



# Spindle City Historic Society

Volume 14 Issue 2

Summer 2011

## HISTORIAN'S NOTEBOOK

## DID YOU KNOW

### The Erie Canal and the Army Corps of Engineers

The U.S. Army Corps of Engineers is probably best known today for its work on dams and levees, and in maintaining key navigational channels, but its involvement in civil construction work has a long history, beginning right after the Revolutionary War. This early work by the Corps of Engineers between the 1780s and 1820s primarily consisted of designing and building roads leading westward in the newly-developing country.

The first official impetus to improve inland navigation in New York began with a message sent by Gouverneur Morris to the Continental Congress in 1778, but this was not acted upon until after the Revolutionary War. In 1791, New York Governor George Clinton directed the State Legislature to commission a survey (which would be conducted by Benjamin Wright), and by 1792 the Western and Northern Inland Lock Navigation Companies were created. Philip Schuyler, a major advocate for canals, became president of the companies, and supervised engineering in the early stages. By the late 1700s, three canal sections were constructed at Little Falls, German Flatts, and Rome. After the War of 1812, De Witt Clinton, a member of the Erie Canal Commission, proposed a canal plan with 62 locks (with a total rise and fall of 625 ft.) for a cost of \$20,000 per mile (a total of \$6 million) to be completed in 10-15 years. In 1816, a fund for appropriations was created, which was in place when Clinton was elected governor of New York in 1817.

Canvass White was recruited to apply his engineering genius and mechanical ability to the project. He went to Great Britain to inspect canals, returning with drawings, notes and new surveying instruments. One of his key innovations was the development of waterproof hydraulic cement used on the stonework of the canal.

Many landowners along the canal route donated acreage, which came to a total of 106,000 acres. When no right of way was obtained, the land was appropriated with no reimbursement, with the expectation that the owners would benefit from canal-related development. Many individuals and communities along the route did benefit, and new cities and villages formed. As an example, prior to the completion of the middle section of the canal in 1820, the city of Syracuse did not exist, but would later flourish as a result of the canal and its boost to commerce.

A major problem in canal construction was the navigational barrier created by the Cohoes Falls. Charles Broadhead designed a series of 19 locks through Cohoes (the largest concentration of locks along any stretch of the canal). West of the Falls, he designed an aqueduct 748 feet long, which carried the canal to the north shore of the  
*(continued on p.6)*

....that on September 6, 1898, there was a tragic deadly accident at the D&H railroad crossing near the Lansingburgh bridge? A passenger train crashed into a Troy City Railway Motor Car, with 14 killed and 25 injured. The new Cohoes Hospital (read more about the history of the hospital beginning on page 2 of this issue) and its doctors volunteered their services to care for the injured. The motorcar conductor recalled the event, saying he jumped from the car at the usual distance from the crossing to run ahead, but the car did not stop as usual and kept the same rate of speed so he could not get ahead of the car to see if a train was approaching. As he reached the edge of the crossing, he was knocked down by a man who jumped from the car. The conductor, Walter Congdon, was held in jail and the injured motorman, William Windsor, was held under police surveillance until he could give evidence. Mr. Congdon was taken to Albany, charged with manslaughter in the second degree, and released on \$25,000 bail.

.... that on June 6, 1894, George Stacey Davis was playing third base for the New York Giants?

....that on the same day in Cohoes, the Cohoes Wheelmen's Racemeet went off with 150 bicycles in line, accompanied by various drum corps, five visiting bicycle clubs and a Greek fire display?

.... that on June 12, 1897, William Jennings Bryan came to Cohoes and Daniel Cosgro introduced him at the Opera House? Following his talk, Bryan was taken past the mills to the Cataract House for refreshments and a view of the Falls. Bryan ran for President in 1896, 1900, and 1908.

....that on July 11, 1898, in the square at the head of Oneida Street, the veterans of Post Lyon G.A.R. installed a 30 pounder Parrott rifle cannon? The cannon was used in the Civil War at the siege of batteries on Morris Island following the bombardments of Fort Sumter in 1863 and 1864. It was the only memorial in Cohoes of the Civil War.

.... that on August 7, 1894, City Attorney Fitts addressed the problem of the remaining dead in the old Cohoes Cemetery (West End Park)? He said there were probably 1,100 remains still to be removed but no money was left in the cemetery fund, so he proposed applying for an extra appropriation to complete the removal and provide a park at the site.

.... that on February 26, 1897, Assemblyman Leversee supported a bill to reduce the outrageous price of gas in the city provided by the Cohoes Gas and Light Company?

### WELCOME NEW MEMBERS

The Spindle City Historic Society welcomes new members *Richard Charbonneau, Robert Clancy, Caroline Comi, Diane Dirig, Andrew Gisondi, Lauren Payne, Gail Ropelewski, Ralph Signoracci, and Pamela Slotsky.*

## A History of the Cohoes Memorial Hospital



The first Cohoes Hospital was established in February 1872, but the institution lacked sufficient financial support and was forced to close. However, interest in having a hospital in the city remained, and on September 6, 1897 a committee of doctors met with the Mayor of Cohoes to discuss creating a hospital in the city. On September 22 of that year, the physicians submitted a petition to the Common Council documenting the need for a hospital. The proposed site was the Scott property on Main Street. The building standing on the site had been built in the 1790s for the Lansing family of Cohoes,

and was used as a summer residence; at that time the area was sparsely settled. The building later became the property of John Scott, one of the early mill owners in Cohoes. On February 1, 1898 the Cohoes Hospital Association was formed, and on February 15, Mr. Hayes, the project's engineer, submitted plans for a hospital at this site at the joint conference of the Hospital Association and Hospital Committee. The plans were accepted. On June 23, Dr. Bulmer, the pathologist at Bender Laboratory in Albany, agreed to do the microscopic work at the new Cohoes Hospital free of charge.

By September 1898, the D.J. Johnston Memorial Room (named for Harmony Mill superintendent David John Johnston) in the new hospital was completed and on November 9, philanthropist and industrialist Horace B. Silliman donated \$700 to the hospital to establish a surgical department. The first use of the building as a hospital came on the night of Labor Day in 1898, when a horse-drawn trolley operated by the Troy City Railway crossed the path of a Delaware and Hudson Railway train passing through Cohoes. The trolley, carrying passengers home from an outing at Rensselaer Park, was smashed and pushed down the track for nearly 100 feet, scattering passengers and wreckage along the way. Fourteen people were killed, of whom twelve were Cohoes residents, and twenty-five were injured. The accident victims were cared for in the new Cohoes Hospital, still under construction.

On July 18, 1899, ground was broken for a much needed annex to the hospital, and a nursing school was established to provide excellent patient care. The Cohoes Hospital School of Nursing had its first

graduate, Lina B. Loron (Mrs. Lina Barfoot) in 1903. There was typically one graduate each year between 1903-1910, except for 1906, when there were four graduates, and 1908, when there were two. In the remaining years of the nursing school's existence (1911-1938), there were as many as eight to ten graduates each year. The class of 1932 graduated Marion Fletcher, who retired in 1973 after loyally serving as a nurse for 41 years; she died in 2007 at 96 years of age.

The Cohoes Hospital was recognized for many years as one of the finest of its size in the area. Although several expansions of the facility were undertaken over time, by the 1950s overcrowding and obsolescence of the existing buildings made it clear that a new facility was needed. Only a small number of patients could be accommodated because of the facility's limited size, and emergency cases had increased 137% from the mid-1940s to the early 1950s, further supporting the need for a new hospital. The Board of Directors, under President J.M. Smith, arranged for the purchase of 23 acres on Columbia Street near the city's western limits. The land was formerly the property of William W. O'Rourke, who had riding stables on the site. The decision about the location of the new hospital had followed an extensive and careful study of important factors such as zoning, accessibility, cost, soil conditions and the availability of water, electricity and sewage. The Building Committee consisted of Chairman Dr. James Archibald, members Dr. J. M. Mitchell



*A nursing class from the Cohoes Hospital, ca. 1911. Nurse candidates boarded at the hospital, in a dormitory located in the top story of the original three-story building.*

III, J.M. Smith, advisory member P.S. Minor, secretary Robert Williams, George Wertime, Thomas Maycock, Arthur Nertney, Frank Hines, Joseph Ellicott, J. Harry Soden, Robert Stein, Rev. Arthur Reilly, Rev. Victor Blekkink, and Grace Reavy. The group spent a great amount of time in study of fourteen available sites, and the O'Rourke site was their unanimous choice.

To raise funds for the new hospital, two fund drives were conducted, one in 1952 and another in 1958. The proceeds from these drives, together with a mortgage on the old hospital, made construction of \$2 million structure possible. Construction began in 1959, under the direction of architects Harrison & Mero of Troy. A ceremonial placing of the building's cornerstone took place on Sept. 27, 1959 and the hospital dedication ceremony and open house was held on Sunday November 20, 1960 with more than 2,000 in attendance. All who came were impressed by the modern equipment, décor, and room furnishings. The opening ceremony activities culminated in a banquet at the Cohoes Armory sponsored by the hospital's medical staff. More than 450 people attended the banquet.

The new building was first occupied in December of 1960, with the transfer of patients from the old Cohoes hospital. In 1967, the Department of Anesthesiology was created, with Dr. Martin Davies in charge, and with the closing of Bender Lab, a new Pathology Department was established. Hospital Chief of Staff and President was Dr. James H. Mitchell, whose father and grandfather were also Cohoes physicians. Additional medical staff officers were Rudolph Coletti,



M.D., Vice President, Dr. Edward Rowan, Secretary, and Dr. Leo Friedman, Treasurer. Viola McCarthy, R.N. headed the Department of Nursing. In 1968, Dr. Francis Noonan was President and Eunice S. Antonucci, R.N. became Director of Nursing. The hospital sponsored a Candy Strippers program, which involved eight weeks of classes, followed by eight weeks of work with patients, giving teenage girls an opportunity to choose nursing as a career. In 1968, 26 girls completed the course.

In 1969, the Board of Directors voted 20-7 to disband the hospital's Maternity Department, but strong opposition from Dr. Mitchell and Mayor James E. McDonald (also a physician) led the Board to reconsider and maintain the service. In the early 1970s, a hospital renovation and expansion program was undertaken, adding a new wing with improved services. The second phase of expansion occurred in 1975, with the addition of an 80 bed skilled nursing facility, the Mary and Alice Ford Nursing Home, adjacent and connected to the hospital. The hospital itself was now a 107 bed acute care facility with professional nurses staffing the medical/surgical units, coronary care units and a department of surgery with 60 beds for general patients, 15 for maternity, 12 bassinets and 2 isolation bassinets. The nursing staff's responsibilities were expanded beyond direct patient care to include serving on multidisciplinary committees along with physicians, and hospital administration to improve patient quality of care.

By 1986 the Cohoes Memorial Hospital's Board of Directors, with Harry L. Robinson as President, filed for reorganization under Chapter 11 of the Federal Bankruptcy Act to protect the hospital, which was \$1.5 million in debt, from creditors. The decision to file was in continuance of its plan to change to a geriatric center under the supervision of Samaritan Hospital. The debt was precipitated by the embezzlement of \$93,000 by former comptroller Mark D. Humphreys, who was found guilty in 1983 of second degree larceny and sentenced to 27 years in state prison. In addition to taking the money, Humphreys forged financial records, including two years of CPA reports to make it appear that the hospital's finances were sound when it was actually losing income. In 1985, Board Chairman Harry Robinson indicated that there was little chance of financial revival of the hospital. On January 2, 1986 the hospital stopped accepting patients and closed its emergency room. After 88 years of service, Cohoes Hospital was closed. By February 11, 1986, an urgent care center was opened at the site, providing free blood pressure and diabetes screening, health risk appraisals, and pulmonary function tests. The facility also provided immediate medical treatment, non-emergency clinical visits, outpatient lab services and radiology services. The center was open from 9 a.m. to 9 p.m. seven days a week.

The Mary & Alice Ford Nursing facility on the hospital campus continued in operation by the Troy-based Eddy Geriatric Center. The Eddy Memorial Home for the elderly was first established in 1928 by Mrs. James Eddy and her daughter Ruth Hart Eddy at Samaritan Hospital in Troy.

*continued on p.7*



### Off the Top...

In the last issue of the Spindle City Historic Society Newsletter, I shared information about a stash of

local (mainly central and western New York) newspapers that can be found online and searched in a pdf format. At this site you can search over 15,377,000 old New York State historical newspaper pages by keyword, names, or phrases. The site is: [www.fultonhistory.com/fulton.html](http://www.fultonhistory.com/fulton.html)

Another site I found for old newspapers across the United States is provided by the Library of Congress and is called "Chronicling America." As described on the site itself, one can: "search America's historic newspaper pages from 1860-1922, or use the U.S. Newspaper Directory to find information about American newspapers published between 1690-present. Chronicling America is sponsored jointly by the National Endowment for the Humanities and the Library of Congress ... [and it] is a long-term effort to develop an Internet-based, searchable database of U.S. newspapers with descriptive information and select digitization of historic pages. [The]... program will fund the contribution of content from, eventually, all U.S. states and territories." The web site is: <http://chroniclingamerica.loc.gov>

Another helpful and related site, also provided by the Library of Congress, is "American Memory." The web site states "American Memory provides free and open access through the Internet to written and spoken words, sound recordings, still and moving images, prints, maps, and sheet music that document the American experience. It is a digital record of American history and creativity. These materials, from the collections of the Library of Congress and other institutions, chronicle historical events, people, places, and ideas that continue to shape America, serving the public as a resource for education and lifelong learning." The web site is: <http://memory.loc.gov/ammem/index.html>

Again, happy research,

Paul D. Dunleavy  
President

### Canal Clean Sweep and Cohoes Beautification Day

On two Saturdays this April, SCHS members and friends cleaned up a section of canal towpath near Locks 15 and 16 of the historic Erie Canal in Cohoes. On Saturday, April 16, SCHS participated in the statewide Canal Clean Sweep, sponsored by Parks and Trails New York and the New York State Canal Corporation. Although cold winds and dampness created less than ideal conditions, enthusiastic volunteers worked throughout the morning picking up trash, and even a few old tires. Better weather greeted SCHS participants on Cohoes Beautification Day on April 30, as volunteers were again working along the towpath and down to Power Canal Park as part of citywide cleanup efforts. Many thanks to all who participated.



If you'd like to join us in future cleanups, SCHS members will be out picking up trash along 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.spindlecit.net](http://www.spindlecit.net) and news at our meetings on the last Wednesdays of the month at 7 p.m. at the Cohoes Visitor's Center.

### 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](mailto:cherniak@nycap.rr.com).

## Website Survey

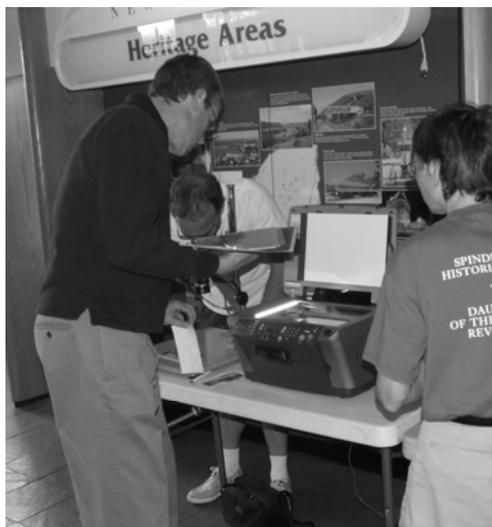
SCHS is working on improving and expanding its website, and we are seeking input from you, our loyal members and readers, on what you would like to see on the website. The site can be found at [www.spindlecite.net](http://www.spindlecite.net). Many SCHS members have been sent a website survey, but if 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@gmail.com](mailto:tshekerjian@gmail.com)).

## Heritage Weekend - New Postcard Exhibit and "Collecting Images of Cohoes"

To celebrate New York State Heritage Weekend, SCHS held an open house at the Visitor's Center on Saturday, May 14 and showcased a new exhibit "Wish you were here - Historic Postcards of Cohoes." Along with the opportunity to



view the exhibit and find out about the new book on Cohoes that SCHS has in the works, visitors were also encouraged to bring in historic postcards, trade cards, bill heads and other Cohoes-related paper ephemera, as well as historic photos, for on-site scanning.



If you missed the Heritage Weekend event and have historic Cohoes postcards, trade cards, photos, or other items you would like to share, please

contact us at [cohoes90@nycap.rr.com](mailto:cohoes90@nycap.rr.com) or at 518-237-

5618. These items will be scanned and returned to their owners unless they wish to donate them to SCHS.



The postcard exhibit can be viewed during regular Visitor's Center hours (Tuesday - Friday, 11 a.m. - 3 p.m.) or when the Visitor's Center is open for SCHS meetings and events.

## New Tour Brochure

Heritage Weekend also marked the debut of a new tour brochure from SCHS, a guide to the downtown historic district of Cohoes. This brochure is the latest in a series of guides to Cohoes historic sites produced by the Spindle City Historic Society. Other brochures include self-guided tours of the Harmony Mills Historic District, the Erie Canal in Cohoes, Harmony Mills worker housing neighborhoods, historic churches of Cohoes, and a history of the Cohoes mastodon. All brochures are available at the Cohoes Visitor's Center.

## Memorial Day Parade

On May 26, SCHS members participated in the annual Memorial Day parade in Cohoes. The parade stepped off at Columbia Street near the memorials at West End Park, followed Columbia Street to Remsen Street, and traveled the length of Remsen Street to the reviewing stand across from Canal Square. The SCHS contingent this year included a group of marchers and a 1949 Chrysler Highlander.



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

Mohawk River, near the location of the present Crescent Bridge on NY Route 9.

The canal from Brockport to Albany was in operation by October 1823 when the Albany to Schenectady section was completed. Following completion of work at Lockport, the entire canal was opened in October 26, 1825. The original Erie Canal was 40' wide and 4' deep, a "ditch" by today's standards but an engineering marvel of its day. At that time canal boats and barges had only 30 ton capacities, but by the late 1830s the canal was deepened to 7' and widened to 70', accommodating boats carrying up to 240 tons of cargo. The enlargement also included the installation of double-chambered locks, permitting canalboat travel in two directions simultaneously.

Many laborers were needed for the task of building the canal, and many of these workers were new immigrants. The majority of canal workers in the early years were immigrants from Ireland. In the 1820s, wages were 80¢ per day with three meals included, but the work was extremely difficult and the hours long: 14 hour workdays six days per week were the norm. In addition, workers faced the risk of injury, and many fell to disease from overcrowded conditions and mosquito-filled swamps. Cohoes had a large influx of Canadian canal workers as well. Many of the immigrant workers and their families stayed on after the completion of the canal, often finding employment on the canal, or at work in industries and businesses that arose due to canal traffic and improved transport of manufactured goods and raw materials. The Harmony Mills in Cohoes were an excellent example, as the company, built alongside the enlarged Erie Canal, became a leading manufacturer of cotton goods in America due in part to the transport system provided by the canals. Canal construction not only directly provided employment, but led to the building of new housing, shops, stables and taverns to accommodate new residents and canal travelers. Since the original Erie and Champlain Canals joined in Cohoes, the community that grew near this intersection was once called "Juncta." The increased activity and growth led to the establishment of the village of Cohoes in 1848 and creation of a city two decades later.

The time-saving and cost-effective method of transport of goods and raw materials from the Atlantic Ocean to the Great Lakes via the Erie Canal required the Hudson River to be navigable up to Waterford, just above the confluence of the Hudson and Mohawk River. In the northern section of the river above New Baltimore, 15 miles south of Albany, the Hudson became a narrow, winding channel with banks 650 to 3,000 ft. apart, and a mean navigable depth at times of low water falling to only 3 ½ or 4 ft. between Albany and Waterford. In 1834 the Hudson River Project became the Army Corps of Engineers' first civil engineering works and navigation project in the New York District. A sum of \$70,000 was appropriated to improve navigation of the Hudson River, considered essential for preserving this vital transportation route. These plans had a long history - proposals for improving navigation on this section of the Hudson had been considered since 1797, but efforts from 1797 to 1819 to increase the river depth were of limited success. By the 1820s the section of the Hudson River between New Baltimore and Waterford became increasingly important as the Erie Canal was becoming a reality. The U.S. Congress ordered the Corps of Engineers to make this section of the Hudson navigable, and in 1834 they implemented a plan involving longitudinal dikes and dams to confine the river to a narrow channel of better-controlled depth. Over the next 9 years dikes were built, and many dams connecting islands to the shore forced the river to flow in a 4-foot deep main channel. In 1863, six longitudinal dikes were constructed, further improving the 20 miles of river between Troy and New Baltimore. Waterways continued to be the backbone of transport in the years following the Civil War, so efforts to improve and maintain the navigability of this section of the Hudson continued.

In 1905, work began on a new and enlarged canal system, called the New York State Barge Canal. The system included both Erie (east-west) and Champlain (north-south) divisions, as well as smaller branch canals. The barge canal, built and maintained by New York State and completed in 1918, consisted of a combination of dug channels and natural waterways on its route, unlike the original and enlarged canals, which were solely excavated "ditches." In 1935, Congress authorized an allotment of federal funds to New York State "for expenditure under suitable Federal control and supervision in the improvement of the canal connecting Lake Ontario with the Hudson River." The improvement consisted of deepening the waterway between locks to 14 ft., widening the channel throughout, and requiring bridges to be raised for 20 ft. clearance. All of the work involving federal funds was supervised by the New York District of the Corps of Engineers. The Barge Canal System was one of the greatest engineering works of the early 20<sup>th</sup> century, rivaling the work done by the United States in constructing the Panama Canal. The barge canal is nearly 10 times the length of the Panama Canal and has many more locks and other canal structures. The problem of a suitable supply of water for the Eastern part of the canal between Rome and Troy in the summer months was solved by building two large reservoirs, one at the headwaters of the Mohawk at Delta and the other on a branch of the Mohawk at Hinckley. Their combined capacity furnishes enough water for any drought in the Mohawk Valley.

As railroads grew in importance and range, they siphoned off freight from the waterborne shipping companies throughout the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, but water transport endured as a viable option. In 1914, a major steamship company put the largest river steamers then afloat in the U.S. into service on the Hudson River. The company's decision to invest in Hudson River transport led to very competitive freight rates for many materials. Ninety-seven percent of the freight carried by towed barges and canalboats consisted of commodities such as coal, iron ore, ice, salt, grain and oil, with perishables requiring fast delivery making up the other 3% of tonnage. The U.S. Congress required that terminal

facilities be provided by New York State, and by 1920 terminals were located in Albany, Troy and Cohoes, increasing wharf and pier footages substantially.

The effects of this watery history are evident today. Nearly three-quarters of the people of New York State live within 2 miles of major waterways, and 87% of the population within 20 miles, encompassing 46% of the state's geographic area. This pattern of settlement was in great part brought about by the original Erie and Champlain canals, which fostered a chain of cities and villages across the state, giving New York State its unique character.

Many organizations are working to promote this important historical area. As one of our National Heritage Areas, under the auspices of the National Park Service, the Erie Canalway National Heritage Corridor celebrates the role of the canal on the creation of the American nation and works in partnership with its 230 communities to protect and promote this 524 mile system as a recreation and heritage destination. The Mohawk Towpath Scenic Byway Coalition is promoting the story of the Mohawk River and the Erie Canal through regional partnerships of communities along the Byway Corridor, increasing awareness, protection, and enjoyment of a wide variety of scenic, recreational and historic resources. Here in Cohoes, work is in progress in developing a Heritage Trail, a path along the towpath of the enlarged Erie Canal with connections to downtown Cohoes, the Mohawk-Hudson bike trail, Van Schaick Island and the Delaware Avenue trail, Peebles Island State Park, and the Champlain Canal trail extending from Waterford northward.



*Cohoes Hospital (continued from p.3):*

In 1994 the Eddy added a \$3 million wing, which raised the nursing home capacity to 122 beds; 72 additional beds were added with the opening of the rehabilitation center in 1997. In 1994 a residence facility and day programs for patients with Alzheimer's disease was opened, named the Marjorie Doyle Rockwell Center. The Cohoes Eddy facility was recognized as a premier facility for short term rehabilitation and in 1999, its tenth anniversary was celebrated. By the start of the 21<sup>st</sup> century, a new model for nursing home care was being considered for the site, and the Eddy Green House model was adopted as the first of its kind in New York State and only one of only 16 nationwide. The new Eddy Green facility consists of 16 ranch style houses, each accommodating twelve seniors. This model is unique in that its buildings are smaller and less institutional in style, with home-like furniture, green plants and animals to create an atmosphere to make patients and their families feel more "at home" while still maintaining a high level of nursing care. The transition of moving patients from Cohoes Eddy facility to Sunnyview Rehabilitation Center in Schenectady began in 2008; later that year the old Eddy building was demolished to make room for the new buildings. The first seniors arriving at the new Eddy Green in the fall of 2009 came from the Eddy Ford Nursing Home, with several from the Eddy Cohoes Rehabilitation Center. The facility is now in full operation, carrying on the legacy of professional health care in Cohoes.



## **Spindle City Historic Society Membership Application**

[www.spindlecitynet.net](http://www.spindlecitynet.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](mailto: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](mailto:cherniak@nycap.rr.com).

### ***UPCOMING EVENTS***

**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.

**Friday, August 12** - *“Exploring the Canals of Cohoes”* - Walking tour of historic canal sites in the Harmony Mills district. Meet at 6 p.m. at Power Canal Park, corner of Vliet and North Mohawk Streets. This is a “Canal Splash” event.

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

**Wednesday, September 28** – *“The New York State Military Museum’s Civil War Collections”* – a presentation by Michael Aikey, Director of the NYS Military Museum. The Spindle City Historic Society’s regular 7 p.m. meeting at the Cohoes Visitor’s Center will precede this program.

**Wednesday, October 26** – Spindle City Historic Society meeting. 7 p.m., Cohoes Visitor’s Center.

**Wednesday, November 30** – Spindle City Historic Society meeting. 7 p.m., Cohoes Visitor’s Center.

Photo credits this issue – Walter Cherniak, Tor Shekerjian

∞ SCHS Newsletter Staff ∞

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