

Spindle City Historic Society

Volume 7 Issue 1

Spring 2004

DID YOU KNOW

.... that Cohoes businessman George Kavanaugh was a U.S. fencing champion in the late 19th century? In 1896, he was champion in the Men's Foil competition. In 1899, he captured both the Men's Foil and Men's Saber National Championship titles.

....that the Spindle City Historic Society is ten years old? Read about the history of SCHS on page 4 of this issue, and see page 8 for an announcement of an upcoming 10th anniversary celebration.

....that in 1891, there was a bridge from Simmons Avenue to Western Avenue, crossing the Salt Kill?

....that there was a street called Grape Street in existence from the 1880s to 1936? It ran between Johnston Avenue and Willow Street, west of the railroad.

....that Simmons Avenue used to end at Witbeck Avenue? It was extended to Vliet Street in 1928-29.

....that the West Side Knitting Mill was located on Mann Avenue in the 1890s?

....that in 1907 there was a park on Simmons Avenue called the Wesley Brotherhood Park?

....that St. Agnes Cemetery was located to the north of Western Avenue on an 1891 map? Its present location is to the south of Western Avenue.

....that Wilmer Street, a very short one, was between High and Columbia Streets, running perpendicular to the Erie Canal?

....that Eagle Nest Avenue was the old name given to the road in Lansing Park connecting James Street to Bevan Street?

....that Columbia Street was once called Columbia Avenue?

When we lose a Historic Place, we lose a part of who we are.

- National Trust for Historic Preservation

WELCOME NEW MEMBERS

The Spindle City Historic Society welcomes new members *Steve & Jeanne Cherniak, John Charles Getchell, Nancy Messier Grilli, and Dorothy & Nancy Papish.*

HISTORIAN'S NOTEBOOK

The Bag Mill

Commuters to and from Clifton Park and the northern sections of the city routinely pass "The Bag Mill" daily without so much as a blink. It's there, it's been there, and with the promise implied by the revitalization of the Harmony Mills, it will remain there.

This old familiar mill, when seen with fresh vision, is an awesome sight. Up the hill on North Mohawk Street, its six story Italianate tower stands as a guardian announcing to travelers heading north the imminent appearance of the Harmony Mills Historic District.

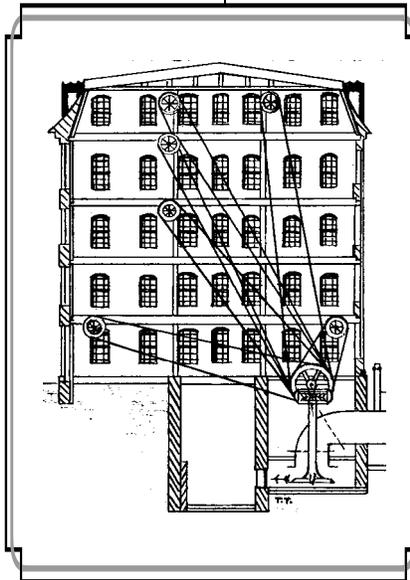
The building was constructed by Charles Van Benthuyzen of Albany as a paper mill. Actually, it is the second Van Benthuyzen paper mill on this site. His first one burned down right after it was opened; the present structure replaced it almost immediately.

Van Benthuyzen was attracted to the site by the cheap water for power and manufacturing. But alas the water did them in.

The cheap waterpower ran the machinery like a dream, but the water became a nightmare when attempting to use it to produce white paper. Churned up and muddy, it just couldn't do the job. Frustrated, the company decided to drill a well to obtain clear water. They drilled and drilled then drilled some more until they reached the ridiculous depth of 2,300 feet. They had drilled the second deepest well in the United States outside of St. Louis, but couldn't find enough water for production purposes. So, on November 13, 1871 they sold the plant to the Harmony Mills Company and retreated back to Albany.

The former paper mill, at that point in the hands of cotton cloth manufacturers, was technically designated Harmony Mill #4. Soon it was dressed up with a Mansard roof and Second Empire details to complement the other structures in the Harmony Mill complex. Its new job was to make seamless cotton and burlap bags to wrap around the finished rolls of cotton cloth for protection during shipping. Thus the name: "The Bag Mill."

Walter Lipka



New York Central and Hudson River Railroad City of Cohoes High Street Grade Crossing Elimination Project - 1902

by Steve Lackmann

Most of us who travel under the High Street bridge today rarely think about how this concrete structure came to be. Today the Mohawk Hudson bikeway winds its way over the bridge and through Cohoes on the former right-of-way of the old Troy and Schenectady Railroad (1843). This railroad was subsequently absorbed into the huge New York Central and Hudson River Railroad and, in its last days of operation, was run by the Delaware and Hudson Railway until it was abandoned in the early 1980s.



Early topographic map of the original High Street crossing as it existed in 1899. West is at the top of the map. You can plainly see the two distinct crossings for McElwain Avenue and Younglove Avenue as well as the location of the original passenger station and warehouses. Notice the contour lines on the map in the lower right showing the deep ravine that would be eventually filled for the Garner Street extension.

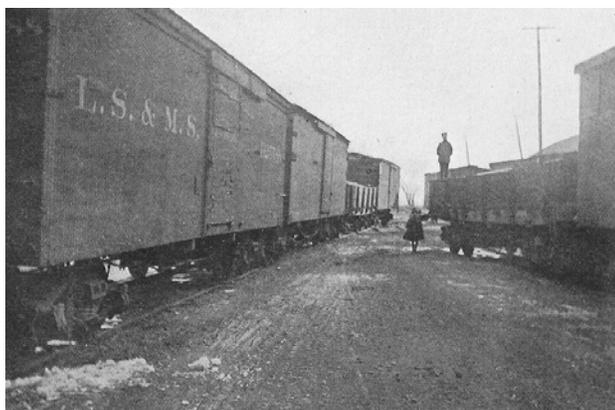
At the dawn of the 20th century, the area around High Street looked vastly different from the way it looks today. The rail yard of the New York Central railroad was bustling with freight activity to and from the growing city and its mills as well as with passenger traffic. Many passengers went to work in Troy or Schenectady. In Schenectady many Cohoesiers found employment at the American Locomotive Company as well as the recently founded Edison Works of the new General Electric Company. Coal was also an important commodity, with three bustling coal yards located in the immediate vicinity of the rail yard.

The warehouse of George House occupied the present-day park at the lower end of Younglove Avenue. Charles North's warehouse occupied the northwest corner of the rail yard (and still stands today). A small freight house and even smaller passenger depot occupied the center of the yard. At the east end of the yard was the yawning ravine that would ultimately be filled in and become the lower end of Garner Street.

What was vastly different from today was the High Street railroad crossing. The crossing was entirely at grade. Not only was the crossing at grade, but there were four actual crossings. Traffic coming west on High Street had to cross the main railroad line. Once

across this track, a decision had to be made to continue westward on either Younglove Avenue or McElwain Avenue. If one was heading up McElwain, another crossing had to be navigated over two siding tracks to get to the bottom of the street. If you were going to Younglove Avenue, you crossed the same two siding tracks and crossed another spur track for House's warehouse.

Pedestrians or horse and wagon teams often had to navigate through rows of stationary railroad cars (Picture #1) as well as face the possibility of a steep incline from the tracks, down High Street, to the bridge over the Erie Canal. As one can imagine, there were many accidents. One such accident occurred on May 4, 1902 and further reinforced the cry from residents that something must be done to eliminate these dangerous crossings.



Picture 1: Younglove Avenue crossing



Picture 2: Looking west on High Street from the bank of the Erie Canal (near present day intersection with Garner Street)

On the morning of May 4, 1902, George Murray was driving his team and a wagon of dirt east on Younglove Avenue toward the New York Central Railroad crossing. He was a laborer assigned to take the dirt from the grading of new streets on the "hill" to the ravine that was being filled for the Garner Street extension. Unbeknownst to Murray was another wagon at the crossing. This team was on the railroad tracks hidden from Murray's view by boxcars waiting to be loaded



Picture 3: Garner Street looking south down the hill from Johnston Avenue. This part of Garner Street was originally a ravine. The Victor Carrybag mill is on the left and the original steeple of St. Joseph's Church is visible straight ahead. The freight house visible on the right is where the vacant Convenient Food Mart now stands.

with finished goods from the Harmony Mills. As Murray's team began to cross the tracks, he saw the other team, but it was too late! Murray swerved to avoid the other team, but in so doing, his horses became partially unhitched from the wagon. The horses began to gallop down High Street toward the Canal. Murray saw the impending disaster and guided his horses into Bartel's newsroom on High Street. One of the horses received numerous cuts when he broke through the plate glass window. Murray was fortunate to escape with only a cut on his left hand.

Other accidents at the High Street rail crossings had been documented in the Cohoes *Republican* during the 1890s. As a result, many local residents clamored for change. One such meeting took place at City Hall during the summer of 1899. Participants in this hearing decried the dangerously steep incline of High Street to the Erie Canal. They also were fearful of crossing the numerous tracks with no visibility between parked boxcars and coal cars. Seeing an oncoming train was difficult at best and not seeing one could be deadly.

Pressure for changes began to build on the Cohoes City Council and on the New York Central Railroad. City officials said the

railroad was responsible for any changes in the "interest of public safety". The railroad countered that the "railroad was there first. If any changes were desired, the City was responsible."

Several public hearings were held during the early summer of 1900. Cohoes city attorney Walter Wertime met on several occasions with attorney Trowbridge of the New York Central Railroad regarding potential changes to High Street. The only thing reported by the *Republican* was that "several contingencies still had to be worked out."

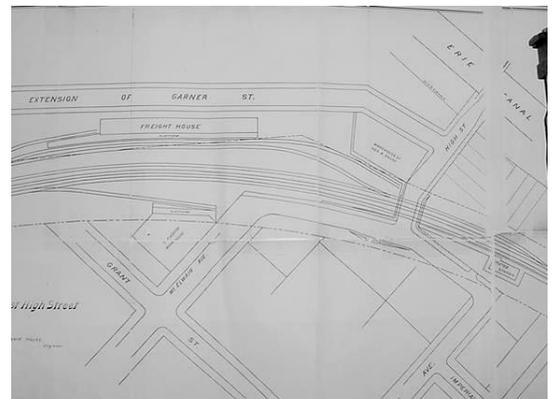
The *Republican* again reported on July 17, 1900 that Martin Murray of Albany will begin the Garner Street extension project. However, the paper went on to state that "amicable arrangements have been made with the New York Central and Hudson River Railroad. However, a contract had yet to be signed." In fact, the railroad was still balking at the timing of the project. The railroad said that they would not start work since they had to build 118 bridges, 12 grade crossings, and several depots. If the High Street project was to start now, it would cause trouble for the railroad with these other projects.

Another problem arose with the railroad stating that, if the current plans held, they would have to build a new depot, a new freight house, as well as realign numerous siding tracks in the freight yard. The New York Central thought they were being forced to shoulder an unfair portion of the project costs.

Another two years of haggling back and forth dragged on. After several additional public meetings and several hearings before the New York State railroad commissioners in Albany, a settlement was finally reached. On May 2, 1902 the Cohoes *Republican* announced a tentative agreement had been reached "between the New York Central and Hudson River Railroad, the Harmony Company, and the City of Cohoes." City attorney Walter Wertime arrived from New York City with the report that a "contract for the new crossing would be ready for signing within a few days."

Nothing else is noted in the *Republican* until June 5th. On that day the paper reported that "the *Republican* is happy to report that after a fight of nearly 10 years for filling the ravine and the improvements of High Street that the end is in sight. Mr. House will remove his storehouse to the north corner of High Street and the new Garner Street extension (the corner of the present day Primeau's Automotive). Work will be completed by September 1, 1902."

(continued on page 7)



Proposed High Street crossing project. This is essentially the way the intersection looks today. This view is looking east. The Erie Canal at the top of the map is now Bedford Street.



Off the Top...

SCHS is now three months into our third year of programming in the Cohoes Visitor's Center. We have been offering monthly events that include a vast array of presentations.

Our March program last year was entitled "Horace B. Silliman: His Life and Legacy & Roundtable Discussion – Creating a New Park in Cohoes." This roundtable discussion brought forth some great ideas, many of which were incorporated into a park located at the corner of Ontario and Mohawk Streets, where the Silliman Memorial Church stood. With spring just around the corner, Cohoesiers will soon have a new green space. The dedication of this park will take place on Sunday, April 25th at 1 p.m.

In April, William Krattinger will present "The Work and Influence of Architect and Author A.J. Downing." This April 10th presentation will examine the influence of Andrew Jackson Downing on American residential architecture in the mid-19th century. Downing, author of four books, three of which dealt with aspects of American architecture, was the preeminent American tastemaker of the pre-Civil War period. His writings exerted a significant impact on how Americans perceived their houses, and dealt with a multitude of subjects, including architectural styles, methods of construction, and proper site planning. Krattinger, a Historic Preservation Specialist at the NYS Office of Parks, Recreation and Historic Preservation, will highlight local examples of Downing-influenced houses.

On March 13th, a new art show opens at 7 p.m., featuring the paintings of local artist Ron "Skip" Kemmy. The show, "Of Wind and Water – Seascapes," will remain on display throughout the month of March. A carpenter by trade, Kemmy's interest in art was inspired by his father and grandfather who were both sketch artists. Self taught, he expanded his work into other media. His talent as a carpenter and his love of the sea led to an interest and expertise in the restoration of wooden boats. Join this Cohoesier and the SCHS to celebrate his first public showing.

Many Cohoesiers (and non-Cohoesiers) have been bringing us photographs, memorabilia and artifacts for donation and display and our collection is growing. The SCHS is appreciative of these wonderful contributions – please keep them coming. Our regular meetings are the last Wednesday of the month at 7 p.m. in the Cohoes Visitor's Center at 58 Remsen Street (the 1st floor of the historic Cohoes Music Hall). Many of our meetings include a short program. Hope to see each one of you at a meeting or presentation. Let's keep Cohoes' memories and history alive.

Paul D. Dunleavy
President

Happy 10th Anniversary SCHS!

SCHS celebrates its 10th anniversary this year. In recognition of this occasion we share a bit of history of the organization.

In the summer of 1994, a group organized by Chris Krawiec and Linda Christopher began to strategize in attempts to avert the planned demolition of the Silliman Memorial Church. The group adopted the name Friends of Historic Cohoes. In the first few years, their efforts were concentrated on raising awareness of Cohoes' history and the importance of historic preservation in the community, and in advocating alternatives to demolition of the Silliman Memorial Church. In the spring of 1996, the organization held its first Annual Meeting, an event featuring guest speakers.

The organization adopted a new name, the Spindle City Historic Society, in June of 1996, and received official status as a nonprofit organization from the State Education Department in June of the next year. In the fall of 1998, the Society published the first issue of its newsletter, which has appeared quarterly ever since. In that year, the Society offered its first guided tour, visiting Harmony Mill #3 and the power generation facility at the falls, co-sponsored with the Hudson-Mohawk Industrial Gateway.

In 1999, as part of the Cohoes Beautification Project, SCHS decided to "adopt" Lock 15 of the enlarged Erie Canal as its site for cleanup. SCHS has continued to work on the Erie Canal in cleanup, preservation, and education efforts. In the winter of 1999, the first SCHS webpage was launched; since the fall of 2001 the SCHS webpage has been hosted by the Times Union Communities website.

Fall 2001 marked many important and exciting changes for SCHS. After years without a home, the group took up residence in the Cohoes Visitor's Center. We also produced our first book, a pictorial history of Cohoes published by Arcadia Press. We are currently working on a second book. Since moving into the Visitor's Center, we have offered a wide range of programs, including presentations on various aspects of Cohoes history, exhibits of art, and displays of historical artifacts. Last year, we offered "History Week" - a summer program on Cohoes history for 4th and 5th grade students. In 2002, we released our first self-guided tour brochure, on the Harmony Mills Historic District, which was followed in 2003 by a brochure on the Erie Canal in Cohoes.

As a decade has passed, we look back on what SCHS has accomplished, and look forward to an exciting and active future for the organization.

SCHS Presentations: by Land and by Sea

The presentations sponsored by SCHS this winter took those in attendance on virtual journeys by land and by sea.

By Land - "The Railroads of Cohoes"



Steve Lackmann makes a point during his presentation on the railroads of Cohoes

In December, Steve Lackmann recounted the history of railroads in Cohoes. Drawing on his extensive knowledge of railroad history and the collection of train photographs he has taken over many years, Steve described the numerous railroad lines that once crossed the city, including the Rensselaer and Saratoga, the Troy and Schenectady, and the Delaware and Hudson. He discussed the growth and decline of railroad travel and transport, from the superceding of the canals by rail to carry passengers and freight, through its importance in the industrial heyday of the city, to the railroads' loss of dominance as carriers of people and goods with the growth of the highway system and decline of the city's industrial base.



The D&H traveling through Cohoes, on the tracks parallel to Van Rensselaer Street

But memories of the trains persist, and the sites where they once thundered through town still exist. As part of his presentation, Steve showed photographs of Cohoes railroad sites, asking the

audience to identify the location. Some were easy to identify with familiar landmarks, but others were more elusive. Today, the Troy and Schenectady rail line is part of the Mohawk-Hudson bikeway, and portions of the Rensselaer and Saratoga line along Delaware Avenue may also be part of a rails to trails conversion, following the "black bridge" south into Green Island.

By Sea - "The Only Way to Go"

In January, it was on to the sea, for journeys of even greater distance. Tom Allison described "The Only Way to Go -- Travels by Transatlantic Steamship." He recounted the history of transatlantic steamship travel from the days of Dickens, when the journey was still a harrowing adventure, through the luxurious ships of the Cunard and White Star lines during their heyday in the early 20th centuries, to the 1960s, when a five-day crossing of the Atlantic was a relaxing reminder of an earlier era as airline travel became ever more common.

The ships carried thousands of passengers across the Atlantic, from the very wealthy headed for grand tours of Europe to immigrants seeking opportunity in America. The audience was taken aboard these great vessels to walk the decks, enter the opulent salons and dining rooms, and visit the staterooms from first class to steerage. Those who could afford to travel in style enjoyed what were indeed floating palaces, with ornate staircases, statuary and furnishings, and even swimming pools with marble columns.



A view inside the infamous Titanic, of the White Star line. The names of the White Star's ships ended with "ic", distinguishing them from the ships of the Cunard line, whose names ended with "ia", among them the Britannia and the Aquitania.

Soft Tex Manufacturing Company

By Hal Perry

With the support of their family and the idea that everyone sleeps so everyone needs a pillow, Art and Harold Perry began their journey in 1986 as owners of Soft Tex Manufacturing Company.

Soft Tex was started in 1980 by Walt Fronczek, in 12,000 square feet of space at 39 Saratoga Ave. in the Star Textile Building. In 1986, Art and Harold Perry bought the business and began creating a production line, hiring employees and looking for business. The business they bought came with a customer list, but eager to expand and grow, the Perrys went from business to business trying to get more orders. The company began with the two brothers, a sewing operator and a maintenance/ machine operator. By 1988, the business had grown from a 2 employee operation to 11, and sales were up more than 100% due to long hours and the expansion of the pillow line from one basic pillow to pillows of soft, medium, and firm densities in standard, queen, and king sizes.

By 1993 many businesses were disappearing in Cohoes, but Soft Tex was still expanding. In order to continue growing, a larger facility for the company was needed. With 22 employees and new accounts, Soft Tex sought an Industrial Development Agency (IDA) loan. The location of choice was 30,000 square feet of space in the former Barclay Pillow Factory in the Harmony Mills complex. The Harmony Mills date back to 1837 when Mill #1 was constructed. Mill #3 was built in the mid 1860s and was in its day the largest self-contained cotton mill in the world. It was the latter that would become the new home of Soft Tex. The building was already set up for manufacturing, so the move was a good fit. The company also opened an outlet store in order to sell its factory seconds and overruns. Art expanded the store's selection to other bedding goods that were not manufactured by Soft Tex, including comforters, fleece throws and novelty items.

Spring 1998 brought more changes for the company. A Manhattan showroom was opened to show the company's products to its customers. This location also serves as a place for networking with the company's principals and sales representatives. With more than 10 years of manufacturing experience, Soft Tex was selling to mail order catalogs and participating in trade shows in New York City, Boston, and Orlando, Florida. They also expanded their retail store to a larger location adjacent to the factory, which is the present location of the Soft Tex Bedding Outlet Store. At the store, customers can purchase factory made pillows and down comforters as well as area rugs, window shades, curtains and fixtures, and bath accessories. Employees in 1998 numbered 50, including the factory administrative and retail departments. Along with the addition of the outlet store, the company took over an additional 35,000 square feet, bringing the total square feet of operation to 65,000 square feet in the Harmony Mill #3 building. This allowed shipping and receiving to be done on the main level, making these operations more efficient. The customer base for Soft Tex now includes mail order catalogs and the hotel industry from large resorts to small inns. Interior designers also find Soft Tex products that meet their needs. In 1999, US Representative Michael McNulty presented a plaque at the Harmony Mills, recognizing the mill complex as a National Historic Landmark. As a modern-day occupant of the Mills, Soft Tex has proudly become part of Cohoes' manufacturing history.

By 2002, Soft Tex was beginning to grow beyond its space. The city of Cohoes began assisting the company in its search for a larger facility. A site was offered downtown at the location of the former Victor-Carrybag building. Talks began to determine if this move was the best option for Soft Tex. Meanwhile, orders continue to come in from existing customers as well as new accounts such as the stores Bed, Bath and Beyond. With the Cohoes outlet store running successfully, the idea to branch out and open another store began to gather momentum. Soft Tex opened its second outlet store in South Glens Falls in 2003.

Today, Soft Tex is still working on developing larger, more modern facilities, not only in the Cohoes area, but also in the southeastern United States. After much hard work and success from Art and Harold Perry, Soft Tex now has more than 100 employees and 2 outlet stores, and the fact still remains -- everyone sleeps so everyone needs a pillow.

There would be an exchange of land from the railroad to the city for the location of a new park at the site of the former House's warehouse (the present park at the foot of Younglove Avenue). Land would be given by the Harmony Company to the railroad for an extension of their freight tracks and the site of a new and enlarged freight house (present day site of the Convenient Food Mart). The City would realign High Street and the railroad would provide the manpower for the excavation for the bridge. The bridge would be made of steel, not wood.



Picture #4. Completed High Street bridge project. Primeau's Autobody is located in the warehouse on the right. Garner Street enters High Street on the right.

There was apparently some discussion over the construction of a new passenger depot. The *Republican* reported that the Cohoes Businessman's Association petitioned the railroad to build the new depot of stone and brick, not wood. They apparently complained directly to the railroad, which then quickly sent a representative to meet with the group. After the meeting, it was announced that the new depot would indeed be made of brick and stone and would, in the words of the *Republican* reporter, "... be a credit to the city and the railroad, entirely befitting the importance of the railroad in Cohoes."

After almost ten years of discussion the project would finally be completed. The total cost of the project was estimated to be approximately \$75,000, with the railroad contributing about 20% of the total cost, the Harmony Company about 33%, and the city of Cohoes the remainder. It was seen as a tremendous improvement for both the city and its inhabitants. No longer would people be exposed to the danger of moving railcars and the hazards of a steep hill.

It's hard to imagine today the problems pedestrians and vehicles faced at High Street a little over 100 years ago. The passenger station, the freight house, rail yard, and the railroad itself are long gone, replaced by a bicycle path. Few traces of the New York Central Railroad remain to remind us of this time when Cohoes was rapidly growing and this area was bustling with activity. The only hint of when this all happened is a weathered date inscription cast into the concrete bridge abutment opposite Primeau's.

The next time you go under the High Street bridge, remember the history associated with this structure and the struggle Cohoes citizens had to bring this change about.

Many thanks go to Walt Lipka for providing a great deal of leads in the researching of this article. Thanks also go to Ernie Mann of the Rensselaer City School District for his artwork copying the old topographical maps of the High Street area. Without their help and encouragement this article wouldn't have been possible.



Spindle City Historic Society Membership Application

www.timesunion.com/communities/spindlecity

President - Paul Dunleavy

First Vice President - Linda C. Christopher

Second Vice President - Daniele Cherniak

Secretary - Tor Shekerjian

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

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

ANNOUNCEMENTS AND UPCOMING EVENTS

☞ Congratulations to SCHS member and Cohoes City Historian Walter Lipka, who received the Community Service Recognition Award from the Friends of the Cohoes Library in November.

☞ In the months of May and June in the Visitor's Center, SCHS will host an exhibit of artwork created by Cohoes High School art students. Watch for announcements of further details.



Saturday, March 13 - "Of Wind and Water" -- Seascapes by Ron Kemmy. Opening reception, 7 p.m., Cohoes Visitor's Center.

Wednesday, March 31 - Spindle City Historic Society monthly meeting, 7 p.m., Cohoes Visitor's Center.

Saturday, April 10 - The work and influence of architect and author Andrew Jackson Downing. Presentation by William Krattinger, Historic Preservation Specialist at the State Office of Parks, Recreation, and Historic Preservation. 1 p.m., Cohoes Visitor's Center.

Sunday, April 25 - Dedication of Silliman Park. 1 p.m. at Silliman Park, corner of Mohawk and Ontario Streets, across from City Hall. Park dedication ceremony and program honoring the life and legacy of Horace B. Silliman.

Wednesday, April 28 - Spindle City Historic Society monthly meeting, 7 p.m., Cohoes Visitor's Center.

Wednesday, May 26 - Spindle City Historic Society monthly meeting, 7 p.m., Cohoes Visitor's Center.

Saturday, June 12 - SCHS will be celebrating its 10th Anniversary. The celebration will include an important announcement about a former Cohoesier, a woman ahead of her time. Her father was a Cohoes mill superintendent whose house still stands in Cohoes, she danced at the historic Cohoes Music Hall and later became world renowned. Find out who she is, why she had her first husband arrested and other wonderful stories about her life and times. Presentation and reception, 7 p.m., Cohoes Visitor's Center.

Wednesday, June 30 - Spindle City Historic Society monthly meeting, 7 p.m., Cohoes Visitor's Center.

Saturday, August 14 - "Looking Back from Within -- A Tribute to Keveny Memorial Academy." Photographs by Paula Symanski of the last days of Keveny Memorial Academy, accompanied by reflections and recollections from alumni and city residents. Keveny memorabilia will also be on display. Opening reception, 7 p.m., Cohoes Visitor's Center.

Photo credits this issue: Paul Dunleavy, Steve Lackmann, Tor Shekerjian

☞ SCHS Newsletter Staff ☞

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Spindle City Historic Society

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