



Spindle City Historic Society

Volume 14 Issue 1

Spring 2011

HISTORIAN'S NOTEBOOK

DID YOU KNOW

The Cohoes Fabian Theater

The Cohoes Theater was demolished on November 17, 2010 at a cost of \$46,000, creating a vacant lot on a site that once held many happy memories for Cohoesiers. Once upon a time, local movie theaters in our cities and towns were more than just a place to watch shows and films; they were centers of entertainment and social life. Early Cohoes theaters included the Empire, the Regent, the Majestic, the Gem and the Bright Spot, all on Remsen Street, and the Casino on the east end of Breslin Avenue. There were also theaters on Congress and Willow Streets.

The Cohoes Fabian Theater was located at the corner of White and Remsen Streets. It was constructed in the early 1940s and equipped at a cost of approximately \$180,000, and was one of the most modern of its kind in the area with the latest technology of the day, including Century projectors and a RCA Fantasound system. The theater was designed by noted theatre architect John Ebersson. The construction was of tapestry brick and black granite with an interior color scheme of brown, red, silver and blue, with a colorful, swirled mural ceiling in its auditorium. The 1100-seat theater was air cooled by refrigeration using two sixty-ton compressors, and it had the newest modern drinking fountain. Its formal opening was on Tuesday, August 5, 1941 with the feature films "Sunny" starring Anna Neagle and "Man Hunt" with Walter Pidgeon and Joan Bennett announced on its dazzling neon marquee. Lou Goulding, divisional manager for Fabian Theaters, guided Mayor Rudolph Roulier on a tour of the new facility. The theater was managed by George Seed, who had previously managed the Rialto and Regent theaters. The assistant manager was Anita Charette, and Vera Dyer was cashier.

With the first spadeful of dirt that started work on construction of the theater, S.H. Fabian, head of the Fabian chain, promised that only the best programs would be presented. At forty-one years old, he was the youngest independent theater operator in the United States, but he already had a wealth of experience, with twenty-five years of work in the business at the time. He started his career while he was still in school, following in the footsteps of his father Jacob, one of the pioneers in the motion picture theater business. Jacob opened the first deluxe theater in the United States in Patterson, New Jersey, which preceded the opening of the Strand Theater in New York City by several years. This was the beginning of a large theater chain established across New Jersey, which Jacob Fabian later sold to the Mark Stanley Company in New York City. Jacob's son, Simon H. "Si" Fabian, joined the Mark Stanley Company after his graduation from Harvard. It was the

(continued on p.6)

....that on March 16, 1894, New York State Governor Roswell Flower signed a bill appropriating \$6000 for the completion of the Cohoes Armory?

....that on April 17, 1886, J.K. Wager of the Methodist Church officiated at the laying of the cornerstone of the Salvation Army barracks on Remsen Street?

....that on May 5, 1894, a report of a police census found 242 saloons in Cohoes, which for the population of the time was a ratio of about 1 saloon for every 100 people?

.... that on April 1, 1886, the Cohoes Knights of Labor made a demand of \$1.50 per day for 10 hours of work? On Saturdays, they would receive the same amount for 9 hours of work, and wages for work on Sundays and at night would be doubled.

....that on February 16, 1894, the Central Aid Committee, formed the previous November, made a strong appeal to the affluent of Cohoes to aid the city's many poor people, who were victims of mill work stoppages and other hardships?

....that on April 17, 1894, W.H. Gwynne, proprietor of the Cataract House, returned from his 24th trip to Europe?

.... that on March 19, 1898, an announcement was made that the Cohoes Philharmonic Society will manage the Round Lake Musical Festival in the summer?

....that on October 31, 1899, the Cohoes Opera House featured Cohoes native George Muzzy, once a comic opera standout with the Cohoes Philharmonic Society and at the time a member of the Wilber-Kirwin Opera Company? He was greeted by a full house for a performance of Stahl's "Said Pasha."

....that on May 19, 1894, a baseball team called the Cohoes Giants measured out a baseball diamond on a leased plot near the Sulphur Springs?

....that on June 1, 1898, a petition was received by the Police Board to prohibit and prevent ball games, horse conventions, and Sunday horse racing on Adams Island due to the large crowds of "rowdies and degenerates" from all around the area who caused "destruction of property and disturbance of the peace with hilarity and profanity in the presence of ladies and children"? The acting police captain was instructed to see that there were no violations of the law.

....that on June 1, 1898, world champion bag puncher Louis Geisler was at the Manhattan Club parlors on Willow St.?

WELCOME NEW MEMBERS

The Spindle City Historic Society welcomes new members *Eleanor Ablett, Elaine Bristol, Ken Clark, Madeline Guest, Eric J. Hamilton, Phyllis Van Valkinburgh McMillan, Joan O'Hara, Marian Rabideau, and Shirley Tschumi.*

The Matton Shipyard



The Matton Shipyard on Van Schaick Island was built in 1916. In the original configuration of the shipyard, there was an office on the west, stores at the center of the yard and paint and oil stores on the east, along with a carpenter shop. These were separate structures until a connecting building was constructed between 1936 and 1943; new construction in this period included buildings for stores and tar, as well as a watchman's shanty. A north addition to the main building was built between 1943 and 1964; it contained belt drive machinery with shafts and pulleys in the ceiling. The sheet metal shop was built in 1937-38. The warehouse, erected in 1942-43, was also used as a barracks for Navy personnel; the second floor of the structure was added in 1943-45 and used as a mold shop. The storage shed and garage were constructed after 1964, as was a steel utility structure for building New York City police boats and watercraft for other agencies, which included several tugboats. A small electric shop and concrete transformer building date from 1950-1964.

An early land survey plot of the shipyard shows a machine shop at the north end of the stores and storage racks; the shop had earlier been a blacksmith shop with a forge. At the south end

there were two hoppers, one for coke and one for sandblasting grit. All of these buildings were present at the time of the purchase of the shipyard by New York State in 1989.

John E. Matton's name first appeared in the Troy/Cohoes/Waterford City Directory in 1902, when he was listed as a ship carpenter living at 30 Middle Street in Waterford, but the firm he established was dated as beginning in 1900. In 1903 Matton moved to Hudson River Road, where he remained until 1925 when he moved to 849 Second Avenue in Lansingburgh. Matton's first business listing appeared in the directory in 1910 as John E. Matton, Waterford Dry-Dock, Lock 6, Champlain Canal. His advertisement stated: "Boats built, repaired and thoroughly overhauled, Custom Sawing and Planing Mill, phone 525." Lock 6 of the original Champlain Canal was located just north of Waterford. John Matton's father, P. Jesse Matton, owned the Watervliet Dry-Dock and Boat Yard in 1913 but had previously maintained a drydock on the Erie Canal south of Thirteenth Street in Watervliet. He remained in business during WWI and died in 1923.

Various dates are listed for the relocation of John Matton's business to Van Schaick Island, but he purchased his first parcel of land there on June 7, 1916. Construction of the Barge Canal between 1913 and 1917 reconfigured the Champlain Canal at Waterford and made the move necessary. This relocation proved an advantage, as the new site permitted service for boats travelling on both the Erie and Champlain divisions of the Barge Canal. The first piece of land Matton purchased on the island was 380 feet east and west and 500 feet north and south, with the Hudson River as the eastern boundary. In 1930, additional land was purchased for the shipyard, extending their holdings 200 ft. north of the first plot. A third plot was purchased in 1942 from the Shell Oil Co., with a 300 ft. strip sold to Charles and Delena Fannucci on April 19, 1944; the remainder of the Shell Oil purchase was sold to the Fannuccis on August 9, 1946, reserving to the Matton company the southerly 15 ft. from the river to the road.

A 1917 article in the *Knickerbocker Press* featured the shipyard as an already well-established business, with shipbuilding activity associated with WWI playing a big role in its success. Boats built at the shipyard in 1917 were worked on by staff of 45 men. Woods to construct barges included gigantic 100 ft. lengths of seasoned fir from the state of Oregon for the boat sides and bottoms, along with yellow pine from Louisiana, white pine from New York State, along with white oak and chestnut. The rivets and girders that bound the planking together were from Pennsylvania, while cotton from southern states and hemp from Russia caulked the finished barges. Typical boats were approximately 108 ft. long, 23 ft. wide and 14 ft. deep. Electricity was used for all operations, and the compressed air saw used in the boatbuilding was the only saw of its kind in this region of the country. The system, driven by a large motor buried below the frost line and attached by hoses to air-driven machines, could cut the toughest lumber at ten times the speed ten men could achieve working with hand saws. A travelling derrick that moved on rails did the heavy lifting. With this work advantage, Matton could build 15 barges per year. While many of the barges were slated for war service, some were built to navigate the Barge Canal. The construction of wooden barges continued at Matton into the 1930s. By the late 1930s, technology had advanced such that steel tugboats began to supersede wooden vessels, and Matton's shipyard was the first to build them in the Capital District.

Ralph E. Matton, John's son, first appeared in the city directory in 1917 as assistant superintendent of the firm. He was born in 1899, and attended RPI as a Navy man during WWI. The firm was incorporated on April 29, 1922 as John E. Matton and Son, Inc. with the three directors being John E., his wife Edna M. and son Ralph E. Matton. Subsequently, John and Edna transferred the title of the shipyard property to the corporation. Their range of boat building capabilities listed in the certificate of incorporation included dry-docking, boat building, planing mill, saw mill, acetylene cutting, electric welding, boiler repairing, blacksmithing, and marine surveyors and appraisers. These remained standard activities throughout their years in business.

Ralph married Margaret M. Collins in 1939 and resided at 815 Second Ave. in Lansingburgh. Margaret had been an employee at the firm since 1918, and served as the company's assistant secretary. Later that year, John E. suffered a stroke and was no longer an active participant in the family business, but he continued to regularly visit the shipyard. Due to failing health, John Matton's ritual daily visits to the shipyard were ended in the 1940s, and a second stroke in 1948 led to his further decline and death.



A group of Matton Shipyard workers in 1943. Many Cohoesiers worked in the shipyard over its history, including Paul Kostyk (second from right in front in this photo), who was a welder.

Because of World War II, the 1940s proved to be the most active period for the shipyard. Even before war was declared, the government had commissioned a boat from Matton for its National Defense Project. In May 1941, the 277th boat built during Matton's 40 years in business was under construction, as described in an account written for Troy's sesquicentennial. The workforce at the time was reported to be 130 men, only 25 of whom worked in the "yard." The firm maintained a "fair fleet" of tugs and oil barges with about seven ships built per year. The first submarine chaser built at Matton Shipyard during World War II was launched on Sept 18, 1942, with the second following in a week. One of the high points of activity occurred in 1943 with the presence of the Navy on the site. It was at this time that the watchman's shanty was enlarged, and the warehouse/mold loft

was constructed as a one story barracks for the Navy men associated with the yard. The shipyard also built tugs for the Army, and during these war years only authorized personnel were permitted entry to the yard.

The end of the war brought a close to this flurry of activity, but work at the shipyard continued. On the edge of a new era in shipbuilding, an oil transfer barge was built in 1949. In 1956, Ralph and Margaret moved to 414 Third Avenue in Lansingburgh, at which time Ralph's mother Edna moved to 307 Columbia Street in Cohoes. Ralph died suddenly on Sept. 18, 1963 at age 64 and his mother died nine days later. Following Ralph's death, his wife Margaret became president of the firm, and was highly regarded by the shipyard employees for her management of the yard. The last boats built by the Matton family carried their own names: the "Margaret Matton", launched in 1962, and the fourth "John E. Matton" in 1964, the seventeenth craft built since 1946.

The shipyard was sold by the Matton family on October 30, 1964, and became the Matton Shipyard Co., Inc., a corporation headed by three directors from New York City. A separate corporation was established by the Turecamo Coastal and Harbor Towing Co., whose owner was Bart Turecamo. The old firm of John E. Matton and Son, Inc. was dissolved by the Secretary of State on Feb. 15, 1965. Eight months later, Margaret Matton passed away.

By the late 1960s the traditional battleship gray, white trimmed buildings built by the Mattons were still maintained, but boatbuilding was lagging. Over the years 1971-76, the only ship launched from the yard was the Largo Remo for Texaco. By 1980, a new tug was being built about every 18 months, and between launchings the yard served the area's shipping lane as a convenient repair shop with crews that could be dispatched to the Port of Albany on short notice.

In 1977 the 340th boat built at the yard was the "Michael Turecamo," which continued the tradition begun by the Mattons of naming tugs for family members, as did the "Joan Turecamo" in 1980, and the "Mary Turecamo", the 345th

(continued on p.7)



Off the Top...

Okay, okay, no one gives away trade secrets. It is no secret that I continue to hunt for more information about La Petite Adelaide and her (second) husband and dancing partner, J. J. Hughes. Yeah, I know, it has moved past mission into obsession. Well, let's go to the back fence so we can talk, since I have some tasty tidbits.

First the tame stuff. Since the December President's Message, I have some new information. In addition to La Petite Adelaide appearing in her own movie, where she jumps out of a pie carried by attendants (in the exclusive enclave of Newport, no less) in the 1890's, Adelaide and Hughes made another movie in a few years into the 1900's. I now have documentation it was shown in Utica and in other haunts of central New York. Unfortunately, I have yet to locate either of the films themselves. How I would love to see her dance.

My original information about Adelaide refers to her first husband, Mr. Lloyd. She had him arrested for stealing her costumes and possessions to fund a trip for himself to Europe. With that information, I had the beginning and part of the middle of that story. The middle of the story explains that the judge trying Adelaide's case gave her, the victim, a tongue-lashing for making more money than her husband earned. The details I recently acquired just made this story juicier.

This new information enlivens the saga. With her husband in prison, somehow she could not meet her rent in the boarding house she was sharing with her mother (whom stagehands nicknamed La Grande Marmalade). The woman running the boarding house therefore locked them out. Adelaide learned that with her husband in prison, the county should provide her with six dollars a week. She then hired a car, at a cost of eight dollars a week, to find out when she would receive her six-dollar weekly payment. In 1907, she was going to be paid \$1250.00 per week for 30 weeks to dance en pointe on horseback!

In addition to these stories, I have recently learned many other details. Did I mention trade secrets? As historians, we all have our interests... so maybe this will help with your interest or with your genealogy. A stash of local (mainly central and western New York) newspapers can be found online and searched in a pdf format. The trade secret is to point your web browser to www.fultonhistory.com/fulton.html. At this site, you can search over 15,377,000 old New York State historical newspaper pages by any keywords, names or phrases. I still have not been through all the information on Adelaide that is available. Nonetheless, I am working on it!

Happy research,

Paul D. Dunleavy
President

Profile of a Member of SCHS - Daniele Cherniak

In this issue, we profile longtime SCHS trustee Daniele Cherniak, who is currently First Vice President of the society.



She is involved in numerous SCHS activities and has been editor of this newsletter for several years.

What is your occupation and background? I grew up in Cohoes, and graduated from Keveny Memorial Academy. I majored in physics at Union College, and attended graduate school at the State University of New York at Albany. I am currently a research professor at Rensselaer Polytechnic Institute in the Department of Earth and Environmental Sciences. My training is in physics, but I work with a group of geochemists, doing research to understand the rates of chemical alteration of minerals over geological times at high temperatures like those that would be found within the earth. Our work involves laboratory experiments to simulate these conditions (except of course for the geologically long times). These results help us better understand past geological events and processes. So it's history of a sort.

How did you learn about and become involved in SCHS? I have been involved with SCHS from nearly the beginning, when a group that then called itself Friends of Historic Cohoes tried to save the Silliman Memorial Church from demolition.

What are your hobbies and other interests? I enjoy reading (mostly American history) and long-distance running. I have traveled to many places to run long-distance races, both in the U.S. and internationally. I have raced in Japan, Russia, the Netherlands, Belgium, France, Italy, Mexico, Canada and Panama. I also enjoy hiking, cross-country skiing and kayaking.

What aspects of Cohoes history most interest you? The canal era, and the industrial development of Cohoes in the mid to late 19th century. I'm also interested in earlier times in history - when the Falls were formed and mastodons roamed the earth. A great thing about Cohoes history is its multiple layers - from the Ice Age, to Native American history, to Dutch settlement, to the Revolutionary War period, to the canal era, to the Industrial Revolution and more recent times.

What SCHS activities and events do you enjoy the most?

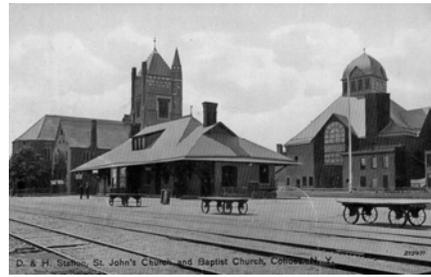
I enjoy working on the newsletter, giving tours of Cohoes sites, developing exhibits at the Visitor's Center, being involved in creating interpretive signage and brochures, and being part of the SCHS teams that authored pictorial histories of Cohoes. I also have enjoyed the many presentations sponsored by SCHS on a variety of historical topics. I appreciate the opportunity to acquaint people with the fascinating history of Cohoes and learn more about it myself. Another reason I enjoy the Society's activities is because of its cadre of dedicated volunteers.

Please include any other information about yourself you would like to share. I grew up in Cohoes, but really did not take much of an interest in local history until I was an undergraduate at Union College. I took various history courses as electives, and among these was one called "Technology in Historical Perspective." It was very enlightening, and for the course I wrote a term paper on the Erie Canal. As I got deeper into research for the paper, I realized how historically important Cohoes and the region were, and developed great appreciation for the historic features that still exist. These existing historic sites give our city its unique character and are an important means by which to tell its story. A plaque that says a historic building was once on a site provides valuable information, but it cannot evoke the history of a place in the same way as a preserved built environment.

Canal Clean Sweep

Although there is still snow on the ground, spring and the start of SCHS cleanups around the sites of the historic Erie Canal in Cohoes are not far off. Our first cleanup of the year will be on Saturday, April 16, when SCHS joins with other organizations and communities across the state in participating in the annual Canal Clean Sweep, sponsored by Parks and Trails New York and the New York State Canal Corporation. We will be cleaning up around the areas of Lock 15 and 16 of the Erie Canal, and the group will meet at 10 a.m. near the intersection of Vliet and Summit Streets on April 16. If you'd like to participate but can't attend on this date, SCHS members will be out picking up trash and cleaning up the city's canal towpaths and lock chambers at other times from spring through fall. Look for schedule updates on the SCHS website at www.spindlecity.net and in future issues of the newsletter.

Wanted: Historic Postcards



The Spindle City Historic Society is planning for 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.

Mammoth Returns to Cohoes

Robert Van Valkinburgh, the winner of the 2010 SCHS annual raffle, has generously donated the raffle prize, a wooden plate featuring a hand-painted and etched mammoth in a natural landscape, created by Native American artist Earl Dionne, to SCHS, so that this unique piece of artwork may be seen and enjoyed by many more people. The plate is now on view in one of the display cabinets in the Visitor's Center. Many thanks to Mr. Van Valkinburgh for this generous donation.

Website Survey

SCHS is working on improving and expanding its website, and we are seeking input from you, our loyal members and readers, on what you would like to see on the website. The site can be found at www.spindlecity.net. Many SCHS members have been sent a website survey, but if you were not on the e-mail list and would like to receive a copy of the survey, please send your e-mail address to Tor Shekerjian (tshekerjian@proed.org).

Wanted: Your Stories for the SCHS Newsletter

If you have a story about people, places, or events in Cohoes history, the Spindle City Historic Society wants to hear from you. The Society is seeking articles for its quarterly newsletter. The newsletter staff welcomes written articles, as well as recollections of the past and information that can be used in newsletter articles or in the newsletter's "Did You Know" section. Contributors will be acknowledged. Please contact us by calling 518-237-5618 or by e-mailing us at cherniak@nycap.rr.com.

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

motion picture aspect of the theatrical world that most held Si's interest, and he quickly allied himself with prominent figures in the film industry, who always remained his good friends. In 1937, in honor of Si's twentieth anniversary in the film business, more than eight hundred men from all branches of the industry attended a dinner in Albany, a large turnout testifying to the high regard in which he was held by others in the business. Among his acquaintances were the Warner brothers; in 1953 Stanley Warner's non-theater holdings were sold to Simon Fabian Enterprises. Si Fabian is probably best known for introducing Cinerama to the American moviegoing public in the 1950s.

The Fabian chain, which mainly included theaters in New York State, started with the Paramount Theater in Brooklyn, and expanded to other cities. In Albany, Fabian managed the Palace, the Grand, and the Leland. In Schenectady, Proctor's, the Plaza, State, and Strand theaters came under the control of Fabian, as did Proctor's in Troy. In Cohoes, Fabian operated the Rialto and Regent theaters, along with the Cohoes Theater. Key ingredients of Fabian's success in these cities were emphasis on service to theater patrons, and requirements that theater management staff take an active role in their communities. Fabian would also be involved in managing drive-in theaters in the region, including the Latham Drive-in, Mohawk Drive-in (Colonie), and Riverview Drive-in (Rotterdam).

The Cohoes Theater not only featured the latest movies, following their debuts first in Albany and then in Troy, but also sponsored giveaways, bingo games and an occasional talent show. Movie showings also featured cartoons and newsreels of events around the world. The theater was the place where young men brought their dates, especially on Saturday and Sunday, often followed by a stop at Santspre's Ice Cream Parlor on White Street or a trip over to Corky's Grill in Waterford to listen to Frank Sinatra or the Tommy Dorsey or Glenn Miller Bands on the jukebox and dance the jitterbug. Throughout the 1940s, the theater continued to feature leading films, and on July 16, 1945 "For Whom the Bell Tolls", the first Technicolor film shown at the theater, was presented. The theater also hosted many civic events, including war-bond rallies during WW II, Cohoes High School graduations and Citizens Party political rallies in the early 1960s.



By the 1960s, local downtown theaters were declining in popularity due to the growth of television, drive-in theaters, and the increasing development of theaters built in shopping malls rather than on downtown main streets. After closing in 1970, the Cohoes Theater re-opened for a short time, showing X-rated movies, but this effort was strongly opposed by local residents. The city of Cohoes took possession of the building in May 1979 after non-payment of taxes and a lengthy foreclosure proceeding. Under Mayor Ron Canestrari, the city attempted to find new owners, and local citizens were involved in efforts to preserve and re-use the theater, as they would again be in 2010. Various owners did follow, and the building in subsequent years was most commonly used for storage, with all of the decorative interior elements long gone. Continued neglect and a failure to attract owners with interest in and resources for rehabilitation led to its eventual demise.

Sources for information used in this article: Newspaper articles in The Cohoes American August 5 and 8, 1941; The Times Record, by Michael Shanker, May 16, 1979; The Record, by Danielle Sanzone, August 12, 2010. Thanks also to Liz Waytkus and Randy Koniowka.

Matton Shipyard (continued from p.3):

boat, christened on Oct. 16, 1982. Turecamo had acquired six tugs when it purchased the shipyard and subsequently built a pollution-control craft for the Army Corps of Engineers, sand and gravel barges, and six police boats for New York City, along with boats for Texaco and Mobil.

By the early 1980s, several factors contributed to the closing of the shipyard. These included a slump in the boatbuilding business, limited access to the site with its 15 ft. water depth (which meant that large boats could only be



Work in the shipyard in 1976.

launched sideways), uncertainty about ability of the 112th St. drawbridge to lift its span to let newer large tugboats pass beneath, and inaccessibility of the shipyard in winter (since the Hudson was often frozen and impassable above Albany). However, most significant was the stroke suffered by Bart Turecamo, who built tugs as finely finished as yachts and was the motivating force behind the shipyard's operations. The padlock was put on the yard's gates on August 27, 1983, and work ceased at the Matton Shipyard. Gregory McGinty, Turecamo General Manager and Bart's son-in-law, stayed on to liquidate the firm's assets, of which 80% , including the big crane and most of the equipment from the machine and carpentry shops, had already been sold.

Donald L. Miller, Inc. purchased the property on Sept. 26, 1984, and used it for an industrial sandblasting operation. The State of New York purchased the shipyard from Miller in 1989 as part of the Peebles Island State Park complex. The site has been secured and awaits future rehabilitation and interpretation as a historic site chronicling its important role in the history of shipbuilding for the region and beyond.

JC/Staff

Sources for information used in this article: The Knickerbocker Press 8/3/1917: " War Barges Under Construction at Waterford" by Jerome L. Smith; The Matton Shipyard by Kristin L. Gibbons; Charles T. O'Malley. Special thanks to Al Urquhardt.

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

Electronic Option for Delivery of the SCHS Newsletter

The Spindle City Historic Society now offers its members electronic mailing of the newsletter. This assures faster receipt of your newsletter. To sign up for electronic delivery, please send your e-mail request to: cherniak@nycap.rr.com and provide the e-mail address for receipt of your newsletter. Otherwise, you will continue to receive the newsletter through regular mail.

e-mail Notifications of SCHS News and Events

If you would like to receive timely e-mail notices of upcoming Spindle City Historic Society events and other news, please e-mail us at cherniak@nycap.rr.com.

UPCOMING EVENTS

Wednesday, March 23 – Spindle City Historic Society meeting. 7 p.m., Cohoes Visitor’s Center.

Saturday, April 16 – Cohoes Canal Cleanup. 10 a.m. – noon. Meet near the intersection of Vliet and Summit Streets.

Wednesday, April 27 – Spindle City Historic Society meeting. 7 p.m., Cohoes Visitor’s Center.

Saturday, May 14 – Celebration of NYS Heritage Weekend. Events will include a walking tour of downtown Cohoes and exhibit of historic postcards. Cohoes Visitor’s Center. Times TBA – check for updates at www.spindlecity.net

Wednesday, May 25 – Spindle City Historic Society meeting. 7 p.m., Cohoes Visitor’s Center.

Wednesday, June 29 – Spindle City Historic Society meeting. 7 p.m., Cohoes Visitor’s Center.

Wednesday, July 27 – Spindle City Historic Society meeting. 7 p.m., Cohoes Visitor’s Center.

Wednesday, August 31 – Spindle City Historic Society meeting. 7 p.m., Cohoes Visitor’s Center.

Photo credits this issue – Al Urquardt, Walter Cherniak

∞ SCHS Newsletter Staff ∞

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