

PUTNAM HISTORY MUSEUM'S

Cold Spring History Crawl

PUTNAMHISTORYMUSEUM.ORG

This program is made possible with a Greater Hudson Heritage Network
Creativity Incubator Grant.

**WELCOME TO THE
PUTNAM HISTORY MUSEUM'S
COLD SPRING HISTORY CRAWL**

*THIS PROGRAM IS MADE POSSIBLE WITH
A GREATER HUDSON HERITAGE NETWORK
CREATIVITY INCUBATOR GRANT.*

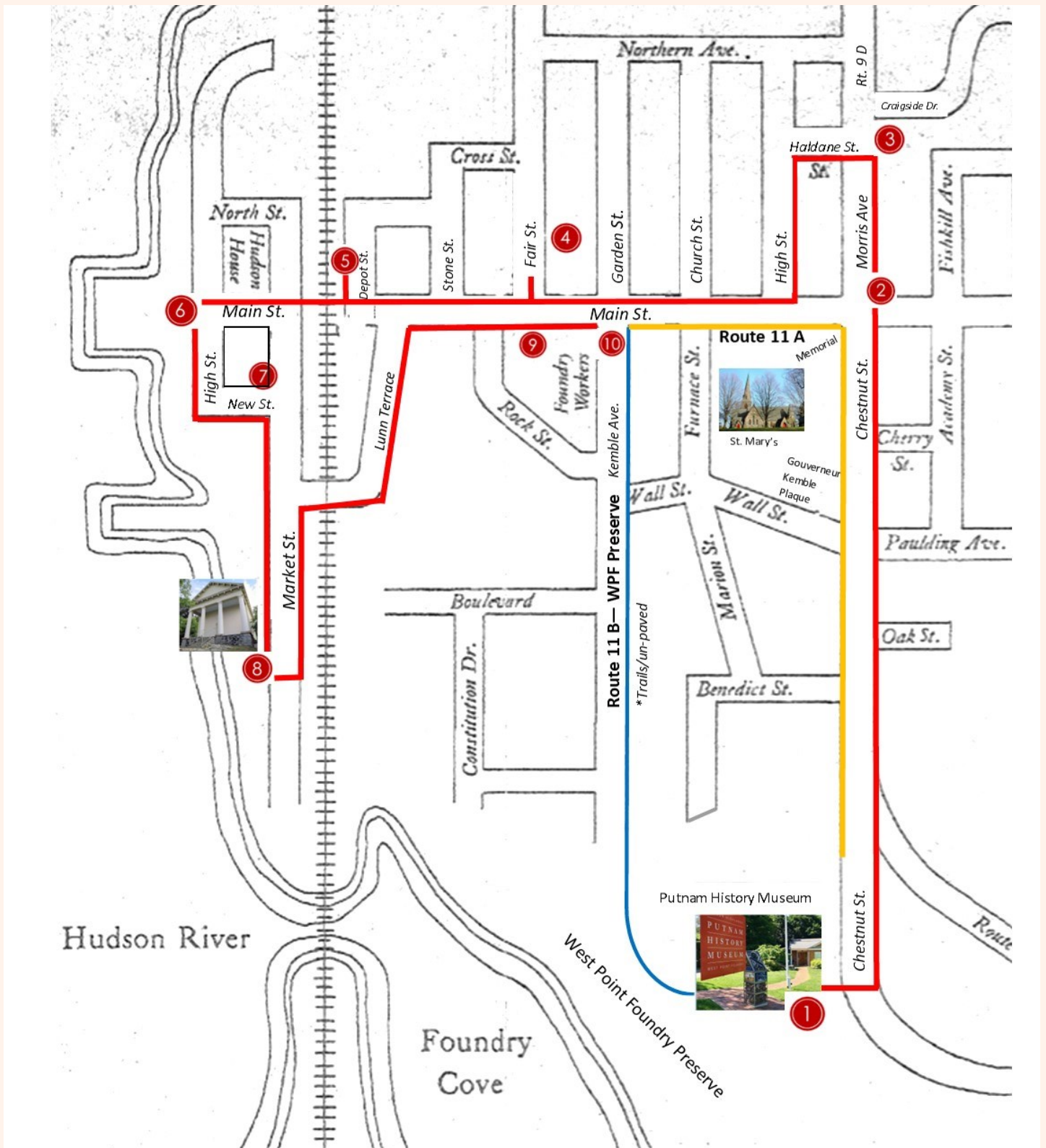
Welcome to the Putnam History Museum's History Crawl through the Village of Cold Spring. This tour begins at the Putnam History Museum and winds its way throughout the village to many historic sites and views.

The tour has 11 stops. For each stop in the booklet, you will find: a brief history of the location, an image of a related artifact from the Putnam History Museum Collection, and several questions and prompts to encourage you to think creatively about the history and artifacts. Have fun with your answers!

You will find several questions/prompts at each stop in the booklet.

Each set contains:

- Questions related to the artifact for that stop
- Questions that may be answered directly from the reading
- One analysis question based on your thoughts or other knowledge of local history, or a creative prompt encouraging you to have fun with history!
- There are select answers on the back page
- Participation (not accuracy) is key here! Complete the booklet as you walk the tour and have fun!



HISTORY CRAWL MAP

More specific directions will be provided at each stop to help lead you to the next location on the Crawl.

****Please note: Some Crawl Stops are located on private property. Please proceed quietly and courteously. Y.***

MAP KEY

- 4 CRAWL STOPS
- MAIN ROUTE
- FINAL STOP-ROUTE A
- FINAL STOP-ROUTE B

WEST POINT FOUNDRY SCHOOL

STOP 1

The first stop on the Crawl is the Putnam History Museum. This site was originally built in 1828 as the West Point Foundry (WPF) School. The school was created as a place to train apprentices working at the local foundry. It was later adapted into a school for children of foundry workers. From 1867 to 1891, the building was a part of the local public school system.

The remaining buildings and ruins of the WPF are located just down the hill from the museum. It was established in 1817 by an association led by local entrepreneur, Gouverneur Kemble. The WPF is noted as one of the most significant industrial sites in the United States. At its incorporation the main output from the foundry was cannons; however, over time the range of products produced in the WPF varied from trains to lighthouses.

Arguably the most significant creation at the WPF was the Parrott Cannon, which was designed by a worker and later Superintendent of the Foundry; Robert Parrott. The Parrott Cannons revolutionary design with innovative spiraled barrels helped bring the Union to victory during the Civil War.



Parrott Cannon

Pictured above is a Parrott Cannon currently in the Putnam History Museum Collection. During the height of the Civil War the WPF produced 25 cannons and up to 7,000 projectiles a week.

Questions:

What was one of the most significant creations of the West Point Foundry?

Why do you think the WPF is located where it is? Look around, what are we close to?

Draw your best version of the Parrott Cannon. (More space on the next page.)

How far do you think the Parrott Cannons could fire?



Outdoor portrait, West Point Foundry School (now the Putnam History Museum).



Fun Fact

President Abraham Lincoln visited the WPF and Cold Spring in 1862 to see the Parrott Cannon. He was given a private showing of a test firing.

DIRECTIONS TO NEXT STOP



Mark Forlow Postcard Collection

Leaving the Putnam History Museum make a left on Chestnut Street and continue until you reach Route 9D. Using the crosswalk, carefully cross Route 9D and turn left. You will see Drug World and Foodtown on your left. Continue walking toward Main Street. You will also pass the historic St. Mary's Church on your left. At the intersection of Route 9D and Main Street, cross Main Street and stand in front of the former Whistling Willies Restaurant. Congratulations! You have made it to Stop Two of the History Crawl: Hotel Manteo.

HOTEL MANTEO

STOP 2

You have arrived at what was until recently, a locally owned bar and restaurant called Whistling Willies. This building, located in the heart of Cold Spring, has a long history and has been used for many different purposes.

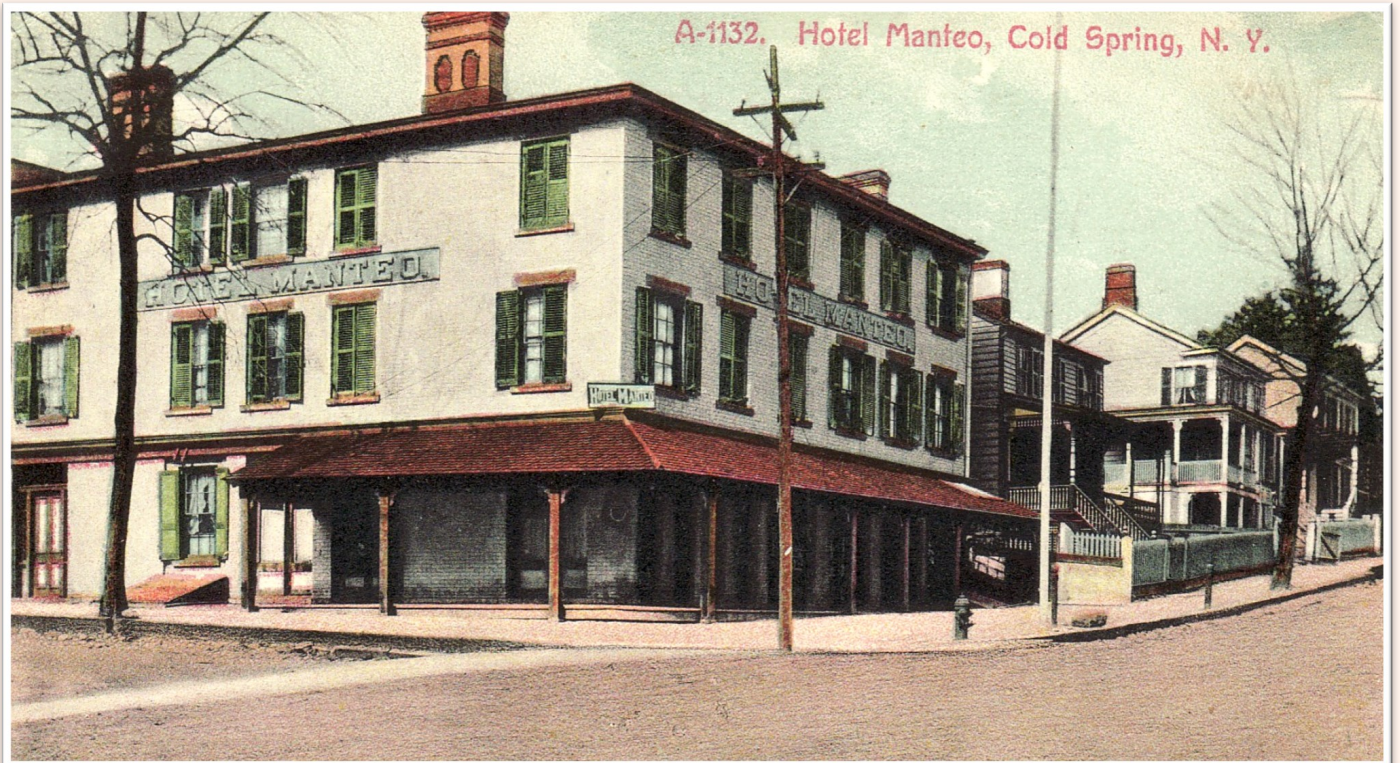
The building was originally the Diamond Hotel, which opened its doors to guests in 1849. After the Civil War, the top floors served as a Veterans hospital for soldiers wounded in battle, while the bottom floor operated as a bar. In 1878, the hospital closed and the building reverted to a hotel: the Hotel Manteo.

Local lore suggests the hotel received its name from an indigenous Wappinger, Princess Manteo. The story tells the tale of a local princess falling in love with a wounded Dutch sailor. Princess Manteo begged her father to spare his life and he escaped on a ship to his freedom. It is rumored that Princess Manteo was heartbroken after his escape and died shortly thereafter.

After the hotel closed, the building was mainly used as restaurants and apartments. With the current building for sale, the history for this site will continue to be written.

Fun Fact

If you look through the back windows (just a few steps up Main Street), you can catch a glimpse of the original Hotel Manteo sign hanging on the wall of the restaurant.



Vintage postcard featuring Hotel Manteo. The exterior of the building looks similar to how it does today. PHM Postcard Collection.

Questions:

What year did the original hotel open in this building?

Does the story of Princess Manteo remind you of any other story?

GET Creative! What business would you want to open in this location?

DIRECTIONS TO NEXT STOP



Mark Forlow Postcard Collection

Continue walking north on 9D (opposite direction from the Museum). You will pass the local library on your right, be sure to take note of its name. About 50 steps beyond the library you arrive at the corner of Craigside Drive. This is your third stop.

BUTTERFIELD GATE HOUSE

STOP 3



On the corner of Craigside Drive and 9D stands a castle-like building with a stone tower. This is the old gate house for the since-demolished Butterfield Estate. Today the Haldane Central School District stands in its place. The Butterfield Estate was the home of Julia Butterfield, an influential woman in her time, both locally and internationally. Julia was originally married to Fredrick Plummer James, a successful banker in New York City, and builder of their country home in Cold Spring, Craigside.

After Fredricks passing, Julia married General Daniel Butterfield, best known for being the composer of "Taps." Julia and Daniel traveled the world and welcomed many famous world leaders to Craigside. Some of the most notable visitors included the Grand Duke of Russia, an Indian Prince, and the Count of Paris. Julia Butterfield passed away in 1913, but her legacy positively impacts the Cold Spring community to this day. Her last wishes included bequests for the construction of a library (the Julia L. Butterfield Memorial Library that you just passed), a hospital (Butterfield Hospital), and the St. Mary's Church parsonage.



Craigside, 1890s. PHM Collection.



Pictured above is a Royal Sled, in the PHM's Collection, sent by the Russian Government to Julia Butterfield as a thank you for the party she hosted for Grand Duke Alexander Mikhailovich.

Questions:

Name one of the important people who visited Cragside.

When is "Taps" played?

Have you ever visited any of the places Julia Butterfield helped fund? If so, which one, and describe your experience.

What detail on the sled catches your eye? If you could design a sled similar to the one above, what are some of the details you would add?

Fun Fact

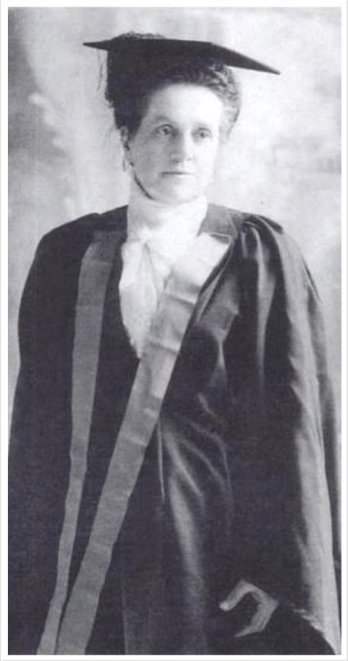
Daniel Butterfield's father was one of the founders of American Express.

DIRECTIONS TO NEXT STOP

Departing from the Gate House, cross 9D in the crosswalk at Cragside Drive. Take a few steps back and walk down Haldane Street until you reach the end. At the end of Haldane Street, turn left on High Street toward Main Street. Once you reach Main Street, turn right, and walk down hill for three blocks until you reach Fair Street. At Fair Street, turn right and stop at house number 10. Congrats—you have reached Stop Four!

ROEBLING HOUSE

STOP 4 IS PRIVATE PROPERTY. PLEASE PROCEED COURTEOUSLY.



The house you are currently standing in front of is the former residence of Emily Warren Roebling. Emily Warren Roebling was born on September 23, 1843 in Cold Spring. She was one of 12 children born to New York State assemblyman Sylvanus Warren and his wife Phebe L. Warren. Emily was very close to her older brother, Gouverneur K. Warren, a famous Civil War General.

In February of 1864, while visiting General Warren, Emily met a young man named Washington Roebling, whom she married nearly a year later, on January 18, 1865. It was around this time that Emily's father-in-law, John A. Roebling, was constructing the Brooklyn Bridge. Washington took over the role as Chief Engineer of the Brooklyn Bridge when his father died unexpectedly in an accident in July 1869. A few years later, Washington fell ill to "the bends" which left him bedridden for the remainder of the project.

Emily became pupil, secretary, messenger, and engineer throughout the remainder of the Brooklyn Bridge construction project. Emily served as a liaison between her husband and the engineers and laborers working on the bridge; she took note of Washington's directions then relayed the information to the workers.

The dedication and hard work put into the construction of the Brooklyn Bridge by Emily Warren Roebling was noted by Congressman Abram S. Hewitt at the dedication ceremonies prior to the opening of the bridge. Hewitt determined the Brooklyn Bridge to be, "An everlasting monument to the self-sacrificing devotion of woman" and stated, "The name of Mrs. Emily Warren Roebling will thus be inseparably associated with all that is admirable in human nature." Due to her dedication to the construction of the bridge, Emily was the first to cross the Brooklyn Bridge after it opened on May 24, 1883.

Emily continued on to be the first woman to attend New York University and study law. She passed away at the age of 60 in 1903.



Brooklyn Bridge "Opening Ceremonies" Invitation.

Questions:

What two things was Emily Warren Roebling the first person/woman to do?

Considering all the work Emily Warren Roebling did on the Brooklyn Bridge, why might her name not be present on the invitation?

Guess the length of the Brooklyn Bridge:

On your way home today, think about a bridge near your home that you use everyday. Draw an "Opening Ceremonies" invitation for your bridge.

Fun Facts: Emily Roebling was selected to attend the coronation of Tsar Nicolas and Alexandra of Russia.

While not designed by the Roeblings, our local Bear Mountain Bridge is similar in design to the Brooklyn Bridge. It was once the longest suspension bridge in the world, as well as the first suspension bridge to have a concrete deck.

DIRECTIONS TO NEXT STOP

Walk a few steps back to Main Street. Turn right on Main Street and continue down hill for two more blocks, passing Stone Street and heading toward Depot Square. The road will bend to the right near the crossing of the railroad tracks. Walk a few steps to your right, and stop once you are standing in front of the Depot Restaurant.

THE DEPOT

STOP 5

Here, you are viewing one of the oldest train depots on the Hudson line. This station was built in 1883 and replaced the original wooden depot built around 1868. Train service to Cold Spring began in 1848 and has continued ever since. For decades, trains up and down the Hudson transported goods and materials to and from the West Point Foundry, as well as other businesses.

Many major railroad leaders lived in the Cold Spring and Garrison area. John Toucey, a general superintendent of the New York Central and Hudson River Railroad, had an estate named Cedar Crest located off of Snakehill Road in Garrison. Another major railroader was Samuel Sloan. Sloan was president of 17 railroads during his lifetime and had an estate in Garrison named Oulagisket.

Walking past the depot you can spot a small gazebo nearby. In local lore, this gazebo is the spot in which George Washington tasted a spring and exclaimed “that’s a cold spring” hence giving the town its name.

As you walk to your next stop you will cross under the railroad tracks in a passageway which was built in 1929, up until then locals had to cross directly over the tracks to reach the river side making it one of the most dangerous places in Cold Spring.



1867.

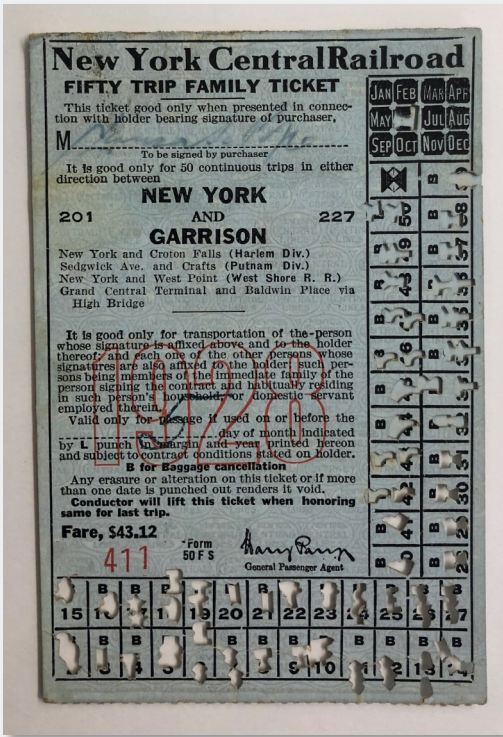
Hudson River Railroad Time-Table.

No. 73.

TRAINS GOING NORTH.

LEAVE	1	2	3	4	5	6	7	8	9	10	11	12	*13	14	15	16	17
	Albany Way and Putnam, Sing Sing Special	Chicago Express	Po'keepsie Mail	Cincinnati Express Mail	Po'keepsie Way Frt.	Po'keepsie Special	Montreal Express	Peekskill Special	Yonkers Special	Po'keepsie Special, A.L. Exp. Freight	Sing Sing Special	Buffalo Express.	Tarrytown Special	Red, White & Blue Line Frt. Train.	North and West Pass.	Yonkers Special	
30th Street..	A.M.	A.M.	A.M.	A.M.	A.M.	M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Manhattan.....	7.00	7.18	8.00	8.50	10.00	12.00	2.00	8.45	4.15	4.30	5.15	6.30	6.45	7.30	11.00		11.30
152d Street.....	7.22	7.26	8.00	8.54	10.00	12.30	2.19		4.48	4.52	5.37	6.10	7.05	7.09			11.48
Fort Washington.....	7.26	7.30	8.00	8.58	10.00	12.35	2.27		4.56	5.00	5.44	6.14	7.09	7.13			11.52
Inwood.....	7.30	7.34	8.00	9.03	10.00	12.40	2.31		5.00	5.04	5.48	6.19	7.17	7.21			12.00
Spayten Duyvil.....	7.34	7.38	8.00	9.07	10.00	12.50	2.34		5.04	5.09	5.52	6.23	7.21	7.25			12.03
Riverdale.....	7.38	7.42	8.00	9.12	10.00	12.55	2.39	4.45	5.09	5.13	5.52	6.29	7.26	7.30			12.07
Mt. St. Vincent..	7.42	7.46	8.00	9.16	10.00	1.00	2.43		5.13	5.18	5.52	6.32	7.29	7.33			12.10
Yonkers.....	7.46	7.50	8.00	9.24	10.38	1.25	2.52	4.58	5.18	5.22	6.08	6.40	7.36	7.40			12.15
Glenwood.....	7.50	7.54	8.00	9.27	10.42		2.54	4.55	5.22	5.26	6.05	6.43	7.39	7.43			
Hastings.....	7.54	7.58	8.00	9.35	10.50	1.36	3.03	5.03	5.30	5.34	6.14	6.52	7.47	7.51			
Dobb's Ferry.....	8.05	8.09	8.00	9.43	11.00	1.53	3.10	5.09	5.36	5.40	6.20	6.59	7.54	7.58	8.57	12.12	
Irvington.....	8.11	8.15	8.00	9.50	11.10	2.02	3.16	5.15	5.42	5.46	6.26	7.06	8.01	8.05			
Tarrytown.....	8.15	8.19	8.00	9.58	11.20	2.20	3.25	5.23	5.50	5.54	6.34	7.14	8.10	8.14			12.30
Scarborough.....	8.25	8.29	8.00	10.06	11.30	2.30	3.34	5.32	5.59	6.03	6.42	7.22					12.49
Sing Sing.....	8.30	8.34	8.00	9.09	10.14	11.17	2.45	4.40	5.37	5.41	6.48	7.30					
Croton.....			8.00	10.22	11.40	11.40	2.55	3.49	5.44	5.48	6.55						
Cruzer's.....			8.00	10.30	11.50	11.50	3.06	3.58	5.51	5.55							
Montrose.....			8.00	10.34	12.00	12.00	3.12	4.07	5.55					10.12			
Peekskill.....			8.00	9.31	10.47	11.43	3.40	4.7	5.20	6.05			8.10				1.25
Ft. Montgomery.....				10.58	12.14	12.14	3.59	4.50	5.40				8.30				
Garrison's.....			8.00	11.08	12.03	12.03	4.05	4.38	5.40				7.36				
Cold Spring.....			8.00	11.17	12.11	12.11	4.22	4.41	5.48				7.43				
Cornwall Station.....			8.00	11.23	12.17	12.17	4.48	4.48									
Fishkill.....			8.00	10.10	11.34	12.25	5.07	4.57	6.02				7.58	8.52		2.17	
Low Point.....			8.00	11.42	12.36	12.36	5.17	5.04					8.05				
New Hamburg.....			8.00	11.51	12.39	12.39	5.37	5.18	6.16				8.18				
Milton Ferry.....			8.00	12.02	12.50	12.50	5.49	5.23					8.23				
Po'keepsie.....	7.25		8.00	10.50	12.15	1.10	6.05	5.35	6.45				9.40		12.40	8.05	

Hudson River Railroad Time-Table, Northbound, 1867. From the PHM Collection.



A 50-ride family ticket on the New York Central Railroad from Garrison Station to Grand Central Terminal, 1928. PHM Collection.

Questions:

When was the original Cold Spring railroad depot constructed?

How many times have you taken the train in/out of Cold Spring or Garrison Station? What's one of your favorite things about riding a train?

(Above) How many northbound trains that stop in Cold Spring can you identify on the 1867 northbound time-table?

(Left) Name one similarity and difference between current train tickets and the 50-ride family ticket from 1928.

Fun Fact: NY's Metro North currently maintains 775 miles of track.

DIRECTIONS TO NEXT STOP

Facing Depot Square, head left towards the tunnel heading below the tracks. Go through the tunnel and when you surface, walk straight until you are on the Cold Spring Docks (straight ahead near the riverside gazebo). Once here take a seat on one of the metal benches facing the river and mountains.

THE HUDSON RIVER

STOP 6: PARTS A & B



Algonquin Couple, an 18th-century watercolor by an unknown artist. Courtesy of the City of Montreal Records & Archives.

Part A: The Hudson River Valley has been revered for its beauty since the time it was inhabited by two distinct but closely related nations – the Mohicans of the northern valley and the Lenape of the lower valley. The Lenape, or Lenni-Lenapi, translated as “the real or original people,” likely inhabited the shores of the Hudson Highlands and Cold Spring. The Lenape first populated the nearby Delaware River Valley, but eventually moved to this area. Also known as Delaware Indians, they spoke a Lenape dialect known as Munsee, part of the Algonquian language group that covers much of North America.

Perhaps standing near where you are right now and gazing out over the river at the Hudson Highlands Northgate

(comprised of Storm King Mountain to the west and Mt. Taurus and Breakneck Ridge to the east), local tribes gave the Hudson River its original name “Mahicanituck,” meaning the river which flows both ways. They believed that the river and the ocean were constantly pushing the water back and forth making the river flow in both directions. The Hudson River is a tidal estuary where salt water from the ocean combines with freshwater from northern tributaries. The river is tidal from NY Harbor to the Federal Dam in Troy, approximately 153 miles.

The Delawares, Lenapes, Mohicans, Munsees, and Wappingers of the Hudson Valley were some of the first indigenous tribes to trade with the Dutch settlers in the 1600s. However, similar to the many first contact relationships of this period, the relations between the Lenape and settlers declined, leading to increased hostilities, tensions, and conflict between the groups. Ultimately, the Lenape lost their native lands and were forced to relocate to other parts of the state and country.

Part B: Much like the Mohicans and Lenapes, the first European settlers, including many artists, saw the beauty in the Hudson Valley and all along the Hudson. Around 1825, artist Thomas Cole founded the Hudson River School. The group’s artwork is regarded as the first uniquely American artistic style. The Hudson River School paintings reflect three themes of America in the 19th century: discovery, exploration, and settlement.

Many Hudson River School artists painted landscapes inspired by the beauty of the Hudson and Catskills, while others captured the beauty of the new American wilderness all across the country.

The artists’ paintings of the Cold Spring area can be found in major museums and in many history textbooks. The Hudson River School style remained popular until around 1870, by which time artists were focusing their efforts on painting the American West. Some of the Hudson River School artists would later go on to help found the Metropolitan Museum of Art in New York City.



Foundry at Cold Spring on Hudson, c. 1857. Johann Hermann Carmiencke, Hudson River School artist. Painting features a view of Cold Spring, the Foundry, and the Hudson River or “Mahicanituck.” From the PHM Collection.

Questions:

What does Mahicanituck mean?

Which locations other than the Hudson riverfront may have inspired Hudson River School painters?

How does *Foundry at Cold Spring on Hudson* make you feel? Are the colors pleasing and calming? Do you recognize the view? Did the artist romanticize the view, or do you think it is very accurate?

Using the note page in the back of this booklet, create a sketch of a natural place special to you.

DIRECTIONS TO NEXT STOP



Standing facing Main Street, head off the dock and make a right to walk down West Street. Continue walking until you hit New Street at the entrance to the Cold Spring Boat Club. Turn left and walk until you reach the large brick house on the left, this is the next stop on the tour.

LYONS HOUSE

STOP 7 IS PRIVATE PROPERTY. PLEASE PROCEED COURTEOUSLY.



The Victorine, built 1848. Photo from the Charles A. Keppel private collection.

Originally the only house on New Street, this was once home to David Lyons. Captain Lyons was the operator of the West Point Foundry Sloop, the *Victorine*.

It is reported that the *Victorine* was the fastest sailboat on the Hudson in the 1840s and early 1850s. The *Victorine* was later used as a model to help design the famous *Clearwater*. The *Clearwater* organization uses its namesake sloop as a floating classroom for environmental education.

Boats of all kinds have been common in Cold Spring throughout its history. Sloops and schooners carried supplies for the Foundry and other businesses up and down the Hudson, and later, steamships, such as the *Mary Powell*, transported passengers from New York City up the Hudson to Albany. Many of these ships dropped off visitors to Cold Spring, similar to ships today.

Before the creation of the large bridges we are so accustomed to seeing stretched across the river, ferries ran back and forth carrying workers to and from their jobs as well as to West Point and Newburgh. As trains and automobiles gained in popularity the river became less crowded with boats as many travelers and businesses switched to traveling on land.



(Left) Model of The Victorine, in the PHM Collection. (Above) Historic photo of the Clearwater.

Fun Fact

The West Point Foundry built the engines for the USS Missouri, which was the first US Steam Warship to cross the Atlantic.

Questions:

When was the *Victorine* built and why was it famous?

What was the name of one of the steamships that carried passengers to and from Cold Spring?

Why do you think people stopped using boats as a main form of transportation?

Examine the model and historic photo of the *Victorine* and the photograph of the *Clearwater*. What design features are similar? Which are different?

Using the note page in the back of the booklet, design your own Hudson River sloop!

DIRECTIONS TO NEXT STOP



At the end of New Street turn right and walk-up Market Street, passing the railroad bridge (on your left). Continue to walk towards the Cold Spring Train Station. As soon as you enter the parking lot area, look to your right. Head up the hill toward the large white Chapel: The Chapel Restoration. Once on the riverside, enjoy the view! You've made it to the next top on the History Crawl!

THE CHAPEL RESTORATION

STOP 8: A & B

Part A: The Tuscan style chapel you are standing in front of has gone by many names, but is currently know as The Chapel Restoration.

In the early 1830s, Gouverneur Kemble commissioned a Catholic chapel for Foundry workers. The Chapel of Our Lady was built in 1834 by an early architect of the West Point Foundry, Thomas Wharton. In 1867, the Chapel was enlarged to house the growing Catholic congregation and to make repairs to the building. The chapel was damaged during the Civil War by shocks produced by the frequent testing of the Parrott guns at the West Point Foundry. Robert Parrott, the foundry superintendent, paid for the renovations. The appearance of the chapel, renamed St. Mary's, was substantially altered once its Victorian renovation was complete.

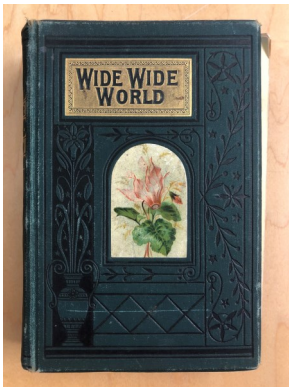
In 1906, the congregation again outgrew the chapel and it was abandoned. They built the Church of Our Lady of Loretto (on Fair Street) as the chapel's replacement. The Chapel stood abandoned for many years, and was scorched by fire in 1930. In 1977, local residents formed a grassroots preservation group to restore the chapel to its original design. It was renamed The Chapel Restoration. Today, the chapel is used for a mixture of private and public events.



Currier & Ives print of the Chapel of Our Lady overlooking the Hudson. PHM Collection.

Part B: Turning back towards the river, look out towards West Point and follow the river south from Cold Spring. You will be looking at a large island rising out of the river.

This is Constitution Island and it has played a crucial role in the history of the United States. This is one of the narrowest (approx. 1800 ft) and deepest points (216 ft) along the Hudson River. It is here where one of the Continental Army's Great Chains stretched across the river, preventing the passage of British ships during the American Revolution. The island also contained a fort, partially constructed during the Revolution.



PHM Collection

The island was later home to the Warner sisters (Anna and Susan) who moved there after their father lost most of the family wealth during the Panic of 1837. The sisters took to writing as a way to help pay off the debts they owed and ended up becoming critically acclaimed authors. Some of their famous works include "Jesus Loves Me," "The Wide, Wide World," and "Dollars and Cents."



Revolutionary War era cannonball found on Constitution Island. PHM Collection.

Questions (Part A & B):

What was the original name of The Chapel Restoration?

Why might the owner of the Foundry have built a chapel for his employees?

How many links do you think there were in the Great Chain?

How much do you think this cannonball weighs?

DIRECTIONS TO NEXT STOP



Leave the chapel and walk back the way you came. Once you reach the train station parking lot, make a left and walk back up Market Street. As you walk up the hill, make a right on to the Lunn Terrace bridge that crosses the train track. Go around the curve and follow the sidewalk down the hill (you will see the Depot Restaurant in the distance). Once you reach Main Street, turn right and head uphill, passing Rock Street. Continue a couple of buildings and stop in front of the Cold Spring Municipal building.

MUNICIPAL BUILDING

STOP 9

The building you are currently standing in front of is known today as the Village of Cold Spring Municipal Building; however, did you know it used to be the Cold Spring Fire House?

When the Cold Spring Fire Company purchased its first motorized truck, a 1923 American LaFrance chemical truck, its original firehouse was too small to store it. The company petitioned the village for a new one, resulting in the 1926 Municipal Building, a two-story brick structure on Main Street designed by local architect Louis MeKeel. The village's offices, located on the second floor, were moved to the adjacent building in 1958. Today, the Cold Spring Fire Company No.1 serves the Villages of Cold Spring, Nelsonville and a district in the Town of Philipstown.



Historic photograph from the PHM Collection.



*Peter Lawson's leather fire helmet. Lawson served as a WPF superintendent.
PHM Collection.*

Questions:

What was the first motorized fire truck Cold Spring purchased?

Write down 3 similarities you see between the building from the past and the present.

How does the Lawson fire helmet differ from those used today?

DIRECTIONS TO NEXT STOP

Continuing up the hill, walk until you reach the intersection of Main Street and Kemble Avenue.
Take note of the houses you see on Kemble Avenue. You have arrived at Stop 10.

KEMBLE AVENUE HOUSES

STOP 10

Welcome to Kemble Avenue, named for Gouverneur Kemble, one of the founders of the West Point Foundry. You are standing on land once owned by the Foundry.

The houses along Kemble Avenue were built specifically for workers of the West Point Foundry. Worker housing helps to illustrate the way in which Cold Spring evolved as one of the first company towns in the United States through a common 19th century business practice—paternalism.

Through paternalistic practices, such as conditionally providing housing, churches, entertainment, food, and stores for their workers, the Foundry leaders sought to maintain the morale of their workforce and to reduce turnover. On the Foundry's company town (Cold Spring) and housing, a contemporary newspaper states, "Neat and tasty buildings, with comfortable homes and happy firesides, have been erected as the reward of constant application and honest labor."

No.	Occupants	Rent	Remarks
1	John Gordon	3 12 A	Occupies all the W ^{ch}
	Isaac Mann	1 5/2	
2	Edward C. Smith	4 7/2	Occupies all the W ^{ch}
3	James Miller	A	
	James Star	1 5/2	
4	William M. Stuby	3 12 A	
	Henry M. Ginn	1 5/2	Occupies all the W ^{ch}
5	William Nixon	3 12	Occupies all the W ^{ch}
6	Bernard Duffy		Free
	of William Hill		Free
8	Sam. Molyneux	3 12	Occupies all the W ^{ch}
9	Robert Service	3 12	Occupies all the W ^{ch}
10	John Short		Free
11	David B. Boone	3 3/2	Occupies all the W ^{ch}
12	Reuben Stracy	5	Occupies all the W ^{ch}
13	Mr. M ^r Smith	3 12	Occupies all the W ^{ch}
14	Henry Postock	3 12	Occupies all the W ^{ch}
15		3 3/2	Vacant
16	David Thomas	3 12 A	
	Richard M. Thomas	2 50 B	
17	Richard Richards	3 12 A	
	James Burrows	2 50 B	
18	James S. Mitchell	1 25 B	
			Vacant
19	Matthew Myers	2 13 A	
	Patrick Mitchell	1 5/2 B	Occupies all the W ^{ch}
	etc.		

Questions:

Why were the houses on Kemble Avenue built?

What other buildings/areas in Cold Spring were built to keep Foundry workers happy?

List of Workers Housing, 1827, from WPF Association. PHM Collection.

during all which time, the said Apprentice shall faithfully serve the said Gouverneur Kemble, his secrets keep, and lawful commands obey; he shall do no damage, nor see it done by others, without giving notice thereof; his goods he shall not waste, embezzle, nor lend; he shall not at any time absent himself from his service without leave; he shall not play at cards, dice, or any unlawful game, nor commit fornication, or contract matrimony, within the said term; he shall not frequent Taverns, Ale Houses, Dancing Houses, or Play Houses, but in all things demean and behave himself as a good and faithful apprentice during the said term.

And the said Gouverneur Kemble shall and will, on his part, use his utmost endeavor to cause the said apprentice to be taught and instructed in the said trade or art of *Firemen* and shall and will, during the said term, allow and pay for the board, ~~and~~ lodging, ~~of the said apprentice, and~~ for his clothing and other necessaries, at and after the rates following, that is to say,

for the first year of the said term	<i>Fifty cents per day</i>
for the second year of the said term	<i>Fifty cents per day & each</i>
for the third year of the said term	<i>an advancement as shall be</i>
for the fourth year of the said term	<i>mentioned not exceeding 6/4 cents per</i>
and for the fifth year of the said term	<i>day for each successive Year.</i>

such sums to be paid quarterly, but to cease on the absence of said apprentice without permission; and shall and will also procure and provide for him one quarter's night schooling in each year of said term.

Thomas Llyod's 1850 Indenture with Gouverneur Kemble and the WPF. PHM Collection.

Analyze Thomas Llyod's 1850 indenture (or contract) above. What are some of the terms of the apprenticeship? What will he receive while working as an apprentice at the Foundry?

DIRECTIONS TO NEXT STOP

For the next stop we have provided you with two routes.

Option one (Stop 11 A), stays on Main Street and follows the sidewalk back up towards the Putnam History Museum to where the Crawl began. It is easier terrain and focuses more on the history of Main Street and the buildings on the way.

Option two (Stop 11 B), heads down into Scenic Hudson's West Point Foundry Preserve, where you can learn more about the history of the WPF and how it operated. This route is a little longer and involves walking on loose gravel and hiking paths. This route also leads back to the Putnam History Museum to where the Crawl began.

Once you have decided on a route, flip to the corresponding stop on the next pages.

MAIN STREET

STOP 11 A



374. The Old Homestead Club, Cold Spring, N.Y.

Mark Forlow Postcard Collection

From your current location at the corner of Kemble Avenue head up the hill using either side of the street. As you make your way up Main Street stop at 142 Main St. *(This may be across the street from you.)*

Around 1889, the Old Homestead Club was founded in this location as a meeting place for local businessmen. In 1908, the club renovated the building to its current look and style. One of the original signs is still hanging above.

Continuing up Main Street you pass the current Cold Spring Fire Company on your left, its new home since the Municipal building was vacated. As you continue up the street (towards the former Hotel Manteo), look to your right and notice the large stone church. This is the St. Mary-in-the-Highlands Episcopal Church built in 1868 with granite from the estate of Frederick P. James (Julia Butterfield's first husband) on land donated by Robert Parrott. A fun fact about the church is that it was used as one of the backdrops for a scene in a Barbra Streisand's movie, "Hello Dolly" in 1969.

At the intersection of Main Street and Route 9D, turn right and walk toward the church. You will now be walking back the way you came when you started the Crawl.

While walking past Foodtown note that this was once the site of Robert Parrott's Estate, only the carriage house remains. Parrott was a WPF Supervisor and the inventor of the Parrott Gun (credited with helping the Union win the American Civil War).

As you continue walking toward Drug World and the Putnam History Museum, look to your left and up the hill—you will see a large brick house behind the M&T Bank and The Nest Child Care Center. The brick house used to be Loretto Rest, a convent for nuns teaching at Our Lady of Loretto Church. Finally, as you make your way back to the museum, sitting up on the hill to your left, just past Loretto Rest, is the former site of the Butterfield Hospital. The lower section of the building is the only remaining section of the original building bequeathed by Julia Butterfield.



Butterfield Memorial Hospital
Cold Spring, New York

Mark Forlow Postcard Collection

ADMINISTRATION BUILDING

STOP 11 B



PHM Collection

Continuing from your current position on the corner of Kemble Avenue, proceed down Kemble Avenue towards Wall Street. Take a closer look at some of the Kemble Foundry Houses as you pass by. Once you pass Wall Street, continue down Kemble Avenue to the end of the road, this is the entrance to Scenic Hudson's West Point Foundry Preserve.

Enter the Foundry and follow the path into the preserve. Once inside feel free to read any sign or information you find along the trail. As you follow the trail and learn the history of the water wheel, the Administration building, and more, you will slowly wind your way back up towards the Putnam History Museum to where the Crawl began. All of the trails that head uphill will take you back to Chestnut Street, where the Putnam History Museum is located. Feel free to explore down in the foundry and see all it has to offer and learn more about such an amazing chapter of both Cold Spring and national history.



***The Gun Foundry*, by John Ferguson Weir, 1864-1866.** In 1864, Weir spent several months studying the West Point Foundry in Cold Spring. Weir captured the extreme work conditions at the West Point Foundry in his completed work *The Gun Foundry*. At a time when paintings of natural landscapes were popular in the United States, Weir was praised for his industrial subject matter. During the time of the painting, nearly 1200 workers labored at the foundry in 10-hour shifts. Production took place 24 hours a day, seven days a week. *The Gun Foundry*, on display at the Putnam History Museum, is one of the most widely known works illustrating American industry from the period. *The Gun Foundry's* companion piece, *Forging the Shaft*, is held in the Metropolitan Museum of Art's Collection.

NOTES

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www.putnamhistorymuseum.org | 845-265-4010

Select Answers. Stop 1: Parrott Cannon; Natural Resources (water power -stream, sand/clay, river, and trees); Up to 5 miles. Stop 2: 1849; Pocahontas. Stop 3: Grand Duke of Russia, Count of Paris, an Indian Prince; A bugle call played at 9 pm, flag ceremonies, and during military funerals. Stop 4: Cross the Brooklyn Bridge & attend NYU Law School; Her gender and societal norms of the late 19th century/early 20th century; Just over 1.1 miles. Stop 5: 1868; 6. Stop 6: The River which flows both ways. Stop 7: 1848, fastest sailboat on the Hudson in the 1840s and early 1850s; Mary Powell; Advancements made in trains and automobiles. Stop 8: The Chapel of Our Lady; To promote spiritual values, well-being, and positive morale amongst employees; 750 links; 6 lbs. Stop 9: 1923 American LaFrance chemical truck; Lawson's helmet is made primarily from leather, whereas modern helmets are made from thermoplastic or composite materials. Stop 10: To conditionally provide workers with quality housing and living conditions; churches, company store, social and community facilities, and recreational fields; Terms—Do no damage, shall not play at cards, dice, or any unlawful game...he shall not frequent taverns, ale houses, dancing houses, or playhouses... Compensation—training, boarding, lodging, clothing, other necessities, & a small stipend.