

## Knox Trail Inconsistencies

Inconsistencies in accounts of the Knox Trail from the Waterford Knox Trail Marker [No. 18], south to Albany.

Compiled by Gary L. Heinmiller  
Feb 2020

### References:

#### 1. Knox Diary

[https://www.masshist.org/database/viewer.php?item\\_id=463&mode=transcript&img\\_step=20&pid=15#page20](https://www.masshist.org/database/viewer.php?item_id=463&mode=transcript&img_step=20&pid=15#page20)

and Harvard Illustrated Magazine, Volume 1, pages 146-152

<https://books.google.com/books?id=XhkUAAAIIAAJ&pg=PA150&lpg=PA150&dq=%22Sloss%27s+ferry%22&source=bl&ots=OPWxnc0RQr&sig=ACfU3U1XJwfjO53zDi4MmWTOtISb-GgNeA&hl=en&ppis=e&sa=X&ved=2ahUKEwiui4jpkNHnAhXFwFkKHai-BA4Q6AEwAXoECAkQAQ#v=onepage&q=%22Sloss's%20ferry%22&f=false>

#### 2. Ye Cohorn Caravan: The Knox Expedition in the Winter of 1775-76, pages 72 & 73 [page 40 of website]

<https://morriswett.contentdm.oclc.org/digital/collection/p15766coll2/id/98/rec/24>

or <https://morriswett.contentdm.oclc.org/digital/collection/p15766coll2/id/98/rec/24>

#### 3. The Sexagenary, Or Reminiscences of the American Revolution, by John P. Becker, Simeon DeWitt Bloodgood, pages 31-33.

[https://books.google.com/books?id=CO0QAQAAMAAJ&printsec=frontcover&source=gbs\\_ge\\_summary\\_r&cad=0#v=onepage&q&f=false](https://books.google.com/books?id=CO0QAQAAMAAJ&printsec=frontcover&source=gbs_ge_summary_r&cad=0#v=onepage&q&f=false)

#### 4. The Noble Train of Artillery: A Study Comparison of Current Doctrinal Concepts of the Mission Command Philosophy in History, by Thomas M. Campeau, Major, 2015.

<https://apps.dtic.mil/dtic/tr/fulltext/u2/a623628.pdf>

#### 5. Henry Knox's Noble Train: The Story of a Boston Bookseller's Heroic ..., by William Hazelgrove, page 143-144.

<https://books.google.com/books?id=M1TODwAAQBAJ&pg=PA143&lpg=PA143&dq=%22john+becker,+jr.%22+%22half+moon%22&source=bl&ots=TeIERZAwVk&sig=ACfU3U3AuvofNbL74WdtnwbqTwozHxIX8g&hl=en&ppis=e&sa=X&ved=2ahUKEwir5cCuleDnAhXRmHIEHSgVBKwQ6AEwAHoECAkQAQ#v=onepage&q=%22john%20becker%20%20jr.%22%20%22half%20moon%22&f=false>

#### 6. Hudson River Valley Institute

<https://www.hudsonrivervalley.org/knox-trail>

[The History of the Knox Cannon Expedition - 1776](#)

[General Henry Knox - A Brief Biographical Sketch](#)

[The Monument Designs - New York and Massachusetts](#)

[The Knox Trail - Monument Locations](#)

[UPDATED 2017 guide to the location of the New York Monuments \(with quotes and coordinates\)](#)

[Interactive Google Map of the route](#)

[Conservation and Restoration Projects](#)

[The 1776/1976 Living History Reenactment](#)

[A Bibliography of Sources for Further Study](#)

[Massachusetts Historical Society's Henry Knox Manuscript](#)

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There are several accounts of the Knox Cannon Trail which relate its circumstances and route from Waterford [Fort Half Moon] and southward to Albany.

There are three Markers / Panels commemorating the Knox Cannon Train crossing the Mohawk River, two of which conflict with Knox's Diary, which relates that it crossed at Sloss / Klaus / Dunsbach Ferry. See map on page 8.

By way of background, Major Thomas M. Campeau in his study relates on page 56 that "Below is an estimated movement table of what Knox's Noble Train of Artillery might have looked like, based off current information and research."

Major Campeau writes that "At its longest length Knox's expedition would stretch over five miles long and be organized into five separate movement serials [groups]. For this statement he cites Knox's Diary – 12 December 1775, but there appears to be no such mention in Knox's diary to this effect.

On page 55 of this thesis Major Campeau notes in his footnotes: "The term serial is being used to better explain the movement, Knox references the word "group" from his journal [Diary] to explain how the teamsters organized the movement. The teamsters also did not want no more than 17 artillery pieces per serial for better control. Drew, 128."

Also on page 55 of the Major's notes: "Henry had the 13 heavy guns comprise **the first serial to set the pace of the movement.**" For this he cites "Frothingham, 144." [Frothingham, Richard. History of the Siege of Boston and the Battles of Lexington, Concord, and Bunker Hill. Boston: Little and Brown, 1851. – may be viewed at <https://ia902705.us.archive.org/10/items/historyofsiegeof02frot/historyofsiegeof02frot.pdf> ] In this book I can find no reference that "Henry had the 13 heavy guns comprise the first serial to set the pace of the movement."

On page 57 of his thesis Major Campeau records his "Estimated Formation of Knox's Expedition Serial 1 through 5.

For Serial No. 1 he records:

Serial #1				
12 Soldiers				
7 x Iron 18 Pounders	7 x sleds	14 x yoke	7 x teamsters	(Becker Sr. and Jr. included)
4 x Iron 24 Pounders	4 x sleds	8 x yoke	4 x teamsters	
1 Brass 18 Pounder	1 sled	2 yoke	1 teamster	
1 Brass 24 Pounder	1 sled	2 yoke	1 teamster	
Serial Total:	13 Cannons, 13 Sleds, 12 Soldiers, 12 Teamsters, 26 Yoke			

On page 56 the Major notes: "John Becker Jr. recorded that he and his father were with the lead sled of the brass 18 pounder."

With the above background it has been written

1. That the heaviest cannons were in "Serial No.1" because they were slowest to move and were used to set the pace for the other 'Serials.'
2. That John Becker, Sr. and John Becker, Jr. were in "Serial No. 1"
3. That 'presumably' "Serial No. 1" was the lead 'Serial' and was the first one to attempt the Hudson River crossing at 'Fort Half Moon.'

This is inferred by the below where it is noted regarding "the ferry at Half Moon, where the first of his sleds attempted to cross on the ice."

Ref.

<https://www.hudsonrivervalley.org/documents/401021/1055071/TheKnoxTrailMarkerLocations.pdf/d57c6ac7-3cb1-4a39-b3c3-28a7a0b6bd66>

**No. 19 – At Crescent [Klaus's Ferry]** - Originally located at School 16, on the west side of State Route 9 between Latham and Crescent (Albany County). Now located on west side of State Route 9 about two miles south of the Mohawk River, immediately north of the Cinnamon Tree Restaurant and opposite Arrowhead Lane.

Context: The road indicated by this marker is not the one followed by Knox as he found his solitary way south on December 25th. Nor is it the road to the ferry at Half Moon, **where the first of his sleds attempted to cross on the ice.**

Here one of the first inconsistencies appears when the above refers to Marker No. 19 as being "At Crescent [Klaus's Ferry]." This may lead one to infer that the Cannon Train crossed the Mohawk River where the present Crescent bridge is located on Route 9. And Marker No. 19 is about 2 south of this bridge, whereas Klaus's Ferry [referred to as Sloss's in the Knox Diary] is about 2 miles west of the Crescent bridge [or 7 miles West of 'Fort Half Moon' as noted in the Knox Diary.



#### Dunsbach Ferry

<https://www.hmdb.org/PhotoFullSize.asp?PhotoID=459948>

In the second paragraph of the below sign it notes:

"Henry Knox crossed the ice at this site in early January 1776 on his trip to Boston [Cambridge] carrying 59



cannon[s] captured from Fort[s] [at] Ticonderoga [and Crown Point].”

However, Marker 19 of the New York State Knox Trail is placed at a location “Originally located at School 16, on the west side of State Route 9 between Latham and Crescent (Albany County). Now located on west side of State Route 9 about two miles south of the Mohawk River, immediately north of the Cinnamon Tree Restaurant and opposite Arrowhead Lane.”

Arrowhead Lane is 2 miles above [Northeast] of where Dunsbach Ferry Road intersects with State Route 9, which does not place the Marker on the route leading south from the ‘Klaus’s [Dunsbach] Ferry.

If the Knox crossed at Dansbach Ferry it would seem logical that the Knox Train would have headed south 1.5 miles of what was then the Dansbach Ferry Road until it intersected at what is now Route 9, Therefore Marker No, 9 begs the question of why was it placed 2 miles northeast of that intersection, unless someone felt the Trail crossed where the present Crescent Bridge is, or at the old Loudon’s Ford, of which there is no proof that it did so.

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Next develops the tale of how the Knox Train came to use the location of the ‘Klaus Ferry’ in the first place.

In the tale we again come across John Becker, Sr. and Jr. as recorded in Mr. Hazelgrove’s book . . . when the Knox Train attempted to cross the Hudson River at ‘Fort Half Moon.’

Henry Knox’s Noble Train: The Story of a Boston Bookseller’s Heroic ..., by William Hazelgrove, pages 143-144.

<https://books.google.com/books?id=M1TODwAAQBAJ&pg=PA143&lpg=PA143&dq=%22john+becker,+jr.%22+%22half+moon%22&source=bl&ots=TelERZAwVk&sig=ACfU3U3AuvofNbL74WdtnwbqTwozHxIX8g&hl=en&ppis=e&sa=X&ved=2ahUKewir5cCuleDnAhXRmHIEHSgVBKwQ6AEwAHoECAkQAQ#v=onepage&q=%22john%20becker%2C%20jr.%22%20%22half%20moon%22&f=false>

. . . Men and the animals scrambled away as cracks rippled out in all directions, one fissure leading to another, endangering the entire train. It was a nightmare that had haunted Henry Knox: his precious cannon plunging through the ice to the bottom of the river, lost forever. In seconds, John Becker, Sr., swung his axe furiously and slashed the ropes as the cannon plunged into the water with a loud gulp and settled to the floor of the Hudson. But Becker didn’t cut the animals – horses this time – free entirely, making one last-ditch effort: “With a desperate hope of overcoming the downward tendency and just as the cracking of the ice gave the alarm, the horses were whipped up into a full jump, but to no purpose. Becker tried to stem the fall of the cannon by lashing the horses to lunge ahead. He clearly risked the team of animals, but apparently the teamster knew that Knox could not afford to lose any cannon.

John Becker, Jr. wrote “The gun sank unfortunately, not in very deep water. The horses kept their feet and the rope was used to secure a buoy over the place where the cannon was lying and afterwards materially aided its recovery. The horses were cut loose, but luck had smiled once again on Henry Knox, John Becker’s quick thinking had allowed them to keep the line attached to the cannon, and the river was shallow where it had broken through. If the ropes had been slashed away entirely, and the river deep, there would have been little possibility of retrieving the cannon.

John Becker, Jr. revealed that no cannons could cross, and the party would have to find an alternative route. **“In this dilemma we had no alternative but to abandon the idea of getting on the east side of the river.** It began to rain, the weather was changing, and we were forced to retrace our steps in some measure and seek passage across the Mohawk.”

Knox was in Half Moon having dinner when he found out that the cannon had broken through the ice:

In the afternoon much alarmed by hearing that one of the heaviest cannon had fallen into the river at Half Moon ferry General Schuyler came and informed me just as I going to sit down to dinner . . . I immediately set out to Allen’s [a nearby farm] and went up to the Half Moon ferry where I reached at dusk and not hearing of the others and I caring that they would meet the same fate I sent off an express to Claus ferry about seven miles distant.

Knox was beside himself. He found the hole in the ice and his artillery train gone. He discovered that the teamsters decided to cross at another point on the river. Afraid that cannons will break through the ice again, he sent a message to the teamsters to take extreme “precautions which by his instructions he was bound to have done and by no means to attempt crossing where he was until I came.”

Knox was livid and blamed the men, not the weakened ice, for the accident. He clearly believed that if had been there, it wouldn’t have happened. He was frantic that the train might attempt to cross again without waiting until he could personally supervise the crossing, Knox promised the cannons to George Washington, and he was in agony that all might be lost. Knox was heading for the second crossing point when the messenger returned. “The express returned and informed me that they had all got safely over . . . I then sent another express to Mr. Schwartz [another teamster] to cross at Sloss as the ice was so much stronger there than at Half Moon, the usual place of crossing.”

Knox breathed a sigh of relief. John Becker, Jr., later wrote in his diary, "We reached the ferry . . . [and] crossed to safety." Disaster narrowly had been averted. Knox let the others in the train know that there were better places to cross than Sloss's, changing his mind again. Knox was paranoid now that the ice was not for crossing. John Becker, Sr., retrieved the cannon that sunk using oxen and horses on shore pulling ling lines attached to the cannon, The oxen and horses on shore hoisted the cannon back to the surface of the ice, dragging it the remaining distance across the ice to the shore. Becker could not have salvaged the cannon if the Hudson had been deep of if he had slashed the lines when it sunk. On this day, all Knox's cannons were accounted for,

The train made its way to[ward] Albany on January 5. . . .

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In Knox's Diary the above incident is recorded as follows [and then there are no entries in his Diary until he reaches Albany]:

[Page 17]

. . . In ~~much~~ the afternoon much alarm'd by hearing that one of the heaviest Cannon had fallen into the river

[Page 18]

At half moon ferry this Genl Schuyler came & inform'd me just as I was going to set down to Dinner I immediately sent out for A Slay & went up to the half moon ~~which~~ where I reach'd at Dusk & not hearing of the others & fearing that they would meet the same fate I sent off an express to **Sloss's ferry about 7 miles Distant** With a Letter to Mr. Schuyler Informing him of my excessive suprise Of the Careless manner in which he carried the Cannon over without taking those precautions which by his Instructions he was bound to have done & by no means to attempt crossing

[Page 19]

where he was untill I came -- the express return'd & inform'd that they had all got safely over -- I then sent off another express to Mr Swartz **to cross at Sloss's** as the Ice was so much stronger there than at half Moon the usual place of crossing --

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[Page 22]

. . . Sunday Jany ~~6th~~ 7th [1776] albany The Cannon which the night before last came over at Sloss's ferry . . .

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This same incident is also report by John Becker, Jr. as follows in this book, The Sexagenary, Or Reminiscences of the American Revolution, by John P. Becker, Simeon DeWitt Bloodgood, pages 31-33. As with the Knox Diary, John Becker, Jr. records nothing further of the progress of the Knox Cannon Train Trail until it reaches Albany.

Re:[https://books.google.com/books?id=CO0QAQAAMAAJ&printsec=frontcover&source=gbs\\_ge\\_summary\\_r&cad=0#v=onepage&q&f=false](https://books.google.com/books?id=CO0QAQAAMAAJ&printsec=frontcover&source=gbs_ge_summary_r&cad=0#v=onepage&q&f=false)

Our business, as I have already mentioned, was to transport the captured artillery. It was a seasonable supply, and we felt an unusual degree of interest in fulfilling our contracts. The pieces were apportioned to our respective companies. My father took in charge a heavy iron nine pounder, which required the united efforts of four horses to drag it along. Others had the heavy resistance of 18's and 24's to overcome, which required the exertions of at least eight horses. We had altogether about 40 or 50 pieces to transport, and our cavalcade was quite imposing. We travelled back towards Albany without accident, until we reached Lansing's ferry, on the Hudson. As the ice was not uncommonly strong, some precautions were taken to get across with safety. The method adopted was this: A rope forty feet long was fastened to the tongue of the sleigh, and the other end was attached to the horses. The first gun was started across in this way, and my father walked along aside the horses with a sharp hatchet in his hand, to cut the rope, if the cannon and sled should break through. In the centre of the river the ice gave way, as had been feared, and a noble 18 sank with a crackling noise, and then a heavy plunge to the bottom of the stream. With a desperate hope of overcoming its downward tendency, and just as the cracking of the ice gave the alarm, the horses were whipped up into a full jump, but to no purpose.

The gun sank, fortunately not in very deep water. The horses kept their feet, and the rope was used to secure a buoy over the place where the cannon was lying, and afterwards materially aided its recovery. **In this dilemma, we had no alternative but to abandon the idea of getting on the east side of the Hudson.** It began to rain, the weather was changing, and we were forced to retrace our steps in some measure and seek a passage across the Mohawk. **We reached the ferry of Mr. Claus the same day and crossed in safety. The next day we entered Albany.** Our appearance excited the attention of the Burghers. They were accustomed, it is true, to seeing fine artillery, as some well appointed armies had been encamped within the city. But this was the first artillery which Congress had been able to call their own, and it led to reflections not in the least injurious to our cause.



## CHAPTER VII.

The weather now became colder, and we crossed at the south ferry, without difficulty, or even apprehension. Some of the party here bought out, from some of their friends, the right, as they termed it, of carrying over the 18 pounders, and it was considered a good speculation. We received for drawing such, one and four pence a mile, and when we were detained by breakages, or other accidents, and laid by for repair, we received 15 shillings a day.

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At this point there is nothing reported to indicate the Knox Train was able to cross the Hudson River at 'Fort Half Moon,' but the route was diverted to the Klaus Ferry instead for the onward journey to Albany. As John Becker, Jr. writes above, **"In this dilemma, we had no alternative but to abandon the idea of getting on the east side of the Hudson."**

However, in the book "Ye Cohorn Caravan," the author feels that a crossing may have been made but give no details as to how this was affected. His report of the events at 'Fort Half Moon' and onward to Albany as related below with his accompanying map..

Ye Cohorn Caravan: The Knox Expedition in the Winter of 1775-76, by Wm. L. Bowne, pages 72 & 73 [page 40 of the website]

<https://morriswett.contentdm.oclc.org/digital/collection/p15766coll2/id/98/rec/24>  
or <https://morriswett.contentdm.oclc.org/digital/collection/p15766coll2/id/98/rec/24>

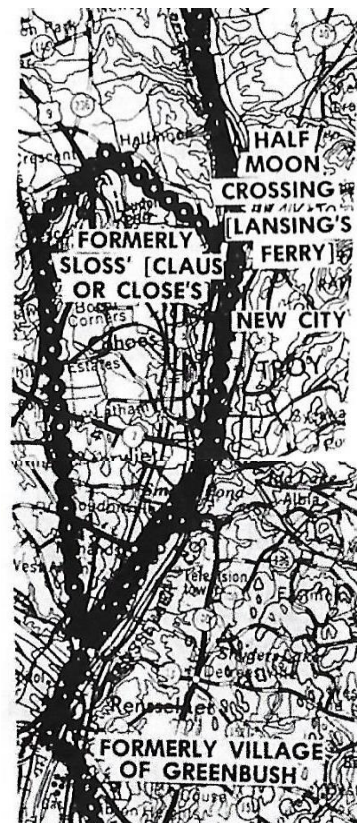
Note: The distance from Waterford to Dunbach's Ferry is 7 miles along the north side of the Mohawk River.

By following Route 4, the casual visitor will parallel the route used by Knox and his guns through Stillwater to the site of old Fort Half Moon where Knox's second crossing of the Hudson took place, and where he suffered the first "Drown'd Cannon" that forced those following to be diverted up the Mohawk to "Sloss's Ferry". A good view of the site of Lansing's Ferry, called by Knox "the usual crossing place", can be had from the road just south of the marker for the old fort. The modern traveler may choose to follow Knox by crossing the Hudson by the bridge at Waterford, then go

down through Troy to the Menands Bridge to cross the Hudson for the third time, or he may wish to follow the path used by the last part of the train by going up the old military road (Fonda Road) and along the bend in the Mohawk toward the site of "Sloss's" or, later, Dunbach's Ferry. In the latter case, the easiest crossing will be by the Route 9 bridge at Crescent, yet the I-87 bridge is closer to the original route.

The more critical visitor will want to back-track to the southern side of the Mohawk at Blaine's Bay Marina, which is as close as one can approach the original ferry landing. This can be found by using the Dunsbach Ferry Road. From here one may either follow the route of the guns south over Dunsbach Ferry Road and Old Latham Road to join the "Four river crossing" route near the I-90 Patroon Island Bridge, or use Knox's inspection route to see Cohoes Falls.

The "fourth" Hudson River crossing, and site of the second "Drown'd" cannon, was near the Dunn Memorial Bridge, at the foot of South Ferry St. From the City of Rensselaer (Knox's Village of Greenbush), the path followed a route later used to construct the roadbed of the Boston and Albany Railroad. Some traces of the road can be seen, and country roads can be used which take one close to and sometimes along the old trail.



On page 50 of his book there is a paragraph that tends to lend a mite of confusion of the Knox Trail route, as per the below:

present day Schuylerville. After passing through that village, then called Saratoga, they would move south across low rolling hills and along the edge of the river on the plain, through Stillwater and on to the usual crossing place at old Fort Half Moon, called the half moon crossing by Knox but also known as Lansings Ferry. After crossing the Hudson for the second time there, they would move south through the village then called New City, later to be known as Lansingburg and then in more recent times incorporated into North Troy. From New City they would go along through the district sometimes called Stone Arabia -- at the risk of confusion with that Stone Arabia where the battle of that name would be fought almost 5 years later -- but now the City of Troy, to cross a third time to Schuyler Flatts, the region now generally known as Menands. The fourth crossing would take place at Albany at what was then called the South Ferry, in the vicinity of old Fort Orange and near where the Dunn Memorial Bridge stands now. Knox has considered alternatives to avoid these crossings, at least in part, but has feared that the road between the Schuyler Flatts crossing and Greenbush (now the City of Rensselaer) would be unreliable, yet fearful that he might have to use boats to cross at Albany, and that there would be none sufficient to carry the heaviest cannon. The ice on the river has given him hope, provided his strengthening maneuvers proved successful and the cold remained with him.

In the above paragraph it notes that "After crossing the Hudson for a second time there, they would move south through the village then called New City, later to known as Lansingburgh."

What this paragraph does not say is they DID cross and 'move south.' John Brewster, Jr., records that **"In this dilemma, we had no alternative but to abandon the idea of getting on the east side of the Hudson."** John Brewster, Sr. and Jr. were in 'Series No. 1' of the Train, so all the remaining 'Series' would have crossed at Sloss / Klaus Ferry and then onward to Albany, presumed along the Loudon Road [which is in no one's account of the route the Cannon Trail followed], but is so marked by New York State with Markers No. 20 through 22 [i.e. Latham, Albany-Northern Boulevard & Albany-Riverview Park].

One oddity appears on the map shown in his book, being that maps shows as a route on both the East Side of the Hudson and also from the Klaus Ferry. Which, of course, begs the question of 'why are both routes shown' and what possessed him to draw the route in such a manner? From whence did he derive any documentary support of drawing the map in such a manner?

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## Historical Society of the Town of Colonie

### A Short History - Town of Colonie

[https://webcache.googleusercontent.com/search?q=cache:1vSx4QBwubsJ:https://www.colonie.org/departments/historian/historicalsociety/documents/publications/COLONIE1116A\\_online.pdf+&cd=39&hl=en&ct=clnk&gl=us](https://webcache.googleusercontent.com/search?q=cache:1vSx4QBwubsJ:https://www.colonie.org/departments/historian/historicalsociety/documents/publications/COLONIE1116A_online.pdf+&cd=39&hl=en&ct=clnk&gl=us)

John Campbell, 4th Earl of Loudon, commanded the British Army during the French and Indian Wars in the 1750s. Loudon's Ferry Road was constructed as a military road in 1756 using planks to support wagonloads of supplies moving north for the great siege of Fort Ticonderoga. Residents later named their hamlet [Loudonville] for Lord Loudon. During the American Revolution **this was the route used by American General Henry Knox to move cannon from Fort Ticonderoga** to drive the British out of Boston, assuring the first American victory of the Revolution.

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Map of Dunsbach [Klaus] Ferry to Albany

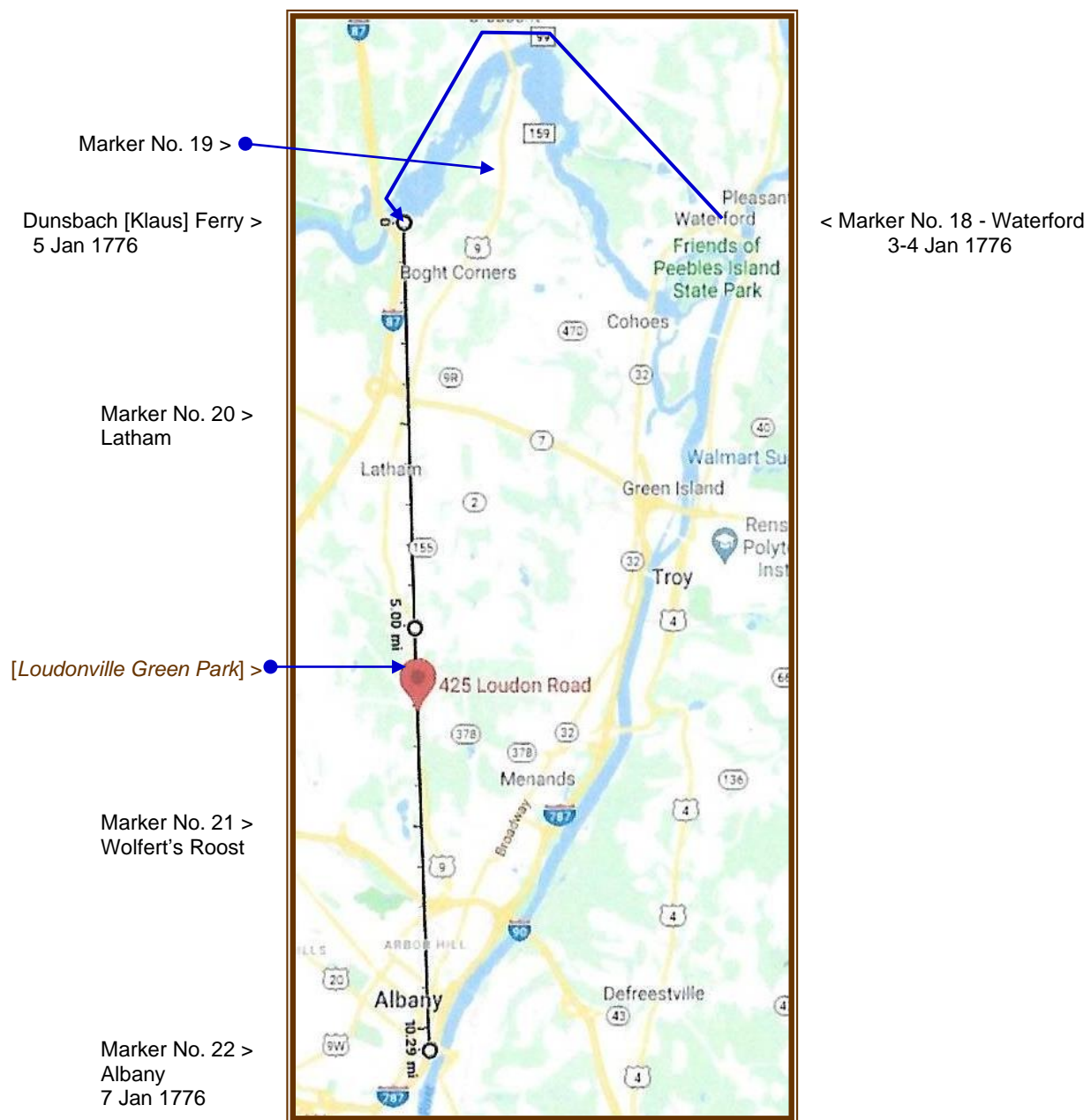
<https://www.google.com/maps/place/425+Loudon+Rd,+Albany,+NY+12211/@42.7142452,-73.7759538,12z/data=!4m5!3m4!1s0x89de0c072c370377:0x76f94c284d1e8f86!8m2!3d42.7038128!4d-73.7542312>

Notice how the serendipitous, coincidental straight line ["as a crow flies"] of the route leads from Dunsbach Ferry, down Dunsbach Ferry Road, down Loudon Road, through Latham, through Loudonville, through Albany/Loudonville at Northern Boulevard [Wolfert's Roost] and then into Albany [10.3 miles].

However, Marker 19 "At Crescent [Klaus's Ferry]" of the New York State Knox Trail is placed at a location "Originally located at School 16, on the west side of State Route 9 between Latham and Crescent (Albany County). Now located on west side

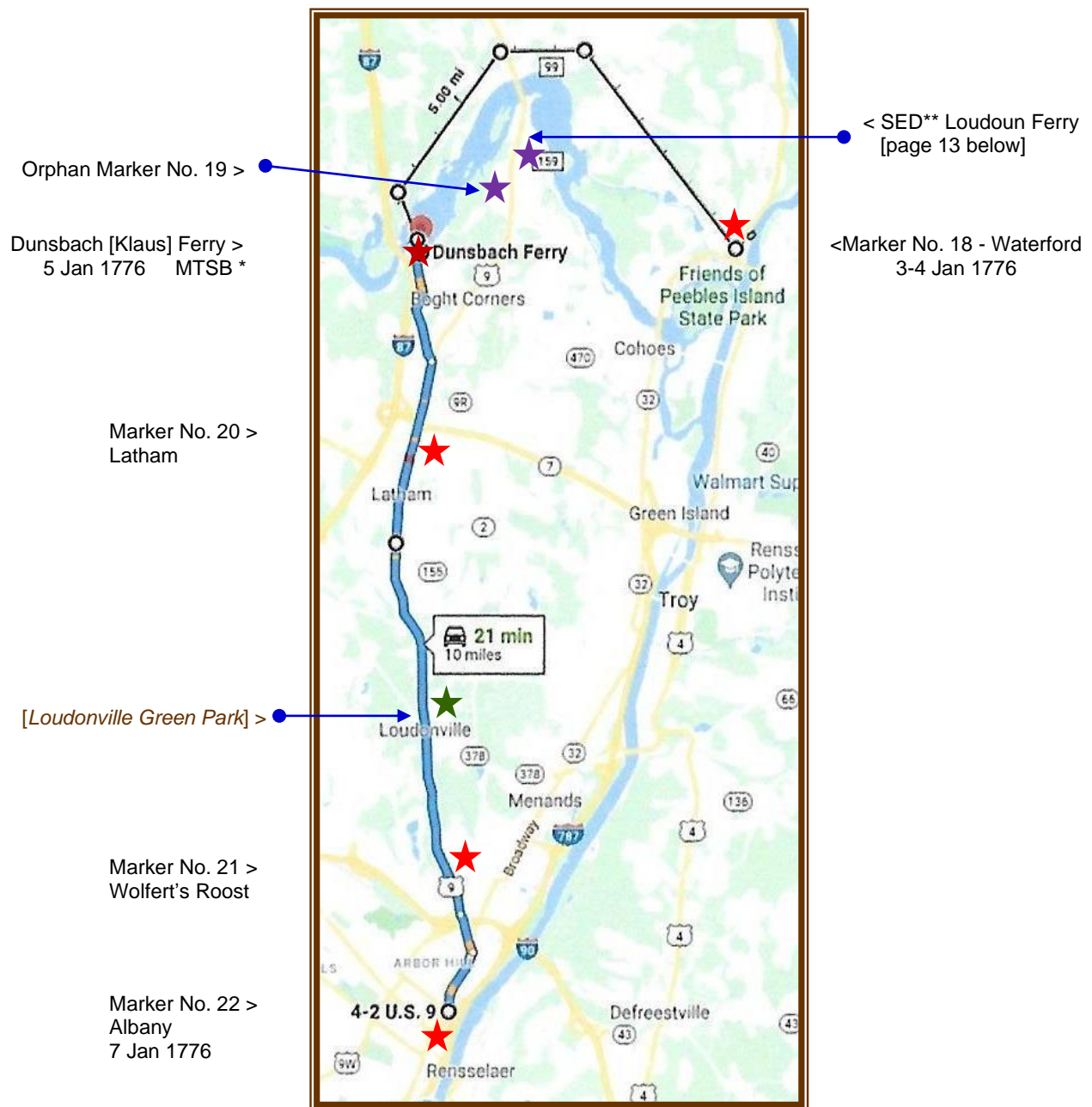
of State Route 9 about two miles south of the Mohawk River, immediately north of the Cinnamon Tree Restaurant [1254 New Loudon Road, Cohoes, NY] and opposite Arrowhead Lane.”

Note: The distance from Waterford to Dunsbach [Sloss / Klaus] Ferry is 7 miles, as described in Knox's Diary. I can find no historical reference to support the placement of Marker No. 19 where it is presently located.





Another view, along actual route from Dunsbach Ferry to Albany, from Google Maps as per the above map.

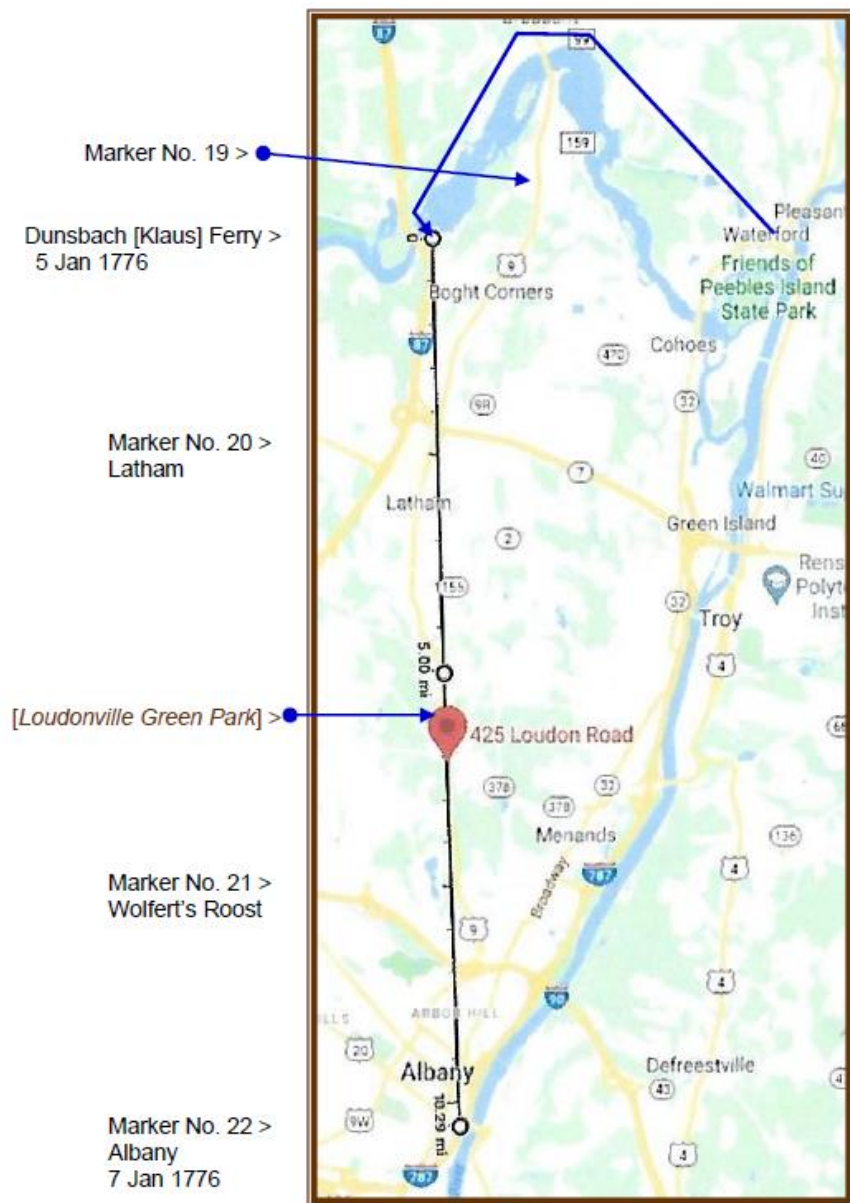


\* MTSB - Mohawk Towpath Scenic Byway – Interpretive Panel [see page 14]

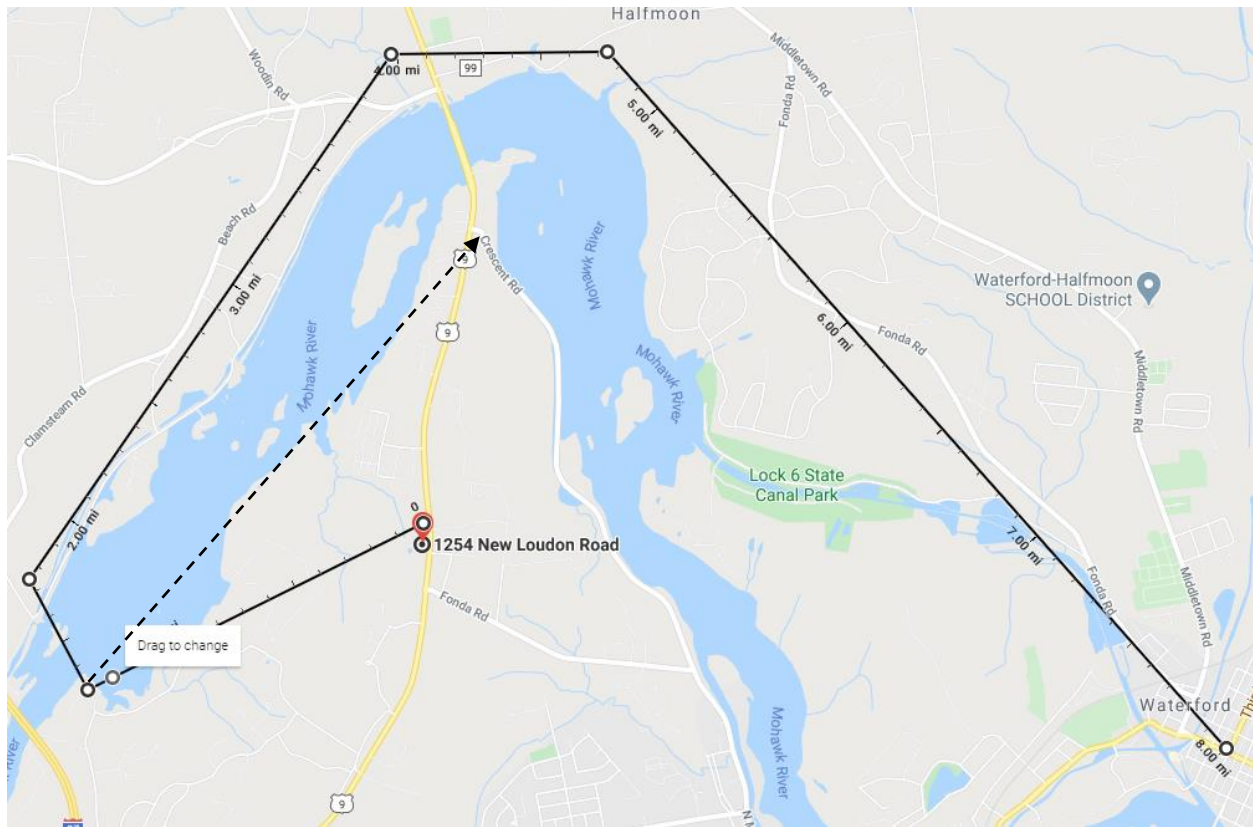
\*\* SED - State Education Department – 1938 – Loudoun Ferry Road Marker



.pdf image of the Map

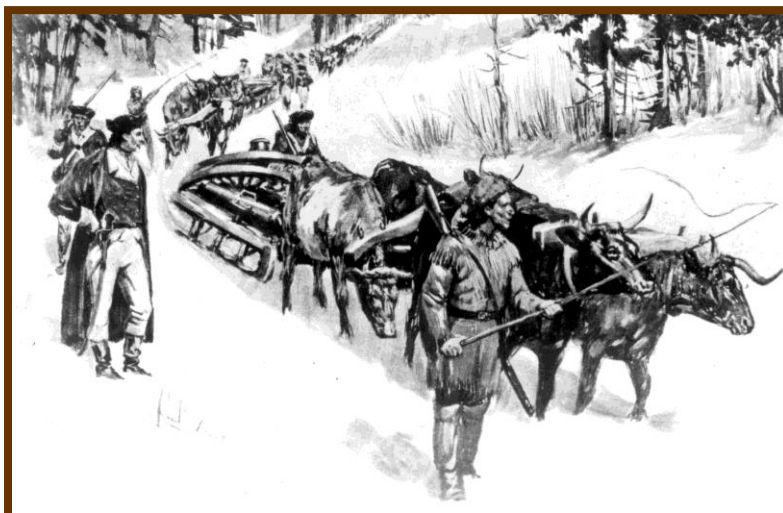
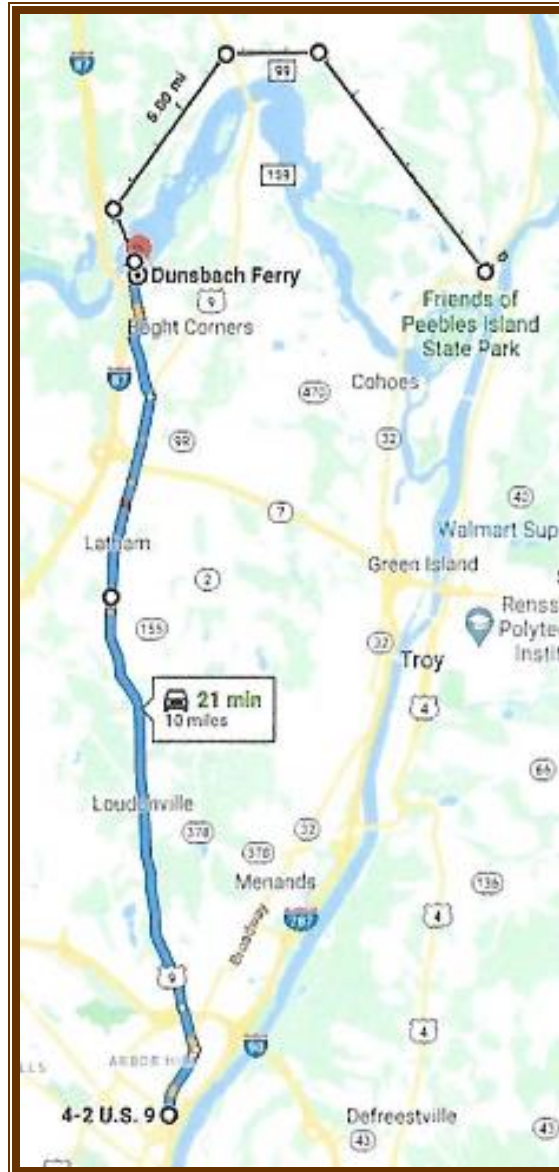


Created with "Snipping Tool" [Windows Logo / Shift / S]





Snipped portion of Google Map . . .





<https://benedictarnold.smugmug.com/Battles-of-Saratoga/Loudons-Ford/i-Lj9mP3t>

or <https://www.hmdb.org/m.asp?m=24514>

**Erected** 1938 by New York State Education Department, City of Cohoes, & Cohoes Historical Society.

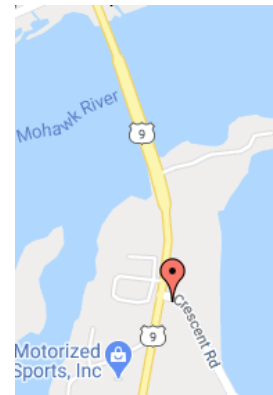
**Location.** 42° 48.992' N, 73° 43.815' W. Marker is in Colonie, New York, in Albany County. Marker is at the intersection of Crescent Road (County Route 159) and New Loudon Road (New York State Route 9), on the right when traveling east on Crescent Road.

Note how this marker also states "1776 General Henry Knox's Train of Artillery crossed here to aid General George Washington in the siege of Boston." There is no apparent historical evidence to support that the Knox Trail crossed at this point. [ref. Knox Diary which records that the Cannon Trail crossed at Sloss / Klaus / Dunsbach Ferry].

Also reference 1767 Map of Rensselaerwick which shows this 'road' at

[https://www.rpi.edu/dept/library/html/Archives/rensselaerwyck/map\(small\)2.jpg](https://www.rpi.edu/dept/library/html/Archives/rensselaerwyck/map(small)2.jpg)

[file:///C:/Users/Gary/Downloads/COLONIE1116A\\_online%20\(3\).pdf](file:///C:/Users/Gary/Downloads/COLONIE1116A_online%20(3).pdf)



John Campbell, 4th Earl of Loudon, commanded the British Army during the French and Indian Wars in the 1750s. Loudon's Ferry Road was constructed as a military road in 1756 using planks to support wagonloads of supplies moving north for the great siege of Fort Ticonderoga.

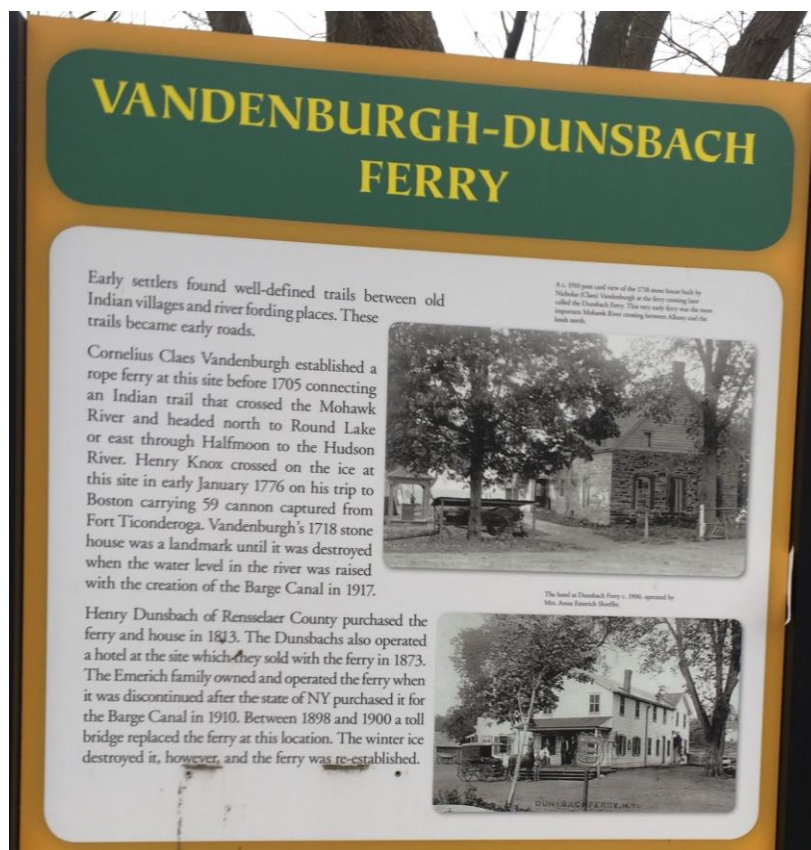


[http://www.spindlecitey.net/?fbclid=IwAR0kCZtyw8xZoyeytQa1IFaw-Wzzj6jLphQfzVvytazNxe18cTXz9Ldl\\_EE](http://www.spindlecitey.net/?fbclid=IwAR0kCZtyw8xZoyeytQa1IFaw-Wzzj6jLphQfzVvytazNxe18cTXz9Ldl_EE)

[Info@SpindleCity.net](mailto:Info@SpindleCity.net)

The below Panel, emplaced by the Mohawk Towpath Scenic Byway Coalition, correctly reads, in part:

"Henry Knox crossed on the ice at this site in early January 1776 on his trip to Boston carrying 59 cannon captured from Fort Ticonderoga."



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[https://www.phoenixmasonry.org/10,000\\_famous\\_freemasons/Volume\\_3\\_K\\_to\\_P.htm](https://www.phoenixmasonry.org/10,000_famous_freemasons/Volume_3_K_to_P.htm)

**Henry Knox** (1750-1806) Major General in American Revolution and 1st Secretary of War under Washington. Born July 25, 1750 in Boston, MA. Orphaned at age of 12, he was apprenticed to a bookseller, and in 1771 opened the "London Book Store" in Boston when he was 21. He attempted to prevent the Boston Massacre of 1770. His military knowledge was gained from the textbooks which he supplied to British officers. He joined the American forces at the outbreak of the war and fought at Bunker Hill. He planned the defenses of the camps before Boston and **brought much needed artillery from Lake George and the border**. At Trenton he crossed the river before the main body and rendered such service that he was made brigadier general and chief of artillery in the Continental Army. He was present at Princeton, Monmouth, and Yorktown; and after the surrender of Cornwallis was made major general (1781). He took the initial steps in creating the U.S. Military Academy in 1779; was a member of the court-martial which tried Major Andre in 1780; and commanded West Point in 1782. He was one of Washington's most trusted advisors and a close personal friend. In April 1783 he drafted the plan of a society to be formed by American and French officers of the Revolution, to be called the Cincinnati. He was first secretary-general of the society from 1783-99, and vice president in 1805. He was secretary of War in 1785-94, being the first to hold that office under the Federal government. His plan to organize a national militia system was thwarted by the Republicans.

His Masonic membership is hazy, but he is thought to have been a member of St. John's Regimental Lodge at Morristown, NJ, which was warranted in 1775. He is credited with helping to constitute Washington Lodge at West Point in 1779, and is recorded as a visitor to Williamsburg Lodge No. 6, Williamsburg, VA.; St. John's Lodge, Boston; Amity Lodge No. 6, Camden, Maine; and Orient No. 15, Thomaston, Maine. Major General Henry Knox Lodge of Boston, MA. was named in his honor and constituted aboard the famous Old Ironsides in the Charlestown Navy Yard, March 17, 1926. d. Oct. 25, 1806.

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**John Campbell**, 4th Earl of Loudoun, was Grand Master of the Grand Lodge England in 1731.

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### Miscellaneous Notes

**Devin Lander** Tue, Mar 3, 3:02 PM (14 hours ago)

Hello,

The Knox Trail Monuments you are referring to were part of the 1926-27 monument program facilitated by the State Education Department (SED) and the State Historian's office in commemoration of the 150<sup>th</sup> anniversary of the American Revolution. Many of these monuments (but not all) were created in conjunction with local Daughters of the American Revolution chapters. This program ended in 1927 and the SED historic marker program (the blue and gold metal signs) ended in 1939, with only sporadic state-sponsored signs appearing after then. In the 1960s, SED partnered with NYS Department of Transportation on the larger metal signs that appear at Thruway rest stops. Since then, SED has had no role in creating historical markers.

Maintenance and upkeep of monuments and markers is generally considered the responsibility of the municipality in which they are located. In the case of a monument erected in collaboration with the local DAR chapter, the DAR would also potentially have a role. As such, there is no state entity "in charge" of the monuments or markers as the program has been discontinued for over 50 years. **Since you make a potentially compelling case as to the inaccuracy of the monument you note**, I suggest the following potential course of action:

1. Consult with the Local Government Historian and Key Area Stakeholders. I believe you have already contacted Mr. Kevin Franklin, local historian. I suggest continuing discussions with him about potential solutions to the problem taking into account all area stakeholders (local historical society, DAR chapter, local government, etc.). Please note that moving the monument or otherwise altering it should only be done in collaboration with the local government. The granite monuments are very heavy and moving them can cause damage or otherwise be dangerous. There would also of course be a cost to moving it.
2. Contact the William G. Pomeroy Foundation. The Pomeroy Foundation has a grant program in place to create new historic markers. Perhaps a solution to the issue is to apply for a grant from the Foundation to erect a new marker next to the monument alerting the public to the inaccuracies (assuming they are agreed upon by local stakeholders). Erecting a new marker next to the monument would eliminate the need to move it.

These are simply suggestions of possible actions. I believe the most important thing is to continue discussions with the key area stakeholders, most especially Mr. Franklin.

Sincerely,

Devin R. Lander  
New York State Historian

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### Elias Hillhouse Ireland

<https://lists.rootsweb.com/hyperkitty/list/nyalbany@rootsweb.com/thread/13314574/>

Listed below are the two sons of Thomas IRELAND and Sarah "SEELEY" IRELAND..... their wives and children . Both Rev. Thomas and Rev. Selah IRELAND married two NOXON sisters Content and Catherine NOXON. Surnames that married into the Ireland /Noxon lineage

Children of THOMAS IRELAND / CONTENT "NOXON" IRELAND

<https://www.findagrave.com/memorial/188843213/content-ireland>

1. 1805-Lydia Anderson Ireland m: \_\_\_\_?\_\_\_\_
2. 1807-Daniel D.T. Ireland m:1844 Augusta C. DRAKE
3. 1809-Julia Ann Ireland m: 1839 Rev. Lyman TOLES  
Twins;
4. 1810-Julianna Ireland m: \_\_\_\_?\_\_\_\_
5. 1810-Sarah M. Ireland m:1823 Jeremiah RULAND
6. 1813-James W. Ireland (Dr.) m:(1)1841 Lovnia WARNER (2)1851 Catherine BURTON
7. 1815-Eleanor Louisa Ireland m:1836 Rev. Charles GORSE
8. 1818-Emma Louise Ireland m:1836 Dr. Sylvester Sanford STRONG
9. 1820-Catherine Ireland m: VAN DUZER (of Westfield)
- 10.1822-Lewis Noxon Ireland m:(1)1849 Lydia Ann ORELOP (2) Ellen ?;  
<https://www.findagrave.com/memorial/171089533/lewis-noxin-ireland>
- 11.1825-Mary M. Ireland m: \_\_\_\_?\_\_\_\_



- 12.1828-Matilda Susan Ireland m:1846 William COBEE  
 13.1830-John Ireland m: \_\_\_\_?\_\_\_\_  
 14.1832-Selah Ireland m: \_\_\_\_?\_\_\_\_  
 15.1834-Phoebe Ireland m: \_\_\_\_?\_\_\_\_

Children of SELAH IRELAND / CATHERINE "NOXON" IRELAND

<https://www.findagrave.com/memorial/193902896/selah-ireland>

1. 1803- Sarah Ireland m:1826 Martin LEVINGS
2. 1805-Christina Ireland m:1829 William C.TEN BROECK
3. 1807-Elias Hillhouse Ireland; d. 1871 m: 1829 Emma WHITBECK;  
[https://www.findagrave.com/memorial/193904482/elias-h\\_-ireland](https://www.findagrave.com/memorial/193904482/elias-h_-ireland)
4. 1809-Mariah Ireland m: Rev. J. P. FOSTER
5. 1811-Catherine Ireland m: (possibly) POND or Peter SHADDOCK
6. 1817-John W. Ireland m: Maria C. \_\_\_\_?\_\_\_\_
7. 1824- Francis Asbury Ireland m:(1)1848 Christina C. TEN BROECK (2)1886 Deborah\_\_\_\_?\_\_\_\_
8. 1825-Noxon S[elah]. Ireland m: **Ellen Van O'Linden Ireland** 1829–1908
9. 1826- James M. Ireland (died age 28)
- 10.1828-Angeline Ireland m:1847 Zachariah SMITH
11. 1829-Jane Ann Ireland m: \_\_\_\_?\_\_\_\_

<https://www.oocities.org/heartland/acres/2843/hrpc.html>

<https://www.findagrave.com/memorial/133471846/oakley-osborn>

### **Sunday August 30, 1914 Sunday Courier**

Weekly Newspaper Published at Poughkeepsie Dutchess County, NY

#### **"DEATH OF OAKLEY OSBORN"**

**[\*Mrs. Osborn was Leah M[arshall]. IRELAND, daughter of Elias Hillhouse IRELAND and Emma WHITBECK]**

The death of Oakley OSBORN occurred yesterday in POUGHKEEPSIE, after a long and trying illness. Mr. OSBORNE was the son of **Judge Abijah and Sarah CASWELL OSBORN \***. He was born in Herkimer, NY, April 3, 1839. He attended school at Wilbraham Academy and at the Collegiate Institute on College Hill, now the Riverview Military Academy. He was the oldest living member of the Alumni of this school. As a boy he earned his first money in Herkimer driving cows for his uncle, General Francis SPINNER, who afterwards became United States Treasurer.

About 1844, Judge OSBORN retired to an estate 3 1/2 miles from ALBANY, where he built a unique residence of twenty-two rooms, the building being in the form of a maltese cross. As his three sons married they settled on parts of the estate and together established a roofing business in ALBANY. In 1864, Mr. OSBORN and family moved his family to this city and continued in the same line of work, having offices both here and in New York City.

Among the large buildings roofed were the Morgan Library. The Infant Hospital on Bedford Island, New York, and part of the main building and some of the cottages of the **HUDSON RIVER STATE HOSPITAL, POUGHKEEPSIE.**

He was one of the oldest members of the Washington M. E. Church and at one time a class leader there. To him his religion was always a controlling force and he leaves the records of a noble, upright life, true to the highest ideals.

Last November, Mr. and Mrs. Osborn\* celebrated the 60th anniversary of their marriage.

Six children are now living: John Cookman, Albert Harvey and Frances of New York City, Mrs. George W. DOBBS, of Yonkers, Miss Harriet L. a missionary to China and Miss Emma N. a teacher in one of Poughkeepsie's public schools.

\* [https://hatfieldhistory.weebly.com/uploads/4/1/6/4/4164243/paige\\_winkler\\_2\\_of\\_2.pdf](https://hatfieldhistory.weebly.com/uploads/4/1/6/4/4164243/paige_winkler_2_of_2.pdf)

<https://www.findagrave.com/memorial/192030546/abijah-osborn>

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<https://www.findagrave.com/memorial/141244826/peter-b-noxon>