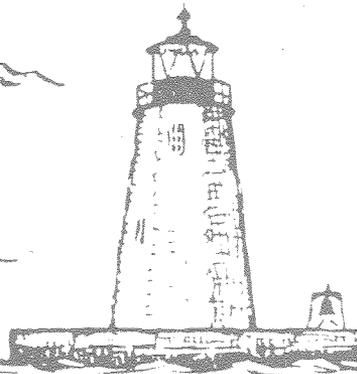


# The GREEN

# LIGHT



## BULLETIN OF THE POINT ASSOCIATION OF NEWPORT, RHODE ISLAND

FOR YOUR DUES AND DONATIONS  
ARTICLES AND QUOTATIONS

ANYTHING UNDER THE SUN  
THE POINT ASSOCIATION, P. O. BOX 491

vol. XXVI

December, 1981

no. 6

### President's Message

Monday, November 23, was the first time in the history of the Point Association that Association members exercised their right to call a Special Membership Meeting. Under Article 8, Section 3, of our by-laws 25 members can do this. It was the farsightedness of the original Executive Board and the late William MacLeod, Attorney, who foresaw situations such as this, that made this meeting possible. It was a combined effort that showed good results.

There were 125 members at the meeting who expressed their concern for the Point and the City of Newport regarding the Squid Processing Plant proposed by the Newport Shipyard on Washington Street. I want to thank all the members for banding together and hope they will continue to be involved.

The Newport Shipyard finally withdrew its petition, but let me say this, the struggle is by no means over. We will continue to be alert for any other developments.

Again I want to thank you all for attending the Special Membership Meeting and I expect all the rest of our meetings will be attended with renewed enthusiasm.

William H. Fullerton

President  
Point Association

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### Late Bulletin

Because of the publication date of the February issue, please note now that the Pot Luck Supper will be held on

Sunday, February 7

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A Revolutionary Revalation

I recently received a delightful letter in the mail from Cynthia (Mrs. A. J.) Doffing. She tells of two of her ancestors who were Pointers and Revolutionary War soldiers. Portions of her letter are printed below.

DR

October 20, 1981

To The Green Light,

A great celebration was held at Yorktown, this being the 200th anniversary of that victory. The Rhode Island First, known also as Olney's Battallion, was there, as you doubtless know.

I do not know how many from the Point were in the fray, but I do know of one. That one is of interest to me because he was one of my ancestors. Nathan West fought for six years under Col. Jeremy Olney and Captain William Allen, thereby being at both heartbreaking Valley Forge and at triumphant Yorktown. As a private, I must presume that he may have been one of those who dug the ditches, and probably from them, also got in his share of rounds. His pension describes his service as being under the two named above.

Nathan was the son of Ebenezer West and Waite Carr who owned property on the Point. It was "the Westernmost moiety or half part of the 124 lot in number of the second division of an allotment of a tract of land called Easton Point."

In 1778 Newport was in the hands of the British. Ebenezer, returning from Valley Forge where he had fought under Major Isreal Angell, purchased property in Litchfield, Connecticut (from which state another son, Joseph, enlisted). In 1782, the Point property was sold for \$75 Spanish silver, because paper currency was not reliable, and became a proprietor of Vershire, Vermont, where Ebenezer Jr. was a Corporal. Ultimately, the Wests moved to Minerva, New York, where Nathan is buried.

You will find Ebenezer and his sons in the recently published Volume 1 of the Mayflower Index.

My interest in the Point stems from this association. I thought that you might be interested in a young soldier from its early inhabitants who did his small part.

Yours truly,

*Cynthia Doffing*



# CHRISTMAS PAGEANT



Saturday and Sunday the 19<sup>th</sup> and 20<sup>th</sup>



3:30 pm

St John's Guild Hall on Poplar St



## Squid News

Once again I have delayed the publication of an issue. This time I waited so that I could present a full report of what might be called "Phase One of the Washington Street Squid Plant", part of which occurred on Wednesday, November 25, long after my normal deadline. The second, and final, of two public hearings before the City Council concerning this proposition was held that evening.

DR

As Bill told us in the President's Message, the Point Association did indeed hold a special meeting to discuss the proposed squid processing/foreign fishing boat service operation intended for the southern end of the Newport Ship Yard property on Washington Street. The business, as planned, will be operated by Atlantic Resources Development Corporation, which was formed for this purpose and which is a Rhode Island corporation owned by the Newport Ship Yard and Anavar SA, an association of Spanish fishing companies. James Redgate and David Kolator of the Ship Yard attended our meeting and answered many, many questions posed by the members present.

After the two had departed, comments and opinions were given which ultimately gave way to Corky Ackman's motion of opposition to the venture. It was carried unanimously. Word of our stance was then distributed to the local newspapers and radio stations, as well as to a host of governmental bodies which will be involved in some way as ARDC pursues the various permits and approvals required for implementation of the project. The motion read as follows:

that the Point Association of Newport resolutely oppose the location of a fish processing plant, or any similar industry, on the Newport Ship Yard site for the following reasons:

1. such a development would constitute a breach of faith between the Newport Redevelopment Agency, the City of Newport, and the Point residents, wherein the Ship Yard guaranteed that no fish processing plant would be permitted to locate at Newport Ship Yard site as evidenced by the contract entered into by the Agency and Newport Ship Yard owners;

2. the increased traffic and parking needs, resulting from such a dense use, would aggravate the existing parking problems and traffic hazards that already constitute a major threat to the neighborhood;

3. odor, noise pollution, and general harassment are inherent in such an industry; i.e., fishing boats (that) come and go at all hours, day and night; fleets of large, refrigerated trucks (that) will abuse our streets (which are) currently overburdened and ill equipped to handle existing heavy traffic; expansion into Newport's inner harbor (which) will worsen a presently overcrowded and dangerous condition;

4. such a development will overburden our already overtaxed water supplies

I must, however, digress for a moment. Surely many of you read the news of ARDC's withdrawal of its application to the City Council concerning this venture. Do not think that was the end of this affair.

The ARDC application simply requested the City to apply to the federal government for an Urban Development Action Grant which the City would then use to encourage various aspects of the project, including loans to ARDC (In fact, that was the reason for the City's two public hearings on the matter; to decide if it would apply for the federal money. It is true that if the Council had voted affirmatively, it would have automatically labeled itself a supporter of the project. Yet denial of the ARDC request at the public hearings, would not have refused the developers anything other than the City's involvement in seeking federal money, and, presumably, the City's support of the project.). This Grant is, however, only a matching grant. For every \$1 contributed by the federal government, ARDC must invest at least \$3, Mr. Redgate said. Thus the withdrawal means simply that ARDC must look elsewhere for that portion of the project's funding. That's all. ARDC is still free to continue to pursue the establishment of its squid processing/foreign fishing boat service operation.

At the Special Meeting (and at a Point Association Executive Board meeting) the Ship Yard men were questioned on many topics of concern to Pointers. The probing revealed a laundry list of objections that were met with answers that were considered unsatisfactory:

\* the expected increase in parking problems and auto traffic

At the end of the 5-year development period, ARDC expects to have created about 300 new jobs. True, more than 100 will be boat crew members who will not make daily trips to Washington Street. Yet, we will still suffer at least a 100% increase in the number of employees at the foot of Washington Street. Furthermore, Mr. Redgate told us that the planners do not have the area available for even the minimum number of new parking spaces mandated by our zoning ordinances. Couple that news with the expected traffic that will be generated by the Holiday Inn, the proposed inn on the site of the Periwinkle, and the expansion of the Sheraton Islander, and one can readily see that the Point will be in a real vehicular pickle.

- \* the increase in truck traffic

Mr. Redgate envisions a daily schedule of three refrigerated tractor-trailer trucks and two smaller ones removing the catch to market (Boston, Providence, New York). At this stage in the admittedly preliminary planning, no limit has been set on the work day; a 24-hour operation is still considered an alternative.

- \* further congestion of the harbor

The 115' long American flag boats that the Ship Yard will build for operation by ARDC seem to be a relatively small part of this problem. The development plan also calls for 300' long piers to be built from the south wharf of the Ship Yard property. These will, of course, be for the use of the new boats, but as well for the use of the 55 to 80 125'-150' long Spanish flag squid boats that work the North Atlantic. ARDC plans to service these boats at those piers. Much comment was directed to the expected congestion and encroachment of these boats and piers.

- \* odor

Frankly, few at the meeting believed that the plant could, in fact, be made odorless. Though the officials said that no cooking of the catch is planned, they could not categorically deny the possibility of a future change in the processing method.

- \* the inconsistency of the plans with the Ship Yard's contractual agreement with the Newport Redevelopment Agency

The intent of the contract that was signed by the Ship Yard when it bought the Washington Street property from the Redevelopment Agency is to promote certain uses of the land. The contract's wording specifically allows only certain uses, thereby forbidding others; into which category, it seems, falls fish processing.

- \* the need for 60,000 gallons of fresh water every day

This was a concern for many attendees, especially in these rather dry days. Remember, though, that if the plant locates in Mellville (which, Mr. Redgate said, is actually ARDC's first choice) the water will still come from the same source. All island water does.

- \* the reason for choosing the Washington Street site at all

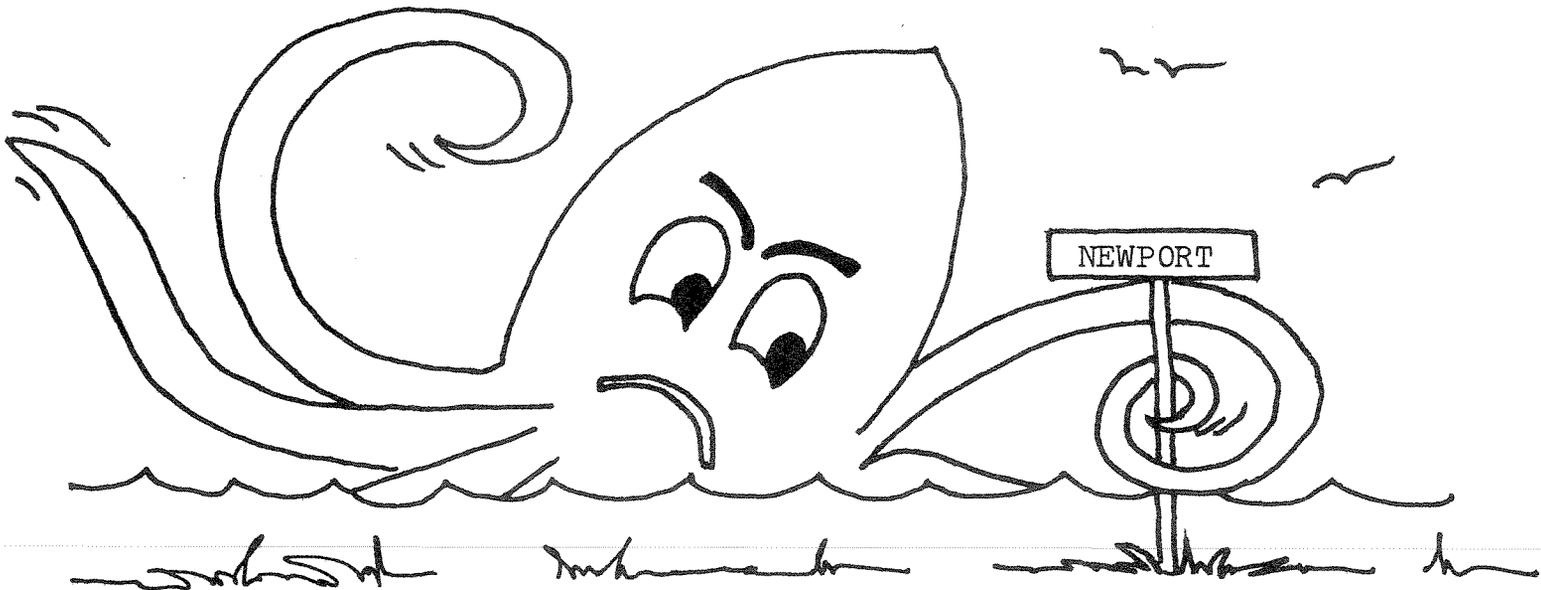
Mr. Redgate told the gathering that the primary reason for having chosen that site was the availability of the federal money through the City. He continued to say that a site in Mellville, for which the Ship Yard has already made a proposal to the State, is actually better suited for ARDC's operation. It seems to me, then, that choosing the (Washington Street) site of convenience rather than the (Mellville) site of desirability would simply exacerbate inherent problems.

- \* the need for the City to make a hurried decision

Some at the meeting expressed the opinion that, no matter what the merits or objections, the City simply did not have ample time to make a thoughtful decision before the November 30 deadline. That is the date after which this federal money might not be available. Because, the Ship Yard men said, they learned of its availability only in July, plans were rushed and, one Councilman suggested, not complete enough.

This list does not capture all of the concerns expressed, but does a pretty good job of it. The day after the meeting, Tuesday the 24th, the City Council was notified of our decision and speakers were prepared for the next night's public hearing. As you know, they were not needed. End phase one.

Read on to learn of the activities being prepared by Corky Ackman for phase two.



Corky, by the way, was the person responsible for the special meeting. She seized the idea of the 25-member petition drive and knocked on the doors. She continues now as the active leader of the efforts to bar ARDC from Washington Street.

It is appropriate to mention here that Corky and all of us at the special meeting are pursuing one of the explicit aims

of the Point Association, that is "the protection of the (Point) against detrimental structures, obnoxious enterprises, and nuisances" (By-laws Article II, #3).

Corky is planning a city-wide petition drive to gather names of those in opposition to the squid venture at the Ship Yard. Since ARDC must secure the approval of various state agencies, she plans to send the petition to the Governor and perhaps others at the state level. Her aim is to make all aware of the general nature of this threat; the ill-effects of the operation will not be confined simply to the Point.

Secondly, Corky is trying to organize a campaign of letters and calls to our City, State, and Federal representatives. All three levels of government will be involved in some way, so these people should know how we feel. All of this can not, of course, be accomplished by one person; Corky needs help. She is at

49 Washington Street

&

846-7791

Give her a ring and she will give you an assignment. If we can succeed in this effort, it will be a good job well done, and we will have reaffirmed that individual citizens can, in fact, make the difference.

David Robbins

Hon. Claiborne Pell  
US Senator  
418 Federal Building  
Providence, RI 02903

Rep. Christopher Boyle  
12 Annandale Terrace  
Newport, RI 02840  
846-0132

Hon. John H. Chaffee  
US Senator  
301 Post Office Annex  
Providence, RI 02903

Councilman David F. Roderick  
38 Sheffield Avenue  
Newport, RI 02840  
847-1362

Hon. Ferdinand St. Germaine  
US Representative  
200 John E. Fogarty Federal Bldg.  
Providence, RI 02903

Mayor Paul L. Gaines  
227 Eustis Avenue  
Newport, RI 02840  
846-7222

Governor J. Joseph Garrahy  
Room 222  
State House  
Providence, RI 02903

Councilman Alfred Angel  
15 Everett Street  
Newport, RI 02840  
847-4223

Senator Robert McKenna  
47 Everett Street  
Newport, RI 02840  
846-9296

Councilman Patrick Kirby  
31 Clarke Street  
Newport, RI 02840  
846-8297

Mary Kinsella: Another Point Beautifier

In the last issue of The Green Light, Esther Burnett suggested a continuing column which would feature the efforts of persons who are attempting to make the Point a happier and more pleasant neighborhood. I thought it was a great idea, and barged to the head of the line to tell about the Baillargerons and their marigolds. Now here is Isabel Eccles of Pine Street with her contribution. I surely hope this idea continues to spread.

DR

Dear David,

Mrs. Burnett's letter reminded me of how many times in the early morning I raise my window shade and see a familiar figure scurrying around Battery Park gathering litter to put in the trash can there.

Years ago when my husband was president of the Point Association, we used to receive telephone calls from Mary Kinsella deploring the messy condition of our beautiful Point, and we agreed that it was something we all should combat. For a time, the Point Association organized a group of children to meet once a week to pick up papers on the streets, rewarding them with enough cash to provide a good many candy bars. But this required adult supervision, and in time it gave out. Then a man was engaged, a professional street cleaning cart provided, and all was well for a few weeks until he became ill and no one could be found to replace him.

But Mary Kinsella never gave up! All through these many years she has steadfastly walked our streets with a bag to hold the scattered rubbish until she can deposit it in a trash can.

I bless her every time I pass that neat little figure so dedicated to keeping her neighborhood a place to be proud of. Always well dressed, there is dignity and pride in her conduct of this service. Her bright, searching eyes never fail to recognize her friends as they drive by and she raises her arm in greeting.

Mary is another who is quietly contributing to the beautification of our Point.

Sincerely,



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A Comment on Old Things

One morning, a few weeks ago, I was a witness to the following scene as it unfolded on the Point. It was a brisk

Monday morning, just about 45 minutes before the garbage truck normally makes its appearance at that corner. I saw a young fellow setting out what became a total of a half-dozen big trash bags, an equal number of boxes, and perhaps a dozen other things (a lamp, a typewriter, a mirror). Clearly the boy had been instructed to clean out a particular room of the house.

Just as he had finished, his father returned from some early morning errand and saw the surprisingly large accumulation at the curb. With a quick glance, he spotted something that should not have been there, and then another item that he had not intended to have discarded, and another - and more, and more. The man spent at least half an hour sorting through the bags and boxes and returning items - precious family items - to the house. The boy had been excessively literal in fulfilling his duties.

What very nearly happened was the grievous loss of many, many irreplaceable photos, books, letters, documents, mementoes, and items which are the signposts of a family's soul. I was relieved that the father had made such a timely entry, yet discouraged at the thought of so many other similar, but ultimately disastrous, scenes that are played every day. What a loss we sustain when these pieces of a family are discarded.

When now some of you think to yourselves that most of it is just a lot of old junk, remember that many of our now-treasured Point houses were once neglected relics. They certainly were not valued by one generation, but look about now and you will be convinced that they surely are appreciated by this generation. So even if you don't want to save "that old junk", others very well might. They deserve an opportunity to know their family's heritage. Without encouragement, it can vanish as easily as a wave on the Bay.

David Robbins

### I Want You!

(to advertise in The Green Light)

When I became editor a year ago, I was partially able to implement a new advertising policy. I tried to give first priority to businesses on the Point as well as to those owned by Pointers. This year I am making a special effort to encourage members of the Point Association to advertise on these pages.

Advertisements need not be limited solely to retail stores. If you have some sort of home craft or service, say, you may also tell your story here. Other possibilities are available, too.

Each ad is 2 3/8" x 4" and will run for 6 issues. The cost for the calendar year 1982 is \$15. I must receive your copy at the advertising office, 3 Sunshine Court, Newport, before January 9th.

DR

Happy Holidays to All!

A few weeks ago, I received this Christmas carol from First Editor Edith Ballinger Price, now of Virginia. She related that the verse, which she wrote, appeared on these pages in 1958; but the music did not. It was later composed by King Covell as a surprise, and was sung at Christmas.

"I hope there still are Point carolers," she said in her letter. I do, too! Perhaps 'Christmas on the Point' will inspire some of us to band together and put voice to song on some snowy December evening.

DR

### CHRISTMAS ON THE POINT

Edith Ballinger Price

1958

W.K.C.

Allegro

1. Bare bran - ches creak a - gainst the sky. Clean lies the snow, the moon sails high;  
2. But hark! the bells ring sharp and wide A - cross the frost - y har - bor side;  
3. Old hou - ses wake, and can - dles glow; Car - ols ring out a - cross the snow.

(F) And Good Gray in their dreams old hou - ses sigh "The times are out of joint!  
come what may, what e'er be - tide, Its Christ - mas on the Point.  
days shall come, and ill may go: With Christ - mas on the Point.

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### 1982 Street Fair Announced

Charles Duncan, Street Fair Chairman, announced recently that the 1982 edition will be held on Saturday, August 14. The location will, of course, be the same. Everyday between now and then, I want everyone to apply to the force or spirit of choice for a clear, beautiful day.

In earnest seriousness, however, the Fair usually contributes a truly significant portion of the Association's annual operating budget. Without its proceeds, we would need to exercise some very drastic belt-tightening. Good weather and hard work have, year after year, always saved the day.

DR

Membership News

The Point Association extends a warm welcome to the following

New Members

John Benson  
 Richard Benson  
 Stephanie Bolchalk  
 Mr & Mrs Lee Bowman  
 Mary Ann Brajczewski  
 Mr & Mrs George Brooks  
 Mrs James R. Caffrey  
 Mr & Mrs James F. Cagney, Jr.  
 Nellie & Peggy Cavaliere  
 Robert Delsandro  
 Myra Duvally  
 Bubba Flowers  
 Mr & Mrs John C. Gainey  
 Jon Heon  
 J. K. Holloway  
 Phillip & Betty Ann Johnson

Cdr & Mrs John P. Kelly  
 Tom Kelly  
 Susanne Ledgerwood  
 Mrs John Lord  
 Mr J. Robert Massey, Jr.  
 Mr J. Robert Massey, Sr.  
 John Mecray  
 Pierre F. V. Merle  
 Mrs E. C. Ramsey  
 Ned Reynolds  
 Turner Scott  
 Mary Johnson Shea  
 Sara A. G. Smith  
 Mr & Mrs Gardner Sten  
 Benjamin A. Teno  
 John & Mildred West

The Membership Committee also happily reports that well over half of the members of the Association have already renewed their memberships for the year 1981-1982. Since the membership year runs from October to October, this is a most encouraging sign, especially to the Committee, which really does not relish dunning for dues. We are, however, once again including a cut-off membership/renewal form, which we hope will spur on the tardy. If in doubt about your status, call me at 847-8428.

Rowan Howard

Mail to: The Point Association, P. O. Box 491, Newport, RI 02840

<p>Name _____</p> <p>Address _____</p> <p>Phone _____</p> <p>I'm interested in the following committees: _____</p> <p><i>Make checks payable to The Point Association</i></p> <p>Individual _____ \$3.00    Sustaining _____ \$10.00</p> <p>Family _____ \$5.00    Patron _____ \$25.00</p>	<p>Name _____</p> <p>Address _____</p> <p>Phone _____</p> <p>I'm interested in the following committees: _____</p> <p><i>Make checks payable to The Point Association</i></p> <p>Individual _____ \$3.00    Sustaining _____ \$10.00</p> <p>Family _____ \$5.00    Patron _____ \$25.00</p>
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## Traffic Problems Questionnaire

To be as effective as possible, the new Traffic Committee needs a broad-based response from Point residents concerning automobile traffic problems in the residential areas of the Point. So, Bob Ogurek, Chairman of the Traffic Committee, has asked me to publish the following questionnaire; which I do happily:

Please do take the time to write down your answers and/or comments, clip-out this two page questionnaire, and mail to:

Bob Ogurek  
93 Third Street  
Newport, RI 02840

Bob tells me that if you are out for a stroll and wish to deliver the questionnaire, you may feel free to give it to him, or to any other member of the Executive Committee, for that matter.

Bob continued to say that no one is required to give name and address on the questionnaire. The Traffic Committee, however, is interested in presenting to the April General Membership Meeting recommended solutions that will be acceptable to the majority of residents and businesses. Because of this, then, addresses of respondents would be helpful in "getting a feel for possible objections to any recommendations." Still, do not feel that you must give your name or address in order to respond; which I hope all of you will do!

DR

### Questionnaire

Please answer the following questions as honestly and as directly as possible. Do not feel limited to "yes" or "no" answers.

Name (if desired):

1. Do you feel there is a need to change the traffic patterns/control mechanisms (i.e., stop signs, direction of flow, etc.) on the Point? If not, why not?



6. One means of slowing down automobile traffic on through streets of the Point (i.e., Washington Street, Second Street, Third Street) would be the addition of several stop-signs at various points along the street. Would the possible increase in the noise level from automobiles stopping and then accelerating be acceptable to you in order to reduce the speed at which vehicles proceed through the Point? (We are especially interested in getting inputs from residents who live on or near corner properties on these streets.)

7. Do you feel that east-west access streets to the Point (i.e., Van Zandt, Poplar, etc.) need to be made one-way in order to discourage use of the residential area by vehicles that are not enroute to a destination on the Point?

8. Are you willing to suffer some inconvenience (i.e., proceeding at a slower speed due to stop signs, making access streets one-way, etc.) in order to reduce the volume and speed of automobile traffic in the Point area?

9. This is your chance to sound-off with any comments or recommendations concerning automobile traffic on the Point. Please feel free to discuss or present any ideas you may have.

fold back this 1/3 first

20¢  
stamp

address  
(if desired)

Bob Ogurek  
93 Third Street  
Newport, RI 02840

then this 1/3

finally, staple here

A Classified Ad

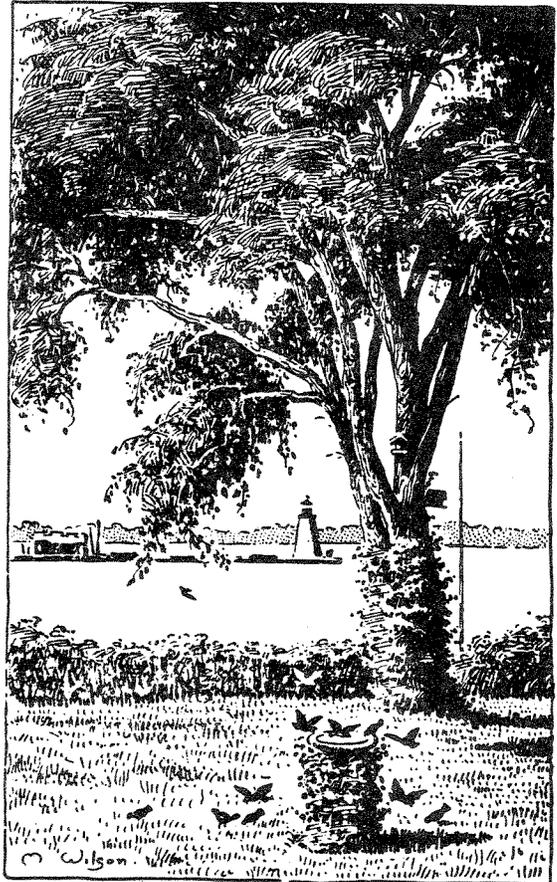
ROOM AND BOARD on the Point desired beginning between now and May 1 for widow of naval officer now residing at Stella Maris. Telephone 846-1000 and refer to this ad.

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The Real Green Light

Maggie Ballard of Poplar Street thought you would like to see this. It is an old post card of what certainly must be our Green Light. Except the artist's name, she knows nothing more of it. Judging from the perspective, I would guess that the view could be from the Willow Street area. The topography of the visible portion of Goat Island could also give a clue to the date of the drawing (if it wasn't taken from an earlier photograph). If any of you have any information (or guesses) about this post card, please send me a note at 3 Sunshine Court.

DR



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Oliver Hazard Perry

Part II

Virginia Covell started this biography of this very famous Pointer in the last issue. Here is the second installment with part three to follow in February. It is fascinating reading.

DR

Oliver Hazard Perry's first major assignment as a Naval officer ended in a shipwreck. As Captain of the REVENGE he was sailing past Point Judith in a dense fog. Although his navigator took soundings every two minutes, the ship was nearer

land than they realized, and it struck on Watch Hill Reef at high water. Every trick of seamanship failed to free her, and break-up was inevitable; there was no loss of life, and the crew removed all salvageable material to the Westerly shore. Although a Naval Court of Inquiry declared Perry free from blame, the loss of the ship was a severe blow to his self-confidence.

Following the shipwreck, Perry was given a long period of gunboat duty in Newport. He always felt that this "do-nothing" assignment was a retaliation for his misjudgement in the loss of the REVENGE. Knowledge that his country's shipping was suffering from constant attacks from the British and French - as well as from the pirates - made his lack of active duty almost unbearable.

During this period of waiting, he married Elizabeth Champ-  
lin Mason, a Newport belle whom he had been courting since she was sixteen. It was a marriage of lasting mutual love; thoughts of his home and family sustained him through many subsequent periods of trial. In spite of Oliver's happy domestic life, however, he grew increasingly restless with his ignominious gun-boat duty. Rumors of war persisted, and Perry knew that the country's naval and military resources were pitifully low.

While trying to obtain a first-class sea command, he used the waiting time to profit; he trained his men in wartime seamanship, drilling them in the use of arms, boarding tactics, and "war games" even with the clumsy gun-boats. His men were devoted to him, not because of any mystical charm, but because they admired his standards of excellence and hard work imposed on himself as well as on them.

When Isaac Chauncey was given command of Lakes Ontario and Erie on the Northwest frontier, Perry's attention was attracted to that critical area. He realized that while the country had been concentrating on its European shipping hazards, much danger was developing on its northwest border. The British had never left their outposts there; England's flag flew over Detroit a dozen years after the treaty that had ended the American Revolution. A powerful confederacy between the British and the Shawnee Indians (headed by Tecumseh) was dedicated to separating the United States from its newly-acquired Louisiana Territory. Forts on the Niagara River had been evacuated because of repeated forays from Canada. Detroit had been captured, and one hundred of the finest Kentucky fighters had been literally butchered.

Perry realized the vital need of a force on the Great Lakes to control this constant threat on our Western front. He asked to be sent there, and in February, 1813, he was elated that his long waiting period was ended by the words of the Secretary of the Navy:

YOU ARE ORDERED TO LAKE ERIE . . . YOU ARE  
TO TAKE ONE HUNDRED MEN WITH YOU TO BUILD  
TWO BRIGS . . . YOU WILL DOUBTLESS COMMAND  
IN CHIEF . . .

One cannot help but wonder how the men would respond to the invitation to trek to Lake Erie through the February cold; no warm welcome would await them, only back-breaking work in enemy-infested territory. To the last man, every one of Perry's company volunteered! Fifty left the very day he received his orders; within a week, two other contingents of fifty each were dispatched.\* Then Perry himself left with Hannibal Collins, his servant. They ferried to Saunderstown in a driving, freezing rain; the conditions prompted Collins to ask if Perry did not regard the weather as an ill omen for the whole venture. Perry reminded him that there never was a storm that had not eventually been driven into full retreat by the re-appearing sun.

Later that evening, they were joined by Oliver's younger brother, Alexander. They drove on to Hartford in an open sleigh, thence to Albany where they prepared for the long trek through the Mohawk Valley. Their first destination was Sackett's Harbor on Lake Ontario where Chauncey, Perry's commanding officer, awaited them. He lived in daily fear of a British attack from the Canadian side of the Lake. His apprehension was so great that he was reluctant to let Perry proceed to Presque Isle on Lake Erie where he was to build his battle fleet. Chauncey refused to release most of Perry's well-trained men, holding them for protection against a possible British attack.

Traveling across the frozen lakes by sleigh, Perry reached his destination, Presque Isle, on March 26, 1813. He found it a thinly populated area rich in fish and game, as well as in trees from which to get his boat lumber; but there was nothing there in the way of metals, rope-making material, tools for blacksmithing and carpentry, rigging, and innumerable other necessities. Perry set about the job - sending to a lethargic Washington for his needed supplies - and using green wood for the ribbing and planking of the frigates, wooden pegs instead of nails, lead caulking instead of oakum. He was working against time, knowing that as soon as the ice melted on Lake Erie, the British would be on the move.

(to be continued)

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\* In the list of Newport men who went with Perry, there are many names that sound familiar to Pointers. To name a few: Thomas Brownell, James and Levi Allen, George and Israel Clarke, John Coddington, George and Daniel Cornell, Daniel Cottrell, William Cozzens, Bernard Crandall, William Cross, Benjamin Easton, Wilson Mays, John Miller, Caleb Mumford, Robert Nichols, Hezekiah Sanford, George and Joseph Southwick, William Stevens, Jonathan Tallman, James Weaver, William Goddard, John Jackson, John and Parker Lawton, George and Joseph Lewis . . .

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THE GREEN LIGHT  
THE POINT ASSOCIATION  
Editor: P. O. Box 491  
NEWPORT, R. I. 02840

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