



Spindle City Historic Society

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HISTORIAN'S NOTEBOOK

DID YOU KNOW

Early Days of Trolley Cars

In 1862 the first horse car travelled along Troy's local streets. The Troy and Cohoes Horse Car railway came into existence in 1862 with John A. Griswold as its first president. In 1880, Cohoes and Lansingburgh were linked by a short road which joined the Troy-Cohoes Line with the Lansingburgh -Troy Line at what is now 112th Street. From this point the cars ran over the Troy-Lansingburgh tracks to the iron works in South Troy. Another line was built in 1884 to join Cohoes and Waterford. Troy cars were painted red while Troy-Cohoes cars were white to distinguish them. Cohoes-Lansingburgh cars were blue and white and Cohoes-Waterford were green. Thus arose the familiar names Red, Blue, Green and White Lines. The White Line's route crossed through the "prairie" in Green Island to Troy, then up Congress Street to Albia. The Blue Line went over Ontario Street to North Troy, then down Second Avenue and Fourth Street to Troy's southern city limits atop Stow Hill.

The Civil War period signaled the beginning of the demise of the stagecoach, and in 1893 the electric trolley was introduced, replacing the slow, uncomfortable horse trams. The first electric cars appeared in the Troy area in the 1890s. Opening day for the electric railway in Cohoes, the Cohoes City Railway Company, was July 18, 1895. At 9 a.m. that day, the first trolley trip began at the intersection of Remsen and Mohawk Streets, traveled down Remsen to White St., up White to Main, to Columbia St., on to Simmons Avenue, to Elm St. and Bowery Street (now Masten Avenue), down Johnston Avenue to Garner, across the viaduct to Division St., down Reservoir St. to Manor Ave., and down North Mohawk to the starting point on Remsen. There was also a spur route from the corner of White St. to Main and Columbia Sts. to the railway power house, located on Saratoga St. near Gilbert's Pulp Mill (now the site of Mohawk Paper). On July 7, 1897, the Cohoes-Albany Line was officially opened, connecting Albany, Cohoes and Watervliet. The opening ceremony included music, speeches, and refreshments at the Cataract House.

In 1899-1900 all of the streetcar systems were joined under the name of the United Traction Co. A cash box collected the nickel for a ride within the city limits or seven cents for a longer ride.

In 1906 the entire system was purchased by the Delaware & Hudson Railroad. In half a century, a system of transportation that served a territory of more than 100 square miles had grown from the single track Red Line horse railway. Our area was often cited as the ideal trolley car network since the use of transfers permitted the perfect leisurely Sunday outing. For a dime or one token one could travel a considerable distance.

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....that in the middle of the 19th century, Codfish Flats was a name given to the section of Cohoes extending from Ontario and Olmstead Streets, through Congress Street to near the location of St. Joseph's Church? The area was dotted with shanties lived in by the families of men employed as workers enlarging and realigning the Erie Canal.

....that in 1841, a group of workers in Cohoes employed by Yates and Company contractors of Schenectady refused to join a group of strikers for an advance in wages (75¢ and a gill of whiskey) and a riot ensued? The riot grew and lasted for 3 days, and two Yates workers died after being struck by stones.

.... that only the present-day barge canal, not the Erie Canal, has its route through Waterford? The routes of both the original (completed in 1825) and enlarged (begun in the late 1830s) Erie Canals passed through Cohoes. To get around the navigational barrier of the Cohoes Falls, Cohoes had the largest number of locks of any community along the canal. When the barge canal was built in the early 20th century, it was routed through Waterford instead of Cohoes, and the lift of the many locks of Cohoes was replaced by the Waterford Flight. All generations of the Champlain Canal, however, have passed through Waterford.

.... that Skunk Hollow was east of the old Champlain Canal in Cohoes?

....that the Pleasure Ground was located near the intersection of what is now Johnston and Masten (Dudley) Avenues?

....that an area called "Mormon City" was once located along present-day Simmons Avenue? A small group of Mormons once lived there.

....that Cork Hill was the section of Cohoes along Remsen Street from Columbia to White Streets?

....that twilight trolley tours to the Cohoes Falls were offered at the turn of the 20th century? In the summer, residents of Troy, Albany, Watervliet and Schenectady boarded open trolleys and rode to a terminal at the head of Remsen Street, where, with a transfer, they could board a Cohoes "belt line" open trolley for a view of the Falls. Prices ranged from 5 cents from Troy and Watervliet to 10 cents from Albany and about 20 cents each way from Schenectady. There was an ice cream parlor near the Remsen Street terminal that served sundaes, sodas and snacks. The combination of WW I and the growing popularity of automobile travel brought an end to these tours.

WELCOME NEW MEMBERS

The Spindle City Historic Society welcomes new members *Edward McGlynn*, and *Robert Van Valkenburg II*.

Dr. Edward Vandercar- Cohoes Physician, Historian, and Preservationist



The building on Mohawk Street where Dr. Vandercar had his medical office during his years as a physician in Cohoes.

Dr. Edward Vandercar was born in Cohoes on March 12, 1914, the son of William J. and Blanche Pacquin Vandercar. He was raised and educated in Cohoes and lived in Rock Alley, where he learned as a boy to box with Harry Marra. He later moved to Howard Street and graduated from St. Bernard's Academy. He continued his studies at Rensselaer Polytechnic Institute (class of 1936) and Albany Medical College, graduating with a medical degree in 1940. He served his internship at St. Mary's Hospital in Troy. Dr. Vandercar enlisted in the Army Medical Corps during WWII and served as a staff surgeon in the European theater, where he saw several major battles and campaigns including the invasion of Normandy, the Battle of the Bulge, and the Battle of Remagen. For his service he was awarded the Bronze Star and five Bronze Battle Stars and was honorably discharged from the army

on December 11, 1945 with the rank of Lieutenant Colonel. Dr. Vandercar married Mary C. Holohan and they had six children. He continued his service to his country by enlisting in the U.S. Air Force Reserves in 1950, where he served until his retirement in 1974 with the rank of Colonel.

The doctor began his practice in Cohoes following his discharge from the army in the fall of 1945. On his first day he saw nineteen patients, who paid \$2.00 per call at his Mohawk Street office. House calls were \$7.00 per call, and included country calls outside of the city limit. One of the prevalent diseases of the time, he recalled, was tuberculosis. He treated his patients with skill and compassion, and had exceptional diagnostic ability. He also served for a decade as school physician for the North Colonie Central School District. Dr. Vandercar retired from the practice of medicine in 1985.

Dr. Vandercar developed a great interest in history during his military service in Europe. He recalled the many beautiful historic cities he saw in his travels and when he returned home he felt a responsibility to preserve the heritage of his hometown. He became active in the community as Cohoes City Historian, and in the Cohoes Historical and Cultural Society (see pp. 3 and 6 of this issue for a brief history of the society). While he was Cohoes Historian he first met Rev. Thomas Phelan at his alma mater RPI and was asked to join a group of citizens interested in preserving the region's industrial heritage, an organization that would later become the Hudson-Mohawk Industrial Gateway. During Dr. Jay McDonald's first term as Mayor of Cohoes in the 1960s, Dr. Vandercar and a committee of dedicated preservationists were asked to restore the Cohoes Music Hall to its former splendor. The revitalized Music Hall building would also house the collections of the Cohoes Historical and Cultural Society on the second floor. Dr. Vandercar was involved with many other preservation efforts in Cohoes, some unfortunately less successful than his work on the Music Hall, including attempts to preserve and re-use the Silliman Memorial Church.

Dr. Vandercar also possessed a lifelong love of the water, perhaps inherited from his grandfather, a stationary engineer on a tugboat and later a lockmaster on the canal, and his father, involved in the construction of the New York State Barge Canal. As a child, Edward played alongside the remnants of the canal locks and on the old towpaths; he heard tales of canal life and could trace the old water routes throughout the city. The doctor was an avid canoe enthusiast and could often be found paddling on local waterways. His love of the outdoors led to his involvement in the preservation of Peebles Island. This was an area he knew well since his youth, when he and his friends waded to and camped on the island. The island was then inhabited by only a few sheep, but there were extraordinary views from its banks and the island contained sites important to Revolutionary War history, including fortifications built by Thaddeus Kosciusko. When William Grattan, a fellow Gateway member, called Dr. Vandercar to inform him that the

Cluett Peabody Company was selling its Peebles Island property, which included the shirt manufacturer's old bleachery building, both men expressed concern about the fate of the historic structures on the island and maintenance of the natural character of the surrounding areas of the island. They were successful in convincing New York State to acquire the island and establish it as a state park. Today Peebles Island is a public resource open to all and the buildings have been converted to offices for the Bureau of Historic Sites and the State Heritage Areas Program of the State Department of Parks Recreation and Historic Preservation, and a facility for conservation of artifacts and historical materials from the State's historic sites. The Erie Canalway National Heritage Corridor of the National Park Service also has offices on the island, along with a Visitor Center. The rest of the island remains undeveloped, with hiking trails that offer natural beauty and spectacular views of the Mohawk River, Cohoes and Waterford.

On February 11, 2003 Dr. Vandercar agreed to an interview for an oral history with Spindle City Historic Society members Bernie Ouimet and Walter and June Cherniak. We were very grateful for the opportunity to share some of his memories and now share them with you. Dr. Vandercar recalled his French grandfather Joseph Pacquin, who gave wise advice to his family, "never let your children all work for the same employer, working from paycheck to paycheck." Mr. Pacquin had begun his working career at ten years of age, putting cones on machines in the woolen mills, where he later became a carder. In 1910-1912 Joseph earned \$18-20 per week as a jackspringer. He told stories of child labor inspectors coming to the mills, when the children at work would be hidden in hogshead bungholes to avoid detection until the inspectors had departed. He remembered the two week period in the summer when work at the mills ceased, the canals were drained, and debris, the bodies of animals and even human remains were removed from the canals. He recalled the activity on the canals in Cohoes, and how things changed when the Waterford Flight opened up in 1914 and canal traffic was rerouted through Waterford. Dr. Vandercar told us of his mother-in-law, who lived on Erie Street and drove a horse that pulled the boats on the towpath along the canal. She told of an incident when a potato barge sunk and people dove in to retrieve the potatoes. Uncle Jules Fountain sold these potatoes, and unwitting customers fell ill as a result. Dr. Vandercar recalled that the power canals by the Ogden Mills dropped down under Remsen Street to the river, and the old Champlain Canal (now along the path of Route 787) was used for sewage disposal. The fire department used rowboats to remove people from the canals who fell in through accident (or sometimes inebriation). In the city's heyday, mill owners lived in close proximity to their mills, with many residing on Saratoga Street in Cohoes and on Saratoga Avenue in the Northside section of Waterford. The Johnstons lived at the base (Robert) or height (David) of Summit Street, literally and figuratively overlooking the Harmony Mill complex. Around 1920 the mill owners began to move away, some going to Loudonville or other suburban areas, losing their close connection with the city of Cohoes.

After a long life of service to Cohoes as a physician and protector of its heritage, Dr. Vandercar died peacefully on Sunday, May 17, 2009. His efforts have left an enduring legacy in Cohoes and around the region.

Sources for this article: "Dr. Edward Vandercar" by Sandra L. Daigler in Burden's Best – the newsletter of the Hudson-Mohawk Industrial Gateway, issue, no. 6, 2001; a 2003 oral history interview with Dr. Vandercar; and the May 18, 2009 issues of the Times Union and Troy Record.

A Brief History of the Cohoes Historical and Cultural Society

The Cohoes Historical and Cultural Society was organized in 1964 by seven Cohoes citizens who joined together to promote the cultural and historical assets of Cohoes and to create a suitable museum for Cohoes. Among the first members were the society's officers Dr. Bruno Amyot, President; Wilfred P. LaMarche, 1st Vice President; Donald Senecal, 2nd Vice President; Arthur E. Dufresne, Treasurer; Elaine Leonard, Secretary; and Mary Jadlos, Corresponding Secretary. Members included Dr. Edward J. Vandercar, and by 1966 there were 52 members. Dr. Vandercar, Cohoes City Historian, was toastmaster at
(continued on p. 6):



Off the Top...

As I sat to write the President's Message for this issue, I started to scratch my head for a topic. One link I wanted to make in the narrative was to Silliman Park, since the Spindle City Historic Society is adding more permanent signage that names the park. After a Google search and skimming the many links, I came upon a blog at TimesUnion.com written by Randy S. Koniowka which was a tribute to city hall written in June, 2010.

The reason for the match was that Horace B. Silliman spoke at the dedication of Cohoes City Hall. Mr. Koniowka pointed out something I remember reading in 1990 when I first moved to Cohoes, but now have simply walked by for the past twenty years. He pointed out that on front façade City Hall, there is a plaque entitled "America," which was written by Abba Hillel Silver. It reads:

*America is more than millions of people
America is all that the races of the world have wished to
be
America is the realization of what the ages have hoped
and labored for*

*God built him a continent of glory and filled it with
treasures untold
He carpeted it with soft rolling prairies and columned it
with thundering mountains
He studded it with sweet flowing fountains and traced it
with long winding streams
He planted it with deep shadowed forests and filled them
with song*

*Then he called unto a thousand peoples and summoned
the bravest among them
They came from the ends of the earth, each bearing a gift
and a hope
The glow of adventure was in their eyes and in their
hearts, the glory of hope*

*And out of the bounty of the earth and the labor of
men
Out of the longing of hearts and the prayer of souls
Out of the memory of ages and the hopes of the world
God fashioned a nation in love
Blessed it with a purpose sublime
And called it America*

There are so many things we take for granted as we go about our day. The beauty of Cohoes is one of those things. We cannot afford to overlook its architecture, its people, nor its history.

Paul D. Dunleavy
President

Historic Barns of New York State



On Wednesday, July 28, SCHS member and preservation architect Walter Hollein presented an illustrated talk on historic barns of New York State. He described the various types of barns typical in New York and their uses, among these hay barns, tobacco barns, potato barns, and hop drying barns, and explained the major differences between the architectural styles of English, Dutch and German barns. He also showed examples of work in progress on preservation of historic barns, and highlighted the tools, materials and methods utilized in the construction and restoration of barns.

SCHS Annual Raffle

The item for this year's SCHS annual raffle is an 8 1/2" diameter wooden plate featuring a hand-painted and etched mammoth in a natural landscape, created by Native American artist



Earl Dionne. The plate can be used as a decorative wall hanging or displayed on a plate stand. The raffle drawing will take place at the annual Christmas tree lighting in Cohoes on the Saturday after Thanksgiving. Raffle tickets will be mailed to SCHS members in September; additional tickets (at a cost of cost of \$1 per ticket or 6 for \$5) can be purchased at SCHS meetings and events or by calling 518-237-5618 or e-mailing us at cherniak@nycap.rr.com.

Exploring the Canals of Cohoes



On the evening of August 13, SCHS offered a tour of historic canal sites of Cohoes. The walking tour took participants from the Visitor's Center along the path of the original Erie Canal (completed in 1825), and into Power Canal Park, also part of the original Erie Canal and later a power canal for the Harmony Mills. Other tour stops included Locks 16-18 of the enlarged Erie Canal (dating from the early 1840s), just a few of the many canal locks still preserved in Cohoes. Along the way, tour participants learned the histories of the two generations of the Erie Canal in Cohoes, and had the opportunity to walk along the canal towpaths and through the double chamber locks of Lock 18 to see the hand-cut limestone blocks of these massive structures. The tour, which passed through the Harmony Mills Historic District, also highlighted the connections between the Erie and Champlain Canals and the industrial development of Cohoes, as well as the influence of the canals on the city's residential patterns and commercial growth. Other featured tour sites included a locktender's house, a store operated by early Cohoes postmaster Hezekiah Howe, and an icehouse. The tour concluded across from the Cohoes Falls, the reason for the many locks of Cohoes and a barrier to navigation before the canal was built.

The event was part of the series of Canal Splash events in canal communities across the New York State on the weekend of August 13-15. Thanks to SCHS members who assisted with the tour - Walter, June and Daniele Cherniak, Linda Christopher, Tom Donnelly, Paul Dunleavy, David Koschnick, and Tor Shekerjian.

Farmers' Market

SCHS staffed a table at the Cohoes Farmers' Market on several Fridays during the summer, including the evenings of the Strawberry Festival, the Garlic Festival, the Harvest Festival and Explore Cohoes. This was an opportunity to share information about

Cohoes history and inform people of upcoming SCHS events and activities. Many thanks to regular



Farmers' Market volunteers Donna Riley, Tom Donnelly, Pat McDonough and June Cherniak.

Council of Georgist Organizations Tour



On July 14, SCHS hosted a tour for attendees of the annual national convention of the Council of Georgist Organizations, a gathering of groups that study and promote the economic analysis and social philosophy advanced by economist Henry George. The industrial sites of Cohoes were a stop on the tour that also included visits to the Waterford Museum and Watervliet Arsenal Museum. The Cohoes tour began in Power Canal Park and proceeded up North Mohawk Street past the Harmony Mills complex to the worker housing and Overlook Park at School Street. Participants were treated to lively accounts of Cohoes' industrial and canal past from Bernie Ouimet and Walter Lipka, and stories of the Cohoes mastodon and Cohoes Falls from Daniele Cherniak. Thanks to the tour guides, to CGO tour group coordinators Bill Batt and Sue Walton, and to Walter and June Cherniak, who provided assistance during the tour.

Cohoes Historical and Cultural Society (continued from p. 3):

the Society's second annual banquet on January 14, 1966; on this occasion they celebrated receiving their state charter, which recognized the group as a provisional educational institution.

In June of 1965 Dr. Vandercar appointed nine "national origins" researchers to gather historical documentation for the city on the different immigrant groups that settled in Cohoes. These were: French - Arthur Duchesne and Mrs. Ernest Robitaille; Italian - Mrs. Eunice Antonucci; Ukranian - Joseph Bilynski and Theodore Rakirzy; Polish - Edward Kloc; English, Scotch and Welsh - Donald Scotland; Jewish - Fabius Schmerler; and Russian - Peter Geleta. The group sponsored a "national origins" essay contest, with President Amyot and Mr. Kloc judging the essays. An annual historical essay contest was also established by the group with a \$100 prize to go each year to the student with the winning essay. Sr. Sylvia of Keveny Memorial Academy was director of the contest. The 1966 winners were Marie Louise DeMers - first prize, Mary Anne Perras - second prize and Daniel Rock - honorable mention.

Among the other projects undertaken was sponsorship of a performance of the Albany Symphony Orchestra at the Keveny Memorial Academy auditorium on Monday, January 30, 1967 with Julius Hegyi as conductor and piano soloist Sidney Foster. The wonderful concert was accented by a passing train, which surprised the orchestra but not the Cohoesiers and Keveny alumni in the audience.

By 1967 the Cohoes Historical and Cultural Society had 75 members. Dues for the Society were \$3 per year. To honor the Fourth of July signing of the Declaration of Independence, the Society requested that Mayor James Mc Donald issue a proclamation that all the city bells be rung at 2 p.m. and continue for four minutes. In July 1969, in celebration of the city's centennial, the Society arranged for a reprinting of Arthur Masten's *History of Cohoes*.

In August of 1967, the Society requested space in the Marine Midland Bank building (58 Remsen St., formerly the National Bank building) for its headquarters and by August 1968 it was granted a lease by the City of Cohoes to use the space as a museum and general headquarters. The Cohoes YMCA had previously provided meeting space for the group at a cost of \$3 per meeting. A restoration committee with Elaine Leonard as chairperson was formed for the rehabilitation of the existing rooms. Under the presidency of Mary Rudebush and at the urging of historian Dr Vandercar, federal and state funding was sought to restore the Music Hall located on the top floor of the building; the hall had been unused for 62 years.

Edmund J. Winslow, Historian at the Office of State History in the State Education Department, suggested that the Society increase dues to help with the expenses of creating a museum, and that they develop 2 or 3 major themes for their museum including the Industrial Revolution in Cohoes, Theatrical History of Cohoes and the History of Transportation in Cohoes. He also advised that they join the American Association for State and Local History for access to invaluable information and advice on exhibit development and museum management. He suggested the group plan to acquire space for artifacts in the building's basement as "good museum practice dictates that 75% [of its artifacts] are in storage." The Latham Community Players were contacted to perform in the theater space once restoration of the theater was finished. In 1973, the restoration was completed.

In August 1977 a committee of three was appointed to meet with Mr. Louis Buchman, Chairman of the Executive Board of Cohoes Music Hall Corporation Inc. regarding unwarranted moving of the property of the Cohoes Historical and Cultural Society, which was occupying only one-tenth of the space allotted in the written agreement signed when restoration of the building was approved and funded. The Society was to occupy 4 rooms on the second floor of the building, and any reduction in this space allocation would violate the federal statutes and regulations under which aid for restoration of the building was originally granted. Charles B. Ries, Corporate Counsel at Wertime, Robinson and Ries and attorney for the Music Hall Corporation, which was the managing agent of the building, recommended the issue be resolved amicably with the space limitations present. In May, 1980 the Community History Center Task Force was formed by the Hudson Mohawk Industrial Gateway to request that the N.Y. State Council on the Arts to provide a Community History Center in Cohoes. This would become the RiverSpark Visitor Center. At the time Eunice Antonucci was President of the Cohoes Historical and Cultural Society; she would be followed by Elaine Leonard. In 1983 the organization ceased its activities.

Historian's Notebook (continued from p. 1):

In Cohoes on March 21, 1921 Harry H. Taylor began his employment with the United Traction Co. when "everyone rode the trolleys," including businessmen, doctors, and laborers. Prices were reasonable and you could ride from the Cohoes Falls to Albia for 7 cents. Old trolleys were used to carry the mail as well. In those days drivers were called motormen, and two men were required to staff the trolley, one to drive and the other to act as conductor, collecting fares and taking care of signals. The official uniform for the United Traction Co. driver was a white shirt and bow tie, which could not be used by any other bus company drivers. Working hours were long, with 11-hour days seven days a week at a top rate of 55 cents per hour. The work was also hard since the 7,000 pound trolley car had to be stopped with a hand brake. One type of car brake had its origins in Cohoes. A brake invented by Mrs. Christine Brandow of Cohoes was tested on Cohoes City Railway cars in November 1895, and was reported to have worked successfully.



In 1922 Mr. Taylor operated the first one-man trolley in Troy and in 1933 he was one of the first drivers of the trackless trolley-bus in Cohoes, where motor buses eventually replaced trolleys. To operate the trackless trolley, a driver had to get a N.Y. State electric chauffeur's license, which cost three dollars per year. An operator's license was not necessary. The trackless trolley was introduced in 1924 because of the need for a more flexible vehicle. At this time the fare rose to ten cents and there were fifteen types of buses in use. One was the gasoline-electric model, but among Taylor's favorites was a vehicle with an automatic transmission. In wintertime a heavy wooden blade was attached to the front of the bus for snowplowing; with its rubber wheels the bus could drive easily through the snow.

The trackless trolley, a combination bus and trolley car, was used from 1924 to 1933 in Cohoes. It had the advantage of being able to be driven to the curb because it had no rails. There were four of these vehicles in Cohoes. They were popular with all the drivers, as the buses started with gasoline, which was transferred to electric power through a generator. This was great for going down hills because you could slow down by putting the vehicle in reverse. This system was used in buses before it was available in cars.

In 1934, the last trolley cars operated by the United Traction Co. were removed from service, thus ending electric street transportation. One of the problems of trolley buses using power from a series of four overhead lines was the difficulty in fighting fires in buildings along the city streets. This concern was identified by the Cohoes Fire Department and led to the removal of trolleys from service. The last trolleys in operation constituted the Black Line, which linked Cohoes with Albany through Maplewood, Watervliet and Menands. United Traction Company trolleys were retained in Albany until 1946.

Harry Taylor ended his employment with the United Traction Company on March 1, 1968 upon reaching the mandatory retirement age of 65.

June Cherniak

Sources for information used in this column include articles from the Troy Times newspaper and writings of Stephen M. Scalzo.



Spindle City Historic Society Membership Application

www.spindlecit.net

President - Paul Dunleavy

First Vice President - Daniele Cherniak Second Vice President - Tor Shekerjian

Secretary - Linda C. Christopher Treasurer - June Cherniak

<input type="checkbox"/> Individual Membership	\$10.00	<input type="checkbox"/> Institutional Membership	\$25.00
<input type="checkbox"/> Senior Citizen Membership	\$5.00	<input type="checkbox"/> Contributing Membership	\$35.00
<input type="checkbox"/> Student Membership	\$5.00	<input type="checkbox"/> Sustaining Membership	\$50.00
<input type="checkbox"/> Family Membership	\$15.00		

We have great things planned in our home in the Cohoes Visitor's Center! Please help if you can with an additional donation to support our upcoming programs: \$5.00 \$10.00 other gift membership

NAME _____ ADDRESS _____
CITY _____ STATE _____ ZIP CODE _____
TELEPHONE _____ E-mail _____

Mail completed form with membership fee, payable to Spindle City Historic Society, to:
June Cherniak, Treasurer, 415 Vliet Boulevard, Cohoes, NY 12047

Wanted – Historic Postcards

The Spindle City Historic Society is beginning work on its next book, a collection of historic postcards of Cohoes. If you have historic postcards you would like to share for the book, please contact us at cohoes90@nycap.rr.com or at 518-237-5618. Postcards will be scanned and returned to their owners unless they wish to donate them to SCHS.

Electronic Option for Delivery of the SCHS Newsletter

The Spindle City Historic Society is now offering its members electronic mailing of the newsletter. This assures that you will receive the newsletter more quickly. To sign up for electronic delivery, please e-mail us at cherniak@nycap.rr.com and provide the e-mail address where you would like your newsletter sent. Otherwise, you will continue to receive the newsletter through the regular mail.

UPCOMING EVENTS

Thursday, September 23 – Dedication of a new sign in Silliman Park. Ceremony at 6:30 p.m. in Silliman Park, followed by a reception at the Cohoes Visitor's Center and a presentation on the life and legacy of Horace B. Silliman.

Wednesday, September 29 - Spindle City Historic Society meeting. 7 p.m., Cohoes Visitor's Center.

Wednesday, October 20 – A history of the circus. Presentation by Tom Allison. 7 p.m., Cohoes Visitor's Center.

Wednesday, October 27 - Spindle City Historic Society meeting. 7 p.m., Cohoes Visitor's Center.

Wednesday, December 1 - Spindle City Historic Society meeting. 7 p.m., Cohoes Visitor's Center. Because of the holidays, meetings will not be held on the usual last Wednesday of the month in November and December. The regular meeting schedule will resume in January 2011.

Photo credits this issue – Daniele Cherniak, Walter Cherniak

✂ SCHS Newsletter Staff ✂

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