



Historical Highlights

Official Publication of the Sand Lake Historical Society

Volume 49, Number 4

Our 49th Year

Spring 2023

From the president

We have a big birthday coming up as the Sand Lake Historical Society turns **50** next year, 2024! In thinking about this really important anniversary, I had a couple of thoughts.

First, what we should do to mark the occasion? The Trustees have already begun kicking around a few ideas. We could sponsor several one-time events like a “super-duper gala” or maybe some of history-themed community activity. We’ve also possible discussed “legacy” initiatives, which will carry on after 2024, such as finally addressing our exhibit and collection space issues. And then there are operational improvements to make SLHS run better – which we’ve already begun putting into practice (such as enabling fully online membership renewal).

Another thought came from current trustee Doug Kelley (also one of the founding members of SLHS): let’s also recognize “the most recent” (not “last”) 50 years of Sand Lake history. What’s happened since 1974? We have a town park and a new town library and town hall. There was the July 14, 2021, flood as well as memorable fires at the 43 Mall and the Lakeview. We have sidewalks! And, of course, the “old Millers” became the “new Millers” and is now “the Hannaford” (or to some “Millerfords”). Feel free to make your own list.

Thankfully, from a historical society perspective, there’s also a lot that hasn’t changed – or at least many of our historic landmarks are pretty much intact. The Crooked Lake Hotel (Daley’s on Crooked Lake) is still there. The Glass Lake Inn is now Tighe’s Bistro Américain, [Old] Journey’s End is the Arlington House, and The Variety Store became Island Bob’s and then Young’s Pharmacy. There’s Crystal Lake / Crystal Cove, and **arts letters & numbers** in the old Faith Mills.

And that old town hall, in what originally was the First Presbyterian Church, is now a full-time, dedicated performance and gallery space -- the Sand Lake Center for the Arts.

If you have any thoughts, ideas, perspectives to share as we approach our 50th birthday, please let us know. It promises to be an exciting year. – *Peter Finn, President*

Nominating Committee Report

The Board of Trustees voted last year to increase the number of trustees to 15, in anticipation of increased activity as the Society approaches its 50th anniversary in 2024. In light of that action, the Nominating Committee recommended, and the Board of Trustees accepted, the following nominations for consideration by the membership at the annual meeting on **May 9**:

- 1 For three-year terms ending **5/31/2026**:
Wayland “Bud” Whitney to serve a second term; **Bob Katz** to replace Christina Codner; **Violet Glasser** to replace Jim Powers; and **Timothy Hoffay** to replace Michelle Mosher Schultz.
- 1 To fill vacant term expiring 5/31/2025:
Megan Konikowski.

The Sand Lake Historical Society wishes to thank Christina, Jim and Michelle for their service.

Elsewhere in this issue:

We’ll take a different kind of look back at the Troy & New England Railway, primarily from the perspective of contemporary newspaper articles.

Upcoming programs and events

1 **Tuesday, May 9: Rescheduled Program on the Rensselaer Glass Works, in conjunction with our Annual Meeting.** *Phil Bernnard* of the National Bottle Museum will join us to discuss Rensselaer Glassworks, which was one of Sand Lake's early industries (and gave us "Glass Lake"). Come learn about the history of the works, the workers, owners, and the technology of glassmaking in the 18th and 19th Centuries. Phil is asking attendees to bring any "Glass Lake glass" specimens they have, too. That evening also includes our *Annual Meeting*, featuring the election of new Trustees (info at right), and the annual reports to the membership.

1 **Sunday, May 21: Annual Fundraising Gala, at Arlington House. You've gotten on the trolley – the Troy and New England Railway – in Troy and are on your way to Sand Lake! It's a beautiful summer-like day. Maybe you're headed to the beach or to picnic at Crystal Lake or you plan a stay at one of the town's magnificent hotels. (Hey, is that Hazel Drew in the fancy hat staring out the window in the seat ahead of you?) You step off at Stop 22 in West Sand Lake at the Arlington Hotel ... and arrive at the 2023 Sand Lake Historical Society Gala!** This year's event

will be held at the Arlington House on Sunday afternoon, May 21st, from 1:00 to 5:00. In addition to food, drink, and conversation, this year's gala will feature a special recognition program. This will be buffet-style event (with cash bar). Tickets are \$35 for members, \$45 for nonmembers. Sponsorships also are available at the \$120, \$160, and \$200 levels. Tickets and information <<https://sand-lake-historical-society.square.site/upcoming-events>> Don't miss this highlight of the year!

1 **Tuesday, June 13: The Pretty Fantastic Mr. Fox** (with special guests). A program on Albert Rodmond Fox, industrialist, glassworks owner, State Senator, mover-and-shaker, and the Fox who gave us Fox Mansion. Learn more about one

of Sand Lake's early leaders and speculate on why we live in Averill Park and not "Foxboro."

Unless otherwise noted, programs are held at 7:00 p.m. in the Court Room of Sand Lake Town Hall, 8428 NY 66, Averill Park. Watch your email, the website and Facebook for any updates on programs!

Please note that programs typically are "live-streamed" and recorded and may be viewed online. Direct links will be found on our website as soon as we get same; click on "[Programs](#)" at the top of the home page. Or, go to the Town of Sand Lake website.

Past programs

February 14: East Greenbush Town Historian Bobbie Reno presented a program on Edmonia Lewis, noted American sculptor of mixed African American and Native American heritage, born right here in Rensselaer County.
March 14: postponed due to storm!
April 11: Covid-19 History Project Reports. Committee report and presentations and a sharing of experiences from the SLHS Covid History Project.

Marker and Town Cleaning Days!

SLHS members are planning a local service project to clean our historic markers during the second annual National Historic

Marker Day on Friday, April 29. Launched as a grassroots celebration by the William G. Pomeroy Foundation, a philanthropic organization based in Syracuse, the day brings people together to maintain local markers by cleaning them and providing an opportunity to celebrate and preserve history.

Many of our markers were restored last year, but weather and such can take their toll. We will carefully clean and inspect the markers, and we'll also try to clean up their immediate surroundings. Please email us if you'd like to help!

We will continue this effort as needed on Saturday, April 29, as our part of the annual ***Make Sand Lake Shine! Day***, the town-wide spring cleanup event. SLHS also will have a table at Butler Park to sell books, memberships and Gala tickets.



The Troy & New England Railway

In the Summer 2018 issue of *Historical Highlights*, we looked back to 1905, more or less, thanks to an article by Herbert A. Calkins, writing in *The Times Record*, Troy, N. Y., Thursday Evening, July 12, 1945. Calkins imagined what a ride on the Troy & New England Railway might have been like on a typical summer day that year!

For this article, we'll go back to old newspaper accounts. We'll also include related stories, along with other references and information taken from a terrific publication from about 50 years ago by two of SLHS's charter members! We'll do this chronologically!

1889

The Troy and Sand Lake Road.

OCT. 14.—Editor of the Troy Times: I think the prospects are favorable for building the railroad to Sand Lake. Since the first settlement of Troy there never has been offered the city by outside parties an enterprise of such great value to the city at so small expense as the Sand Lake railroad, which would increase trade and generally benefit the mills on the Wynantskill and Poestenkill and enable the large, rich agricultural territory to better supply the city with farm produce. Other roads to get to Troy would soon connect and business would soon be much improved. All mills that have to cart their supplies and outputs have now great difficulty to compete. The mills are near the city and in Rensselaer county, and three miles of the road would be within the city limits. All our citizens should subscribe for the stock, which would pay well, and the trade of Troy and value of property would be increased. WILLIAM ORR. — Letter to the editor, *Troy Daily Times*, October 14, 1889

1895

HAS STARTED A BOON

MANUFACTURERS TURN THEIR EYES ON AVERILL PARK

Since the Establishment of the Sandlake Road One Manufacturer Has Decided to Increase His Factory, and a Collar Concern May Locate There—Superintendent Smith Inspects the Road and is Pleased,

The finishing touches are being made to the Troy and Sandlake railroad and there is no reason why it should not be in operation within a week.

It is the intention that the running of the first car over the road shall be the occasion of a demonstration. It will contain the officers of the road and a party of newspaper men.

THE ROLLING STOCK.

The rolling stock is in perfect order and the cars are handsome ones of the latest model, although somewhat longer than these used in cities.

There are several repair cars stationed at various points along the road, which are manned by a large force of workmen, who are placing the trolley wires on the poles. This work is about completed.

THE ROAD INSPECTED.

Superintendent Smith was at Averill Park yesterday afternoon on a tour of inspection and expressed (himself as well pleased with the manner in which the work is progressing.

He is engaged at present in making out a time table. The intention is to run cars as rapidly and as often as possible.

MAMMOTH ROTARY PLOWS.

At the next meeting of the directors, the amount of fare which will be exacted will be determined upon.

Much trouble is anticipated during the winter from snow storms and several rotary plows of the greatest strength and power will be added to the road's equipment. They will be started out to clear the tracks at the first approach of a storm and every precaution will be used to hinder a tie-up no matter how temporary.

FEELING THE EFFECT.

Sandlake is already beginning to feel the boom consequent to the building of the road. One of the knitting mills has already contracted for an addition to its plant and a Troy collar and cuff firm is considering seriously the advisability of establishing a branch factory near Averill Park. With the road in operation, manufacturers will have the same advantages of shipping and receiving freight as if it were on the line of a steam railroad. — *THE [ALBANY] ARGUS*: FRIDAY MORNING.

SEPTEMBER 13, 1895

TO RUN CARS SUNDAY

SAND LAKE ROAD COMPLETED TO WEST SAND LAKE.

The Men Are Hustling to Get the Trolley Wires in Shape—The Vestibuled Cars for Winter Use Have Arrived — The Summer Cars Will Seat Ninety People—Boys Coast on the Hand Cars.

Work on the Troy and Sandlake railroad is progressing rapidly. Track from Albia to Wynantskill has been surfaced and lined. The balance of the track is ready to receive cars as far as West Sandlake.

TO RUN SUNDAY.

Sunday the first cars will be run on the road to West Sandlake, providing the linemen finish the trolley wire to that distance. Judging from the way the men are hustling things at present that amount of work will be accomplished.

VESTIBULED STREET CARS.

The first vestibuled street cars that have been seen in this city arrived here last week. They will be used on the Troy and Sandlake railroad. The cars have a seating capacity of ninety persons.

Three open cars will be run as long as the weather permits.

The cars are specimens of fine workmanship. *[Ed. note: The car shown on this page, #6, was the first – and last – to run on the line. It is a “winter” car.]*

Track is laid to within a mile of Averill Park. All the track used has to be carted on trucks from the yard in Brunswick to its destination. The trucks are propelled by horses. It takes from two and a half to three and a half hours to draw the loaded trucks to where the laying of the track is continued. When the cars are unloaded they are sent down the track at a great speed, and it takes them fifteen minutes to reach the yards, while it took them about three

and a half hours on the trip the other way. The cars are run by gravitation, there being grade enough to keep them going.

BOYS COAST ON HAND-CARS.

For the past three weeks it has been the custom of the boys, after working hours, to push one of these cars to West Sandlake and return on them to the yards at lightning speed. As the result of this custom, two of the trucks have been broken, thus causing considerable annoyance to the railroad people.

THE BOYS WALKED BACK.

Last Tuesday night the boys gathered in the yard for the purpose of enjoying their usual pastime. They pushed the car to West Sandlake and started to come down, when one of the assistant superintendents interfered and asked them what they were doing with the car. The boys made some evasive remark, and when Mr. Assistant Superintendent produced a chain and lock and locked the car, the boys sent up a howl. But the howl didn't break the chain and lock, and the boys had to "hoof it" to Albia again, much depressed in spirits and vowing vengeance on the super.

The boys reached Albia in the "wee sma" hours of the morning.

A modern saying, that "A good thing needs pushing," was verified in this case, but the boys when they do "push" they don't "push" as far as West Sandlake any more. – *THE [ALBANY] ARGUS: MONDAY MORNING. SEPTEMBER 16, 1895*

OPENED TO THE PUBLIC

THOUSANDS MADE THE TRIP TO SAND LAKE.

It is Estimated That Ten Thousand Were Carried—Cars From the Troy City Road Had to be Pressed Into Service—Stockholders and Official Banquet.

Although the new Troy and Sand Lake road was officially opened Saturday afternoon, the road was not thrown open to public travel until yesterday.

Saturday afternoon a number of officers of the road made a trip line, their car running to within Averill Park.

STOCKHOLDERS' BANQUET.

There were about forty-five persons aboard, including many of the stockholders. When the car reached the point where the road was still incomplete stages were secured and the party

continued on to Averill Park where there was a banquet and music by the Troy Cadet band.

The return trip was made in the evening, the party reaching Troy at eight o'clock.

A GREAT PUBLIC INSPECTION.

The opening of the road to the public yesterday was one of the most interesting events that has taken place here in years. It seemed as if everybody turned out, and the opening assumed the nature of a great public

inspection of the new enterprise, for never before in the history of street railroading in this vicinity had the people taken so much interest in the opening of a new road.

The people simply flocked to Albia. From the time that the first car started on its journey from Albia at 8:10 o'clock yesterday morning until the road was closed for the night, every car was crowded.

It is estimated that 10,000 people made the trip.

COULDN'T ACCOMMODATE ALL

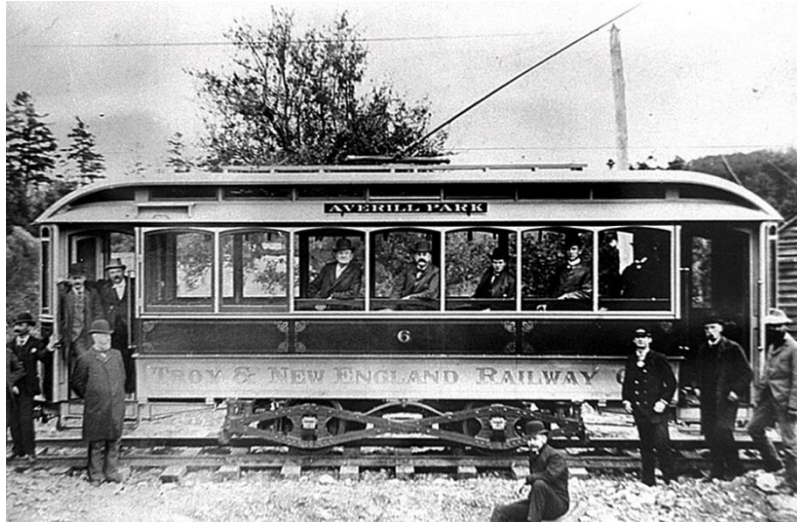
The company had constructed nine new cars, each with a seating capacity of ninety. It was supposed that these cars would be sufficient to accommodate the people, but it soon became apparent that this was a mistake. Early in the day Superintendent Smith, of the Troy City road, took in the situation and immediately pressed into service every available car belonging to the Troy City road.

Even with the extra accommodations it was impossible to carry all the people as fast as they arrived.

THE NATIVES ASTONISHED.

West Sandlake and the rural homesteads along the line were thrown into a state of unwonted activity and excitement, and the natives were given material to talk about for the next six months.

More people visited Sandlake yesterday than had been seen in that little hamlet during any entire week before. – *THE [ALBANY] ARGUS: MONDAY MORNING. OCTOBER 7, 1895*



MOTOR CARS WRECKED

A SERIOUS COLLISION ON THE SAND LAKE ROAD

It Took Place on a Switch—Motorman Joseph Weaver, of Lansingburgh, Was Injured and Two Cars Were Smashed—The Wrecking Car Was Necessary to Clear the Tracks—How It Happened.

There was a collision on the Troy and Sandlake road early last evening in which one man was quite badly injured and two cars were partially wrecked.

The accident took place on a switch, and as nearly as could be learned last night it was due to the miscalculation of a motorman as to distance and the rapidity with which the two cars were running.

HOW IT HAPPENED.

The collision happened just below the power house at West Sandlake.

The motor car in charge of Joseph Weaver, of Lansingburgh, was on its way to Sandlake. There were only a few passengers aboard. The car reached the switch near the West Sandlake power station shortly after 5:30 o'clock and had to wait on the switch for car No. 4 from Averill Park.

After a delay of nearly fifteen minutes car No. 4 appeared and started to run in on the switch. Then, it is said, that Weaver did not wait for No. 4 to pass from the main line entirely upon the switch before starting his car.

THE COLLISION.

The result was that his car caught No. 4 about in the center of the side. There was a crashing of glass, the rending of timbers and the shouts of frightened passengers and both cars came to a standstill.

The wreck was quite a serious one. No. 4's side was stove in, and the windows broken, while the front vestibule on Weaver's car was wrecked. The trolley wire was torn down and both cars were thrown from the tracks.

MOTORMAN WEAVER INJURED.

Motorman Weaver was the only man injured. He was thrown from his car with considerable violence and was afterwards found unconscious.

Not knowing how serious his condition might be, a number of men carried him to Donovan's hotel nearby and a physician was summoned. It was found that while he had been badly bruised no bones were broken and he will recover.

THE WRECKING CAR SUMMONED.

The wreck delayed traffic on the road for some time. An effort to clear the track proved fruitless, and it was necessary to send for the work car, which was used as a wrecking car. The track was finally cleared and traffic resumed.

ANOTHER VERSION.

Another version of the accident is to the effect that Weaver's car in passing the switch ran up on the wrong track, or the one on which No. 4 was standing, and that the accident was owing to the fact that the switch had been thrown the wrong way. -- *THE [ALBANY] ARGUS*: TUESDAY MORNING. OCTOBER 15, 1895

1896

At Averill Park.

Special Correspondence of the Troy Daily Times.

Averill Park, June 26.—The Land Company sold Wednesday to B. M. Clum, a corner lot on Orient avenue for \$300.



The young people of the Fifth Avenue Methodist Church, Troy, enjoyed a happy day picknicking in the groves yesterday.

The hotels are filling with guests. Landlord Joe Gabler has a brigade. All rooms of the Park hotel are taken. Among the many guests there are L. English and family, Troy; J. Payne and family, Troy; William Kipp and family, Albany; J. Holland and family, Boston, also rabbi Noth and wife, of Troy. -- *THE DAILY TIMES*. TROY, N. Y., FRIDAY AFTERNOON, JUNE 26, 1896.



AVERILL PARK.— ...Benjamin Clum's hotel is nearing completion...

Hotels and boarding houses are going into winter quarters and will make ready to accommodate trolley parties... —The efforts of the Land Improvement Company, as also the Railway company, have been appreciated, and it only needs a more liberal policy on the part of the railway company, in added comfort by an even track and a cheaper fare, to make Averill Park a most desirable place to visit... -- *TROY DAILY TIMES*, SATURDAY AFTERNOON, SEPT 08, 1896

1900

TROY AND AVERILL PARK.

Steps Taken by the Troy and New England Railway to Improve the Service—A Proposition to The United Traction Company—To Lease or Compromise.

At the meeting of The United Traction Company's executive committee Saturday afternoon a communication was submitted from the Troy and New England Railroad Company, with a view of improving the railroad service between Troy and Averill Park. Offers and overtures had been made by The Troy and New England Railroad Company for a through service between Albany and Troy to Sand Lake, but for some reason The United (Traction Company had held off from accepting. The communication Saturday was twofold, suggesting a traffic agreement to procure through service or a perpetual lease. It is also understood that The Troy and New England Company has hinted or threatened a connection between the terminus at Albion and the terminus of the Stillwater and Mechanicville

Railway. With these possibilities in view the directors of The United Traction Company are giving heed to the requests of the Troy and New England Railroad. A competing line is not desired by The Traction Company.

A director of the Troy and New England Railroad said this morning that the Troy and New England Railroad desired better connections and would obtain them one way or another. A member of the executive committee of The Traction Company said the communication, submitted Saturday by the Troy and New England Railroad had been considered, but thus far no conclusion had been reached. There are several capitalists who are interested in both The United Traction and The Troy and New England. Railroad Companies. They fear a competing line by outside interests. For this reason it is thought that an agreement for through service or a lease of the Troy and New England Railroad to The United Traction Company may be made at an early date. -- *TROY DAILY TIMES*, MONDAY AFTERNOON, JUNE 18, 1900.

1901

The certificate of incorporation of The Troy, Rensselaer and Pittsfield Railroad Company was filed with the County Clerk this afternoon by attorney Anthony P. Finder. The certificate was signed by Edward F. Murray, Rice C. Bull, James W. Donnelly, Frank & Black and Joseph C. Beban. The first three are connected with The Troy and New England Railroad Company, the tracks of which are to be extended.

The number of years the corporation is to continue is ninety-nine. The road will build a high speed railroad to be operated by electricity, cable or other approved power...

The Route.

The railroad is to be built, maintained and operated from a point in Troy to its eastern boundary, thence through the towns of Brunswick, North Greenbush, Poestenkill, Sand Lake, Nassau and Stephentown, in Rensselaer County, and, the town of New Lebanon to the state line (Pittsfield).

The road is also to be operated from a point in Troy south through North Greenbush, through Bath-on-the-Hudson and Rensselaer to the Hudson River. The terminus are Troy and Pittsfield.

The Lines in This City.

It is proposed to run from Franklin Square down Fourth Street, to Mill Street, to Spring Avenue, to a point between Excelsior Avenue, to Kinney Street, to Ford Street, to Ranken Street, to Billings Avenue, to the Troy and New England Road at Albia. It is also proposed to run from a point to Troy, probably Spring Avenue, south to Bath-on-the-Hudson to a point near the Central-Hudson tracks at Mineral Street and Central Avenue, to Tracey Avenue, to Broadway, thence to the northerly line of the city of Rensselaer; also in Bath along Washington Avenue, ' to Third Street to Catharine Street, to Rensselaer, to First Street, to East Street, to Second Avenue.

Branch lines.

This road contemplates a branch from some point at Chatham to Lebanon Springs, as the summer resort business would yield considerable revenue. It is possible that arrangements will be made to include the Lebanon Valley Railway and to continue the third rail system to Bennington, Vt., over this old bed.

It is also intended to make a branch from the Troy and New England division at West Sand Lake to connect with the

Troy and Rensselaer division. This would shorten the route to Albany from eastern points.

The capital stock.

The capital stock of the company is \$350,000, divided into shares of \$100 each, ' all of which is common stock. The road will be thirty-five miles long.

The principal office will be located in the city of Troy. -- *THE TROY DAILY TIMES* (date unknown) 1901 [*Ed. note: The above proposal, of course, failed to materialize, like the original proposal that gave its name to the Troy & New England Railway.*]

1902

TROY AND AVERILL PARK.

Amusement.

—One of the prettiest stretches of country in this part of the state is that which the cars of the Troy and New England Railroad traverse on their trips to and from Averill Park. The road winds across level strips of farm land, through forests, across picturesque streams, by attractive residences, along pretty country roads and past some of the prettiest rural beauty spots. In Rensselaer County, Averill Park is an ideal summer resort. It is in the midst of handsome trees, on a slight rise of ground and is swept by the cooling breezes of the Hudson valley. Around and about the place are beautiful hills and a number of fine bodies of water, where the fishing and boating are unexcelled. Sand Lake has long been a favorite resort for fishermen, and many go there to explore the beauties of its wooded shores in rowboats on pleasant days. The park in the village is a fine pleasure resort. Concerts are given daily by Doring's Band of



Pine Grove and Pavilion, Averill Park, N. Y.

this city, and there is dancing in a handsome pavilion afternoon and evening. One of the popular features of the place is the music every Sunday afternoon, when many people from the surrounding country journey there to get away from the heat and to recreate in pleasant surroundings. Doring will give a concert at the park to-morrow afternoon. Cars run to Averill Park every fifteen minutes. Following is the program to be rendered by Doring's Band at the park to-morrow afternoon: March, "Fellowcraft." Smith; overture, "Martha," Flotow; "Entre Nous," Waldteufel; selection, "Faust" Gounod; Intermezzo, "The Scent of the Rose," Loraine; selection from "Florodora," Stuart; "Amaranthm." Guilder; "In Venice," Reubens; Hungarian Fantasia. Tobanl; intermezzo. "Sesame." King; "The Ballet Girl." Bendix; march, "Our United Emblem," Brown. -- *THE TROY DAILY TIMES*, SATURDAY AFTERNOON, JULY 5, 1902

1907

ANOTHER ROAD TAKEN OVER BY DELAWARE & HUDSON

Transfer of Troy and New England Line Consummated and Loree Elected President.

The franchise and all obligations of the Troy and New England railroad were last week turned over by Edward F. Hurray, acting under an order of the court, to the Delaware and Hudson Railroad company. By that act Mr. Murray ceased to be receiver for the company, and by subsequent action he and all the old directors of the company placed their resignations in the hands of the new owners, Mr. Murray also retiring from the presidency.

The resignations accepted were those of Uri Mallry, William P. Dalton, James Farrell, James W. Donnelly, David B. Plum and John W. Jones, and in their places L. F. Loree, C. S. Sims, Axel Ekstrom, Edgar S. Fassett, C. E. McKim and Thomas B. Dixey were elected.

L. F. Loree was subsequently chosen president of the Troy and New England, C. S. Sims, vice president; James McCredle, treasurer, in place of Rice C. Bull, who resigned.

This means that the Troy and Troy and New England has ceased to exist as an independent trolley company and is a part of the Delaware & Hudson system of which Mr. Loree is president.

It will be operated through the United Traction company with Mr. Fassett as general manager and as soon as possible the United Traction lines and the Troy and New England will be connected and through service from Averill Park to all parts of Troy and Albany will be established.

"This may take considerable time, and, it was said yesterday, that it will depend upon the completion of the new power station being built at Mechanicville. That work may not be finished until late in the summer, but as soon as it is finished the power for the Troy and New England will come from there, with possibly, a sub-station at Albia. – *GLENS FALLS DAILY TIMES*, MONDAY EVENING, JULY 8, 1907.

[Ed. note: We will continue this in the Summer issue of Historical Highlights!]

Adam and Catherine Blake honored in Albany

On April 6, Steuben Street, running off North Pearl Street in Albany at the former YMCA/Steuben Athletic



Club (now the Blake Annex – an office & coworking space for nonprofits) and near the Kenmore Hotel, was renamed “Adam & Catherine Blake Way” in honor of the couple who first ran the Kenmore.

Averill Park has a connection with Adam Blake, Jr.. As we noted in the Summer 2018 issue of *Historical Highlights*,

Blake ran the Averill Park Hotel while the Kenmore was being built. An 1879 newspaper ad for the Averill Park Hotel also noted that the hotel was “Ten miles from both Albany and Troy. Seven hundred feet above the waters of the Hudson. Park of forty acres, extensive lawns, large shade trees, and beautiful groves. Fine driving, boating, fishing and mountain air. Daily stage from Troy House, Troy, and from the Kenmore, Albany’!

SLHS online

Find us on Facebook: [facebook.com/SandLakeHistoricalSociety/](https://www.facebook.com/SandLakeHistoricalSociety/)! Get up-to-date news on meetings and events, along with other items of interest from us and from other places and groups in the Capital District. And you might see things you won’t see in our newsletter or on the website!

Also on Facebook is **Sand Lake (NY) History**, a private, focused and moderated *group* allowing group members to share information and to ask or answer questions about our Town’s history.

And we’re on the web at [sandlakehistory.org/](https://www.sandlakehistory.org/)!

SLHS member notification list

Those of you who have shared your email address with us should be familiar with our list called “slhs-members@googlegroups.com.” This is an *announce-only* list to quickly get word to members regarding cancellations, postponements and/or program reminders; it is *not* a discussion list. Postings generally run about 1-2 per month, and you can always opt out (although we hope you won’t).

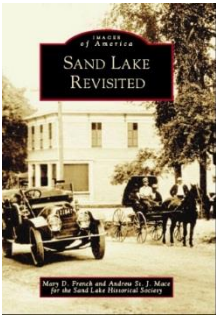
We would love to add members whose email address was not on file; just let us know. It’s our best chance to get important news out quickly (such as the postponement of our March 14 program)! This list supplements notifications on the School Closing Network (local TV stations and newspaper websites) or on our Facebook page and website.

Officers and Trustees 2022-2023

Officers: *Peter Finn (2025)*, President; *Holli Boyd-White (2024)*, Vice President; *Rebecca Hoffay Klimek (2025)*, Recording Secretary; *Ann Winnicki (2025)*, Corresponding Secretary; *Wayland Whitney (2023)*, Treasurer.

Trustees: *Alicia Clark (2025)*, *Christina Codner (2023)*, *Eva Juliette Dacier (2025)*, *Linda J. Henchey (2024)*, *Doug Kelley (2024)*, *Rebecca Hoffay Klimek (2025)*, *David Neubauer (2025)*, *David Post (2024)*, *Jim Powers (2023)*, *Michelle Mosher Schultz (2023)*. Currently, there is one vacancy.





<https://sandlakehistory.org>

E-mail: sandlakehistory@aol.com

Historical Highlights 49:4

Andrew Mace, Editor/Publisher



FORWARDING SERVICE REQUESTED
ADDRESS SERVICE REQUESTED
Sand Lake Historical Society
Post Office Box 492
West Sand Lake, New York 12196



Gala tickets online at <https://sand-lake-historical-society.square.site/upcoming-events>



Sand Lake Historical Society
Membership Application/Renewal 2023-24
2023 Gala Ticket Purchase

Join or renew online at sandlakehistory.org/join

or scan the QR code →→

OR:

(Please print clearly)



Date _____ New Member Renewal Fundraiser

Name _____

Address _____

Phone _____ E-mail _____

\$3 per Student (13-22) _____ \$10 per Individual _____ \$15 per Family _____

\$100 per Lifetime (Individual) _____ \$150 per Lifetime (Family – two persons) _____

Number of member tickets to 2023 Gala _____ @ \$35 = _____

Would you prefer to receive our newsletter via: Email or Postal Mail (check only one)

Do you have any particular historical interests or expertise? If so, please let us know.

Grand total enclosed: \$ _____

Please make checks payable to *Sand Lake Historical Society*

Mail to: Sand Lake Historical Society, PO Box 492, West Sand Lake, New York 12196

NOTE: Memberships run from June 1 through May 31. New memberships will be good through 5/31/2024!

Spr. 23