga--when probably numerous residents were struggling financially.

Sometime towards the end of the decade, the Northrups relocated to Glens Falls. Margaret had married a black man named Philip Stanton, who had previously lived there. Also, the family of African American barber John Van Pelt who had lived in Saratoga (acquaintances, perhaps, of the Northrups) had moved to Glens Falls. The 1850 Census has Anne listed as residing in both places, so perhaps 1850 was a year of transition.

In Glens Falls, the Stanton/Northrup family lived next door to the Van Pelts, and as Northrup wrote in his book, Anne was the head cook at a hotel run by Wait Carpenter. After his rescue in January 1853, Northrup rejoined his family, at Glens Falls. The 1855 New York State Census shows all the Stantons and Northrups living there. The property was just a few blocks from the hotel where Anne worked, and was also near the Glens Falls Feeder Canal,

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145	Phillip Stanton	30	m	all		Washington	1	8
	Margaret Stanton	29	f	all	wife	Washington	1	8
	Charles Stanton	21	all	all	child	Warren co		8
	Solomon Stanton	6	all	all	child	Warren co		6
	Blay Stanton	4	all	all	child	Warren co		4
126	Solomon Northrup	39	all	all		Essex county	1	2
	Ann Northrup	28	f	all	wife	Washington	1	8
	Alonzo Northrup	21	all	all	child	Washington		8

The entry for the Northrup family in the 1855 New York State Census



The Junel Mansion was one of the homes that Anne Northrup worked at as a cook. *Source: Library of Congress, Photo Archives*

Anne Northrup

Continued from previous page

which probably interested Northrup, given that he had previously worked doing repairs on the Champlain Canal, had traveled on the Erie Canal, and had navigated rafts on the Champlain Canal and Hudson River.

Though Northrup's occupation on the 1855 Census was "carpenter," in actuality he had been traveling about the northeast since the fall of 1853 (following the publication of his book). His lectures, as reported in newspapers, took him to various places in upstate New York, and also to Massachusetts, Vermont, and New Hampshire. In 1857 he was scheduled to speak in a town in Ontario, Canada, but an angry mob prevented it. Northrup's whereabouts and activities go unreported for the next few years, but by 1861 he reportedly was involved with the underground railroad in Vermont.

So it would seem that Northrup was mostly living apart from his family. After what he had experienced in Louisiana, it understandably would have been difficult for him to slide back into family life. He had his own agenda to pursue, and Anne, who had been supporting the family during his absence, had established herself as a valued employee at various hotels.

At some point, Anne began working (during summers, at least) at a hotel run by Hiram Wilson, in Bolton New York. This establishment was called the Mohican House and was right at lakeside, with a wonderful view across Lake George. The 1860 Census shows her as cook, in Wilson's hotel household. When she provided her testimony for the Jumel estate trial, she mentioned that she spent summers in Bolton. It is likely that she worked during summer seasons at the Mohican into the 1870s.

The Stantons and Northups left Glens Falls in 1864, relocating to nearby Moreau in Saratoga County. Philip

Stanton, Anne's son-in-law, took up farming, and it doesn't appear that Anne was working as a cook at this time. However, the 1870 census shows her to be a cook at a hotel in Hudson Falls--the Middleworth House, run by Burton Dennis. The New York State Census for 1875 lists her as a member of the Stanton household in Hudson Falls, No occupation is given for her, but Philip Stanton was identified as a baker.

Anne's death the following year was described in some detail in the Saratoga Sentinel of August 17, 1876. "Mrs. Northrup (colored) of Reynolds Corners [in Moreau, and where Stanton had done his farmwork] died very suddenly, August 8, at the house of Wm. Hamilton. Having washed the day before, she was preparing the clothes for ironing, standing by a table. About 11 o'clock she spoke of it being near dinner time, and partly settling back into a chair she expired immediately. She was the widow of the famous Sol. Northrup." The mention of her being a widow, as well as her marital status having been recorded as "now widowed" in the 1875 Census. are the only clues as to the time of her husband's death.

It seems likely that Anne was the glue that had kept the family together in the Saratoga/Warren/Washington County region. After her death the Stantons lived in Saratoga briefly, then relocated to Washington, D. C, and later to the Norfolk, Virginia area. Her son Alonzo had earlier moved to central New York, and daughter Elizabeth had married again, and lived in the Rochester area, the wife of George Thomas. Grandson Solomon Northrup Stanton moved to Omaha, Nebraska (for reasons unknown), and granddaughter Flora Stanton married a black physician and taught school in Virginia.

Anne, forced into independence due to her husband's kidnapping, seems to have adapted well. She was able to earn enough to support her family, appears to have been a sought-after cook employed by a number of establishments, and was a loving mother and mother-in-law.

The D & H Railroad Relo-

By Bruce M. Manzer, Ph. D.

After the Second World War many states, including New York, were taking a good look at modernization of their infrastructures, among them their transportation systems. Roads and railroads at that time largely reflected the economic and travel needs of the 19th century. The first railroad to reach Ballston Spa was the Saratoga and Schenectady in 1832. While there have been several passenger depots, the trackage had remained basically the same. The Railroad Relocation Project was designed to shift the existing tracks in the village to the east. There was also a highway component to the project whereby Route 50 northward from the village would be streamlined. In Ballston Spa the railroad came into the village from the south crossing East High Street, Eastern Avenue and then Milton Avenue proceeding to the station and then exiting the village from the north, again crossing Milton Avenue, after more than 20 grade crossings! Not only was this inefficient and unnecessary but dangerous as well as these grade crossings were frequently the site of accidents and deaths.

The Delaware & Hudson Railroad relocation project was a joint effort by the New York State Department of Public Works and the D & H Railroad to streamline railroad service and vehicular traffic through Ballston Spa. It was carried out over two years, 1949-1950. The New York State Department of Public Works in cooperation with the D and H Railroad developed plans for a \$9,225,000 project (the railroad paying 15% of the cost) which would relocate the railroad from about two miles south of Ballston and proceeding northward east of the village (bypassing it entirely). The village had by then lost much of its economic and tourist importance. The road north out of Ballston Spa (NY Route 50) would be improved drastically. At the time the route ran a curving, congested course after the Blue Mill Bridge running then north up Saratoga Avenue to the 'Dry Bridge' and then rejoining Route 50 near the Saratoga Performing Arts Center. The project was awarded to Collins Brothers Construction Company of Mechanicville in November of 1948. The work, begun in late 1948, was to be completed by January 1, 1951. At the time Mayor Leahy said, "... The project will facilitate and improve both

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The rail and road infrastructure of Ballston Spa prior to being revamped to fit 20th Century needs in 1950.

Source: Topographical Atlas of Ballston Spa, 1866

Project

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highway and railroad traffic in the community.” Leo Foy of the Chamber of Commerce commented that the project will prove to be one of the greatest boons to the rapid residential development of the community.

An early phase involved the rerouting of Route 50 northerly out of the village for vehicular traffic. A 24-foot wide concrete highway (with sidewalks) was laid southwesterly from East North Street to the junction of Milton and Saratoga Avenues. Intersecting streets were graded and paved. The road was then extended northward following the existing line of the railroad from East North Street to the end of the project. The final phase involved the opening of the new highway (Doubleday Avenue).

Some other early activity involved details of pipe line relocation; studies of creek bed location; plans for relocation of water and sewer mains; details of property lines, as well as the need of housing for the influx of workmen in connection with the project especially east of the village. Advertisements were run in the paper asking for volunteers to provide accommodations.

Nearly simultaneously railroad work was being undertaken. The process of laying track and constructing the necessary bridges began, over East High Street, Malta Avenue, and a large one over Kayaderosseras Creek. Further work involved installing signals, final ballasting of the new roadbed, and construction of the new passenger station on Columbia Avenue.

In August 1950 it was announced by the D & H that the new cut-off east of the village would be put into operation that month. Much work followed in the village, taking up tracks and changing the grade of crossings as well as taking care of the water mains and sewers. The existing passenger station was abandoned and except for a single track which served the freight station and local industries, the rails were taken up. The project caused the layoff of 28 persons (guards and gate operators) in the village.

Saratoga Springs followed a similar relocation project whereby the railroad tracks were relocated west of the city (eliminating many grade crossings) along with the erection of a new passenger station.

Many legal issues arose during the project – determination of the value of land taken by the State; suits for damage to property; water cutoff; sewerage relocation, etc.

As early as 1949 the village board discussed acquiring the old D & H passenger station for a public library and museum. But problems of its suitability and the cost of acquiring the property (\$8,000) led the proposal to languish.

As a point of interest, Doubleday Avenue received its name in a contest conducted by the Rotary Club in which forty-two pupils took part. It was suggested by Robert Clark, son of Mr. and Mrs. Frederick J. Clark of the village.

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Factoids

In 1878, a topographical representation of Palestine was constructed on the west side of Round Lake. It was about five hundred feet long and on a scale of two and a half feet to the mile. Called Palestine Park, it was built by Rev. W.W. Wythe who also built one in the Methodist camp at Chautauqua, NY. Visitors could wander from Mt. Lebanon to Galilee to Samaria, as well as a walled-in Jerusalem and envision the scenes they had read of in their bibles. The display costs \$12,000, a large sum for 1878.

In 1897, over 100,000 men rushed to the Klondike in search of gold but some men decided it would be easier to find it in Saratoga County. A group of Saratoga Springs men formed a syndicate and leased land in Greenfield and began to dig. The headline in the October 18, 1897 “Saratoga Eagle” read “Everyone Gone Gold Crazy” and sure enough, they found gold but it was only worth \$26.87 per ton.

The Proceedings of the Board of Supervisors for Saratoga County for 1852 contain the following report from the Superintendent of the Poor: “The highest number of paupers, at the same time, in our poor house during the year was 167, which was the month of July and November. The causes of pauperism of the persons who have been inmates during the year, as near as we could ascertain, are as follows: Old age, 22; cripples, 26; debauchery, 33; debauchery of parents, 34; intemperance, 100; destitute, 73; lunacy, 21; blindness, 6; sickness, 54; abandoned by parents, 3; vagrants, 9; orphans, 6.

In 1772 a small log church was built on the southwest corner at Academy Hill and in this first church in Saratoga County, Rev. Ball preached. (Rev. E.... Ball, founder of Ballston). The church was surrounded by a stockade and is often referred to as the Ballston Fort. Taken from *Grose's Centennial History of Ballston Spa*.