

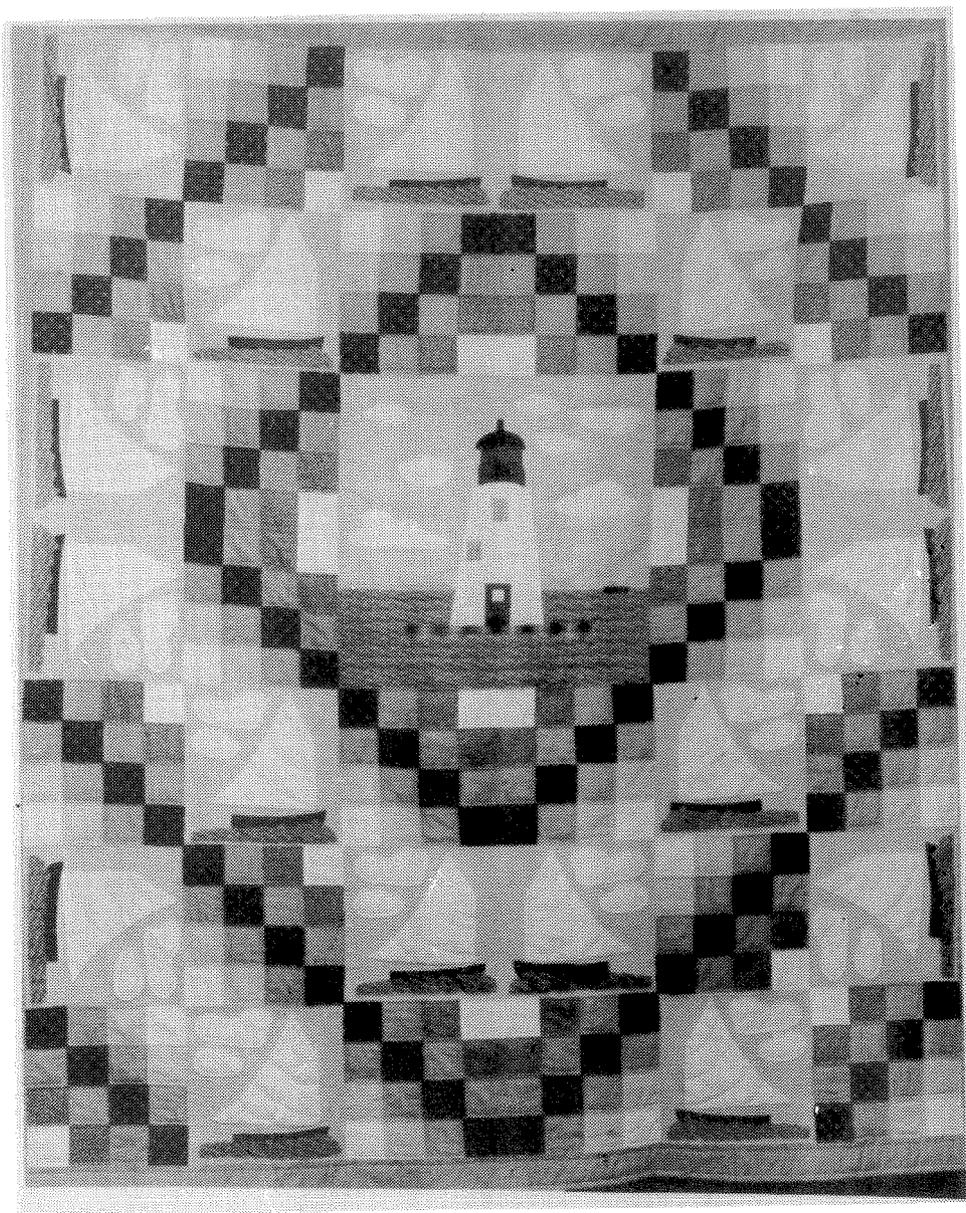
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JUNE 1984

# The GREEN LIGHT



BULLETIN OF THE POINT ASSOCIATION  
OF NEWPORT, RHODE ISLAND





JUNE 1984

Vol. XXX No. 3

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*The* GREEN LIGHT

GLADYS'S GARDEN

(For Gladys MacLeod)

Beneath the tree where the crocuses stand  
As though the Lord had waved his wand,  
A little garden full of glee  
Right under the spreading maple tree.

Next to the house, next to the sea,  
And by the road for all to see,  
The love and joy in the springtime bloom  
Like a thousand strands on a weaver's loom.

It's a special place for the likes of me,  
To sit and watch around that tree  
So glad I knew who put them there,  
A friend whose life was love and care.

April twelfth, 1984

by Taff Roberts

## NOTES FROM THE SECRETARY

At the Board Meeting April 5:

The Board passed the following resolution, recommended by Adm. Henry Eccles: "Since the operation of an 850-boat marina on Rose Island would:

- A. Greatly increase the flow of people, traffic, and boats in the areas of Newport which are already overcrowded in the summer, when the marina would be chiefly used;
- B. Contribute nothing to the improvement in "off-season" business from November to May;
- C. Significantly increase the load on the already inadequate water, sewage, and waste disposal facilities and systems;

the Point Association of Newport concludes that the building and operation of such a marina would be detrimental to the best interests of Newport as a whole and to the Point area in particular. The Point Association therefore recommends that the City Council of Newport and the other city and state authorities reject all requests or applications for construction permits or other measures required for this proposed marina."

The recommendation will be presented to the membership on April 12.

Bob Ogurek, Chairman of the Aug. 18 Fair, reported that a number of exhibitors had already reserved space. Space for Save the Bay and Friends of the Waterfront will be provided at no charge. The permit for the quilt raffle has been obtained. Sally Mackay will handle the raffle tickets.

On beautification, Russian olive trees were suggested for the strip between Marsh Street and the Connector; also a stone wall as buffer to the Gateway. Improvements

to Gravelly Point will not be initiated until the Inn is finished.

The Board pledged support of the City's efforts to obtain, operate, and maintain Rose Island lighthouse as an open public site.

The Board passed the following motion as proposed by Herb Rommell: "With reference to the Gateway Project, the Board recommends to the membership at the meeting in April that the Association ask the Director of UDAG not to approve any grant to assist in the construction of a hotel in excess of 45 feet."

The Board was advised that there will be a public hearing May 2nd on the DOT proposal for the transportation center at the Gateway.

At the General Meeting on April 12:

The membership voted to accept the amendments of the by-laws, as previously proposed by the by-laws revision committee.

Nominating committee chairman, Donna Maytum, announced the committee Mary Sargent and Virginia Covell from the Board; Donal O'Brien and Rose Favier from the membership. She requested that anyone interested in serving on the Board or a committee contact her.

Admiral Eccles' resolution, as passed by the Board (see above), was voted unanimously in favor by the membership.

After considerable discussion, a motion to table the motion relating to the hotel in the Gateway Project was made, seconded, and passed.

Program chairman, Bill Fullerton, announced the schedule of meetings for the year, and noted that crosswalks at Poplar, Elm, and Bridge Streets would be painted on America's Cup Avenue.

Mary Jo Ogurek, membership chairman, announced 318 local memberships and 44 out of town.

The President introduced Sue Kiernan of Save the Bay who spoke on environment issues, the proposed Rose Island Marina, and concerns about our water system among other subjects.

Rowan Howard

\* \* \* \* \*

are also concerned. In addition, there is a newly formed organization Citizens to Protect Rose Island (Lucia DeLeiris, Acting Chairman)-- to make citizens aware of the many traffic and parking problems that will accompany a development of this nature. At the General Meeting on April 12, the Point Association passed a resolution requesting the City Council to refuse all requests for construction permits of the Rose Island Marina.

PRESSURE POINTS

The title was suggested because we on the Point often feel the pressures which plague Newport as a whole. We will note topics occasionally to alert our readers to them and, if feasible, recommend action that can be taken to avoid a boiling point.

1. Sticker Parking. So-called because of the use of a sticker which one would purchase from the City to safeguard one's residential parking place. Most business people are opposed to any program of sticker because they think their customers will have fewer parking places. Many residents think that to buy a sticker would guarantee at least their one parking place that might otherwise be taken by a transient. However, a good many residents consider the sticker charge necessary to maintain the program as excessive.

2. Rose Island. The announcement of plans for an 850 boat marina focused attention on this little island which has lain quietly in the Bay for years. The four developers hope to dredge the waters around the island and dump the dredged material on the island. They must clear many hurdles before their way is smooth: The approval of the Army Corps of Engineers and the Coastal Resources Management Council must be secured; the State Department of Environmental Management, Save the Bay, Friends of the Waterfront, and the RI Historic Preservation Commission

3. Newport Gateway. This project seems to be well off the ground although it will be at least another year before all the proposed elements will be realized. Those living close to it hope the developers will place the promised landscaped buffer zone between the project and the neighboring residences, also that they will realize plans to control traffic so that it is routed away from the over-crowded Point thoroughfares.

4. Washington St. Extension Pier. This will apparently be open to the public according to the City Solicitor, Turner C. Scott. A public notice sent out by the Army Corps of Engineers said that the Inn Group Associates (developers of the Inn on Long Wharf) was worded somewhat differently; it said the Inn Group wants "to alter the use of the existing pier from public, commercial, and transient use to a public use restricted to hotel owners, tourists, transients, and small non-commercial vessels." We hope Mr. Scott's interpretation is correct.

5. Newport Shipyard Site. This property was sold early in February to Newport Offshore Ltd. The new owners planned to expand the shipyard facilities--making Offshore a leader in the domestic and international marine market. Other projects for the property have been mentioned, and it will be interesting to see what develops here.

\* \* \* \* \*

THIS YEAR'S QUILT - "GREEN LIGHT"

Of course, you have admired the cover picture of the 1984 quilt. Again this year, the traditional quilt for the Point Street Fair is a beautiful one, with the Green Light in the center, and catboats around it.

Many Point ladies have had needles in hand for many long hours to create this quilt. Isabel Eccles designed it. Mary Rowan Howard was the co-ordinator of the needleworkers who were: Suzanne Auboiss, Serafino De Ascentis, Anna Dunphey, Sarah Gilson, Phyllis Hurley, Hazel Morris, Mary Rommel, Dorothy Slocum, Dorothy Waterbury, Angela Vars, and Bobbi Wright.

Now is the time to get all your friends and neighbors to buy raffle tickets for the drawing at the Point Street Fair on August 18th. Sally MacKay is in charge of tickets; she will be happy to get you some to sell. Phone: 849-2369.

The quilt will be displayed at the Plant Sale on May 19th and at the Rommels' on May 30th. It will be in the windows of Ley's and the Arnold Art Store in June and July.

\* \* \* \* \*

TO WHOM CREDIT IS DUE

To Edward A. Sherman, III for his cover photograph of the Green Light Quilt.

To Mary Kinsella for her long and faithful years of service to the Point.

To Len Griffin for his work as publisher of the Green Light.

To Admiral and Mrs. Eccles for the use of their garden for the Plant Sale.

To Bill Fullerton, Roslyn Hall, and Robert Elster for their generous labors for the Plant Sale.

To Saint Paul's Church for their always kind and unfailing welcome to the Point Association.

\* \* \* \* \*

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**SUPER GROUP IS BEAMING IN ON  
ROSE ISLAND LIGHTHOUSE**

A representative of the Board of the Point Association has been regularly attending meetings of Newport's "Supergroup". "Supergroup" for those of you unfamiliar with the term, is an association of 13 of the City's neighborhood groups. Under the leadership of Curtis Bunting, Supergroup addresses itself to the many issues that seem to arise spontaneously, and arrive at resolution before our citizens even know they are being considered.

It is the responsibility of the Point's representative to act as a liaison between Supergroup and our Executive Board. Matters which affect the Point are closely watched and reported back to the Board for action.

You will be interested to know that at the March meeting of the Supergroup, the Rose Island Lighthouse and its surrounding 1½ acres was the principal topic of discussion. The Rose Island Lighthouse, we hasten to point out, is a separate property from the land which has been the object of much recent controversy, the land where plans are afoot to build an 850 yacht marina.

The City of Newport is making application to GSA to purchase the lighthouse and its surrounding acreage for the public enjoyment and use of the citizens of Newport.

To assist the City in its efforts to purchase the property, Supergroup has asked for the support of its member groups. It has also proposed that a non-profit organization be set up to help raise money to restore the lighthouse building to a safe and habitable condition.

From the Point, plans range from using the area for a bird sanctuary, to promote its use as a public picnic ground and/or an environmental testing ground for schools.

It is possible, and not unlikely, that the City and the Group will ask to have the Rose Island Lighthouse put on the National Historic Register.

If anyone has questions concerning the proposals, please call Brenda Gordon at 847-5746. As liaison between the Point Association and Supergroup, she will pass the message on to the appropriate person.  
Brenda Gordon

\* \* \* \* \*



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HELP WANTED!!!!!!!!!!!!

As we noted in the last issue of the Green Light, our annual Day-on-the-Point Street Fair will be held on Saturday, August 18, 1984. We are still in need of many volunteers who can donate any amount of their time on that day to assist with the following events and committees:

- Baked Goods Sale
- Hot Dogs/Hamburger Sale
- Membership Table
- Quilt Tickets Sale and Table
- Gatekeepers

If you can spare any amount of time on this day, please give Bob Ogurek a call at 847-7317 (evenings). He will see to it that your name is forwarded to the appropriate committee chairperson.

\* \* \* \* \*

BLACK SHIPS - A JAPANESE FESTIVAL  
IN NEWPORT

July 1984 will mark the 130th anniversary of Matthew Calbraith Perry's expedition to Japan. Newport's sister city, Shimoda, Japan, will participate with us in commemorating the event. Shimoda has celebrated the Perry arrival annually with a "Black Ships" festival. The term is a bit confusing because there are no ships involved. The expression was used in Japan in former days to designate any foreign ship. The word 'black' was used because any alien ship was thought to be threatening.

This summer's celebration is the brain child of Dorothy Cable of Newport whose great-uncle was a member of the Perry expedition. There will be gala receptions, opening Buddhist and Christian rites, a formal tea ceremony, exhibitions of Japanese prints and pottery, and Japanese fireworks.

Since Matthew Calbraith Perry was born on the Point and lived and died in Newport, we look forward to this event honoring one of our own sons.

\* \* \* \* \*

BEAUTIFICATION

As we come into spring, we will begin work on the trees and greens of the Point. We have two memorial trees to replace on Marsh Street.

We will place planters on Battery Park and Storer Park. They will be planted when the weather permits, and we hope the flowers will not be uprooted. We will be looking for volunteers to help with caring for the planters.

Scilla and crocuses are in bloom in Storer Park.

We have a memorial for a crabapple tree for Harriet Flowers from Eleanor Janes; a memorial for Gladys MacLeod; and a memorial from Mr. Everett, a weeping cherry tree in Storer Park.

Mary Rommel

\* \* \* \* \*

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## CRUISE SHIPS IN THE HARBOR

Newport's For Sail, to be sure, and there will be plenty of sailing events in and out of the harbor this summer, but also, a number of cruise ships will be moored in various places to catch our eyes and give photographers some good shots. Most of the ships will be moored dockside somewhere, but at least one, the Royal Viking, will be anchored in the outer harbor twice in September and once in October. This ship can carry 900 passengers, which indicates its size. Remember the beautiful view of the Queen Elizabeth II in 1982?

During the summer a new cruise ship, the Newport Clipper, will visit Newport 15 times, and will dock at Christie's. Another, Coastwise, will be in the harbor four times at the end of the summer.

The Vera Cruz will be docking at Fall River, not Newport, but viewers at strategic points on the Point may be able to watch her go under the bridge several times from June to September.

The SS Galileo, a Providence based ship, will start a 3 day cruise from Newport to Nova Scotia on July 9th.

There may be others according to Mrs. Muriel Brennan of Viking Tours who helped with this information. As of this date, these are the definite ships to anticipate.

Tall Ships are not cruise ships, of course, but two of them will be welcomed sights this summer. The Simon Bolivar of Venezuela will be here July 12-16th, and the Coast Guard's Eagle will arrive on August 11th for the weekend. Visitors will be welcomed aboard Eagle from 12 noon to 5 pm on the 11th and 12th.

Get your cameras ready!  
Kit Hammett

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## THE GREEN LIGHT AND CATBOATS

Not too many years ago, one of the interesting sights in Newport Harbor was the large number of catboats based here, especially on Long Wharf and the Washington Street foreshore. There are relatively few here now. Last summer there was only one true catboat permanently moored in the harbor. Happily, there seems to be a resurgence of interest in cats, and we may well see more of these characteristic little boats hereabouts.

A true catboat runs from 12 to 26 feet in length with width of beam. The stem and transom are nearly perpendicular, and there is a large "barndoor" rudder. The mast is stepped well forward with a forestay but no shrouds. The sail rig of the true cat was the large gaff rig, although a Marconi rig is seen in some of the recent boats. Some boats have been built with long keels although most of the cats are equipped with a centerboard. The traditional construction material was wood, but at the present time, fiberglass construction seems to have come to the fore. Today the Marshall Corp., Sturdee Boat Company, and other firms turn out some very handsome and able catboats in the traditional design. The Concordia Boat Company of South Dartmouth builds the "Old Beetle Cat" which is strictly wooden construction of cedar on oak. There are over 3000 of these handsome little cats in existence at the present time. Perhaps the best exhibit of catboats today can be found at the Mystic Seaport.

The origin of the catboat gives rise to several theories. The small, single-masted boat has been popular for centuries, especially in Holland, but these boats invariably were rigged with a lug or spritsail and had only superficial resemblance to a cat. The famous naval architect, Howard Chapelle, holds that the catboat evolved

from New York and New Jersey centerboard sloops around 1850 and then spread to New England. Here they developed into a genuine American type known as the Newport cat and the Cape Cod cat.

The late L. Francis Herreshoff carries the cat back further and tells us this boat was developed in Bristol and Newport in colonial times. He noted that the end of Long Wharf, before the filling in process, was known as "The Point", and that there were several boat builders there. These men produced what he felt was the ancestor of the Newport catboat. Small, single-masted boats with a long keel were known for many years as "Point boats". After the Civil War, the catboat developed rapidly into a very efficient, all-purpose, small fishing boat used particularly in Newport and such Cape Cod ports as Chatham, Osterville, Falmouth, et cetera. These boats were relatively inexpensive and easy to maintain with their simple rig and small crews. They were widely used in the rugged waters of Rhode Island Sound and Cape Cod well into the 20th century. With the coming of the internal combustion engine, many of the boats installed auxiliary power. In Newport, youngsters made the acquaintance of the "one-lunger" engine.

In addition to being excellent work boats for their time and place, the cat was used for pleasure sailing and racing at a very early date, particularly in New York and New Jersey region. Mr. Chapelle mentions a catboat named "Una" that was shipped to England about 1850 where it did so well that a class of English boats called Una boats was developed.

As fisheries technology advanced, the cat became obsolete as a means of making a living, and the pleasure aspect began to take over. However, the average cat boatman still has an aversion to being called a yachtsman. These little boats do not seem to go with fancy gadgets and bathing beauties.

Over the years there has been some adverse criticism made against cat-

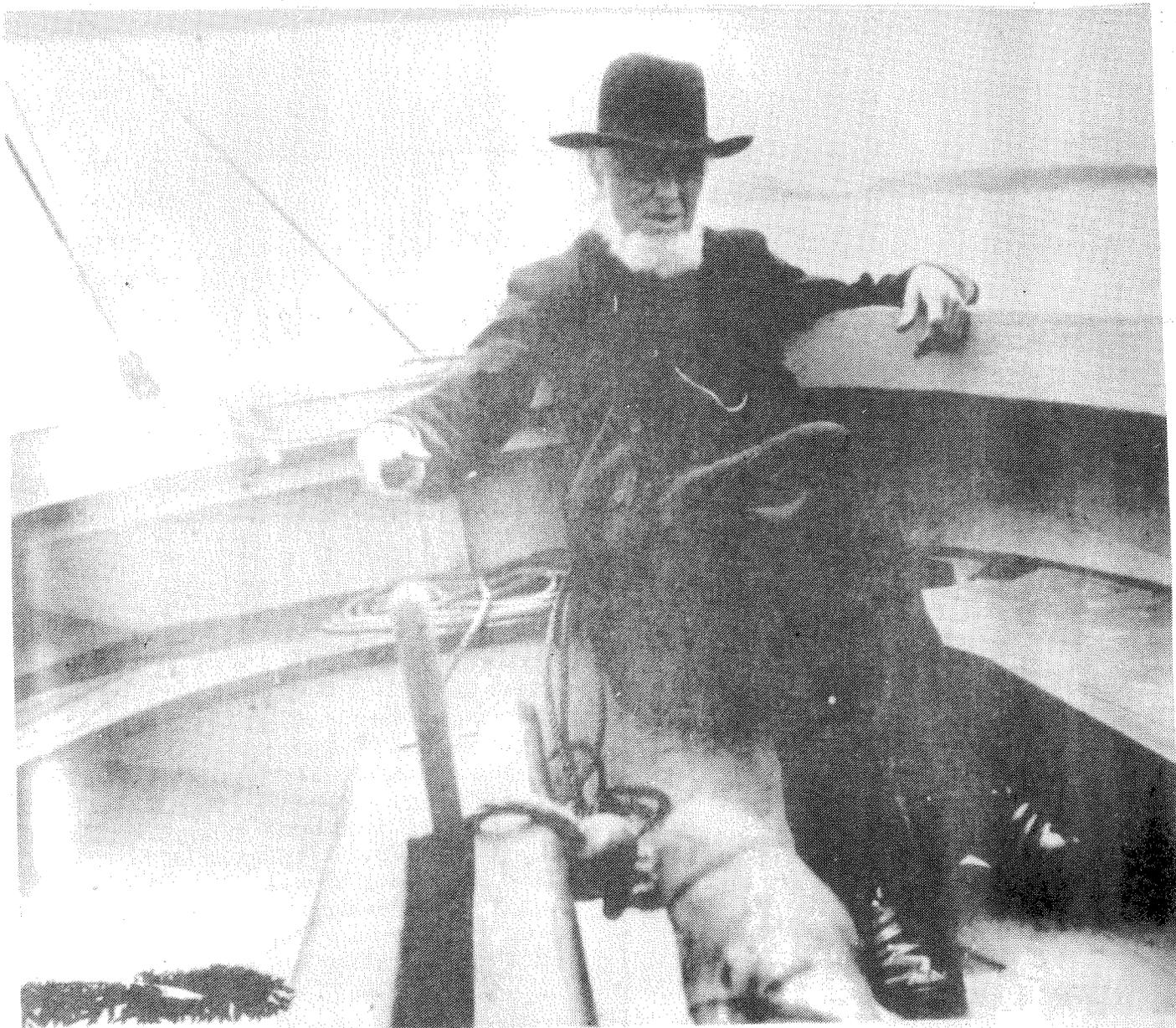
boats. It is said they capsize, broach to following seas, and carry a very heavy weather helm. There is some truth in these opinions, but common sense and a knowledge of when and how to reef will solve most problems. They do carry a strong weather helm, but this really makes for a safe boat as a cat will always luff.

On the positive side, catboats are fast and weatherly and very

well adapted to coastal cruising, and they are relatively inexpensive compared to present day racing machines. Practically all the bigger cats today are used for pleasure, and there is an active Catboat Association to stimulate interest. A large number of elegant little Beetle cats are in service, and many of them are organized into racing fleets. All in all, the catboat is a truly American product in which boatmen can take interest and pride.

Donal O'Brien

\* \* \* \* \*



Mr. William King Covell the first, of Newport, 1885.

'TIS THAT TIME OF YEAR

To remember the circus train coming into Newport, down the tracks under Second Bridge (Van Zandt) and First Bridge (Walnut) to the freight yard. Children (and adults!) were up at the crack of dawn to watch the unloading, the marshalling of the animals, and finally the parade up Marlborough to Broadway, and out to the country where the tents were set up. Theophilis T. Topham, the truant officer, was always on hand trying to get his reluctant scholars back to school for the day.

\* \* \* \* \*

WALKING TOURS TO INCLUDE THE POINT

The Newport Historical Society is offering regularly scheduled walking tours of the Hill and the Point sections each Friday morning at 10:00 and 11:30. Each volunteer guide will take a group (limited to 10 people) on a one-hour tour. The program will begin June 15th.

\* \* \* \* \*

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Letters to the Editor

Dear Editor:

I am writing to tell you how much I enjoy the Green Light. It is so interesting, I just go over and over its articles, and they certainly bring back memories of my days as a child on the Point.

I admire the many changes that have been made and often think of the days Miss Storer would insist we use her beach and planned so many nice sailing parties for us. She was a grand lady. I also recall the Wilburs. They were so gracious. Thanking you, I remain,

Miss Ethel Sullivan

\* \* \* \* \*



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KEEP YOUR FINGERS CROSSED

The author of the catboat story and an owner of a beetle cat would like to win the Green Light Catboat quilt this year--but you also have a chance! Sally Mackay will be sending you some tickets to buy/sell before long. Please get in touch with her if you need more--73 Thames St., 849-2369. She thanks you once again for your great response of last year and hope to break the record again this year. Good luck and many thanks.

\* \* \* \* \*

## *I remember ---*

## *I remember ---*



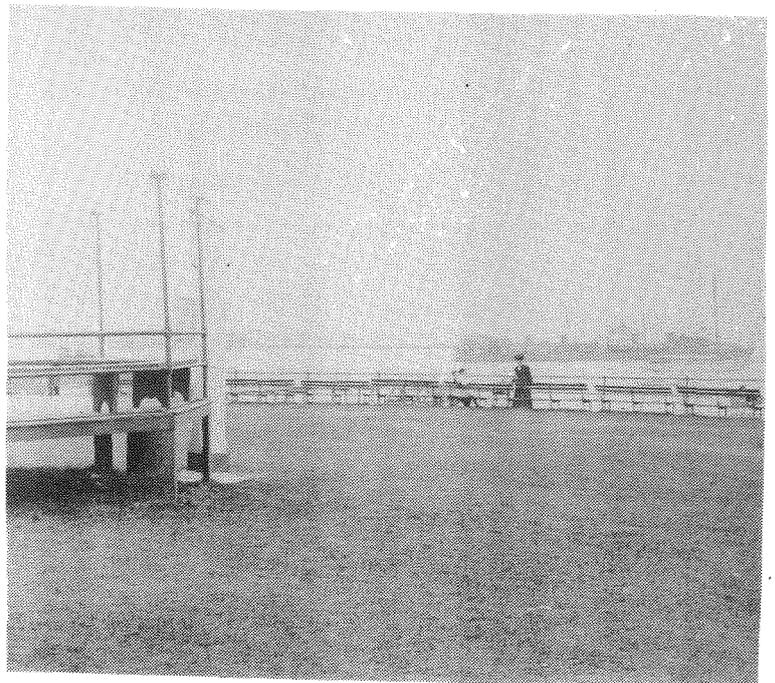
benches. These were a favorite spot for Hummers, the retired men of the neighborhood, to gather and talk. They could follow the sun or escape the wind by choosing their bench for the day. One such bench still stands opposite Battery Street and provides sun and scenery. Old pictures of Battery Park show an almost solid outline of benches following the curve of the outer wall, the only visible part of old Fort Greene. Children delighted in hopping from bench to bench. From this spot there was an ever changing scene of activity on the waterfront--a story in itself. During the good weather, weekly concerts were held in the bandstand in the center of the park as neighbors spread their blankets on the grass. A tall flagpole stood by the bandstand until hit by lightning which spread

With so much history buried underground in our Revolutionary Fort at Battery Park, we turn to some Point Hummers who remember childhood delights in this famous spot.

Since Battery Park was an enclosed fort with its entrance from Pine Street, let's stroll down that same way.

At Pine and Second stands the stable for the waterfront estate (now Stella Maris). This McKim, Mead, and White-designed stable was a colorful and active spot with carriages, horses, haywagons, and accompanying excitement. Behind the board fence along Pine Street can be seen the wash house, a busy spot on Mondays with the stove hot and steaming, and the wash flapping in the breezes.

Across Washington Street was the tennis court. The Pine Street driftway was screened off by wide-board wooden fences with plank



wooden splinters in a spectacular circle. Down the driftway by the Blue Rocks stood two bathhouses, one for girls and one for boys, not too fancy! And of special excitement and emotion were days for baptisms near the Blue Rocks by a local minister and his congregation.

Well, the bathhouses, bandstand, and refreshment shack are all gone. However, some benches--and some memories--remain. Welcome to Battery Park! Please help us to keep it clean and beautiful.

\* \* \* \* \*

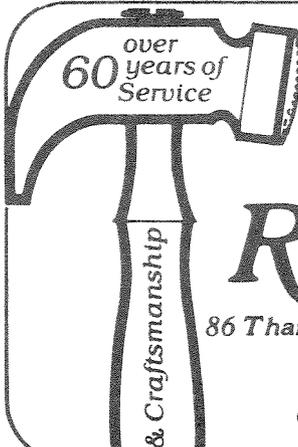
The Green Light welcomes additions, corrections, or suggestions for its "I Remember" page. Many of you have good memories and photographs. Won't you please share them with us?

\* \* \* \* \*

I REMEMBER

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CALENDAR

- June 28 Point Picnic, Fisher Benson's Garden
- June 29 (Rain Day for Picnic)
- August 18 Day on the Point Fair
- October 18 General Meeting, St. Paul's Church
- Dec. 15-16 Christmas Pageant
- Dec. 30 Holly Tea

\* \* \* \* \*

## COOKS' CORNER

Rhubarb is the harbinger of spring and is part of the bounty of a New England spring.

Rhubarb crossed the Atlantic with the colonists, but it wasn't until the late 18th century that it was used much. It was called "the pie plant". The peak season for the fruit is May and June. Select firm, fresh, crisp, straight stalks with bright red or cherry color. One pound equals two cups of fruit.

### Grammie's Rhubarb Cream Pie

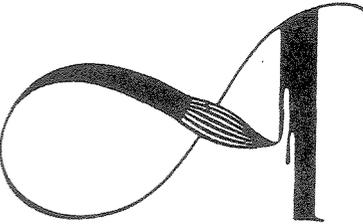
- 2 cups diced rhubarb
- 1 unbaked pie shell
- 3 egg yolks, slightly beaten
- 1 cup sugar
- 3½ tablespoons flour
- 1½ cups milk
- 1 teaspoon vanilla
- 3 egg whites
- 6 tablespoons sugar

Place rhubarb in a covered casserole and bake without water until soft, but not mushy, for about 30 minutes at 350°. Cool.

Mix egg yolks, 1 cup sugar, flour, milk, and vanilla. Put cooled rhubarb in pie shell and pour egg mixture over fruit.

Bake at 450° for 15 minutes, reduce heat to 350°, and bake for about an hour or until set.

Beat egg whites until soft peaks form, gradually adding 6 tbsp. sugar. Continue beating until meringue holds soft peaks. Cover pie with meringue and bake at 300° until lightly browned.



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### Maple Syrup Muffins

- 1 egg
- ½ cup milk
- ½ cup maple syrup
- ¼ cup oil or melted shortening
- 2 cups all-purpose flour
- 1/4 cup sugar
- 3 teaspoons baking powder
- 1 teaspoon salt

Beat egg lightly, add milk, maple syrup, and oil. Sift dry ingredients together and add to milk mixture. Stir until flour is just moistened. Batter will be lumpy.

Grease and flour muffin tins and fill 2/3 full. Bake 20-25 minutes at 400°. This recipe makes a dozen muffins.

\* \* \*

### Lemon Sponge Pie

(A spring and summer favorite)

- 3 eggs, separated
- 1 cup sugar
- 2 tablespoons butter or margarine softened
- 4 teaspoons flour
- 5 tablespoons lemon juice
- 1 tablespoon grated lemon rind
- 1½ cups hot milk
- 1/4 teaspoon salt
- 9" unbaked pie shell

Preheat oven to 400°.

In large bowl of electric mixer at medium speed, beat sugar, butter, and egg yolks until light and fluffy.

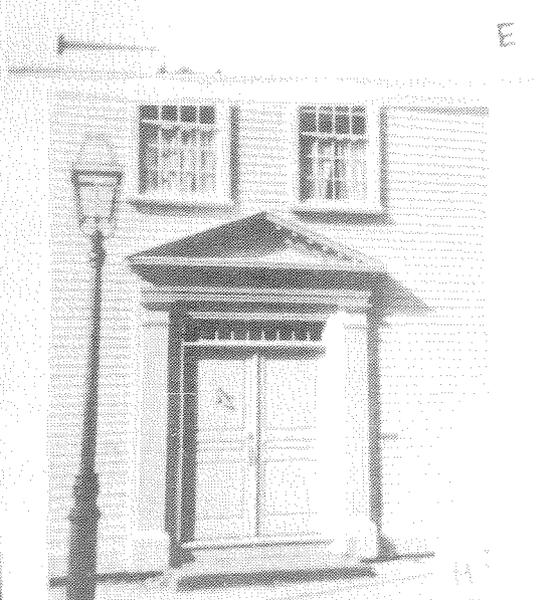
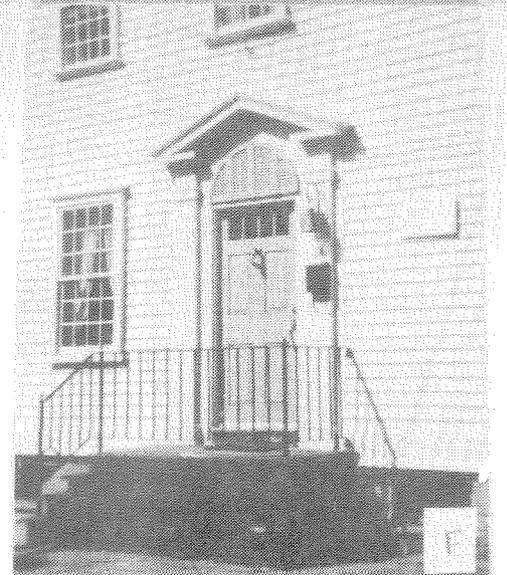
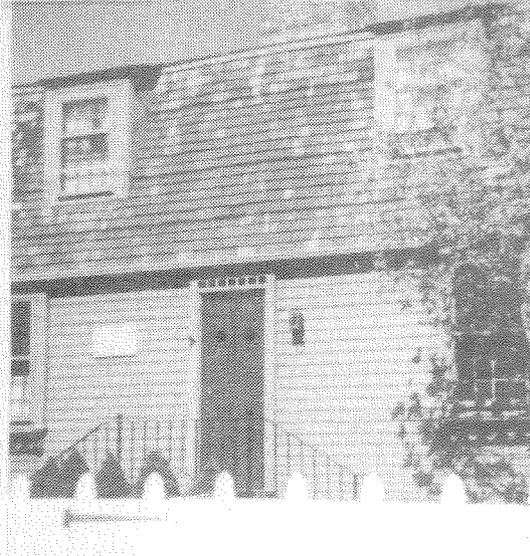
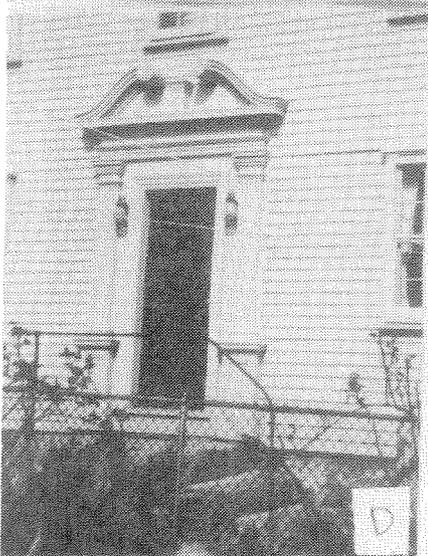
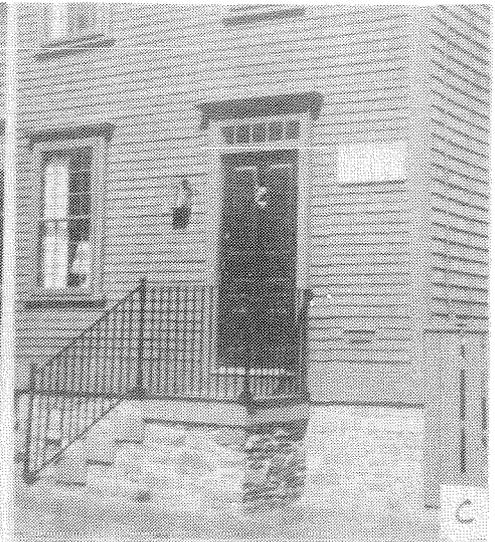
Add flour, stir in lemon juice and rind.

Gradually add hot milk.

Beat egg whites and salt until soft peaks form. Fold egg white mixture into egg yolk mixture. Put into unbaked pie shell. Bake 10 minutes at 400°; reduce heat to 325°, and bake 45 minutes or until knife inserted in center comes out clean. Cool on wire rack. Yield: 8 servings.

Sarah Plumb

THESE BEAUTIFUL COLONIAL DOORWAYS ARE ALL FOUND ON THE POINT.  
CAN YOU PLACE THEM? ANSWERS ON THE LAST PAGE



Virginia Covell

## THE WHITE PINE

It seems reasonable to assume that many years ago when our Point streets were given names, the city fathers were thinking of the incomparable Eastern White Pine (*Pinus strobus*). This magnificent tree was the real gold of the original colonies. The great stands of virgin pine extended all through New England, and no other tree had such a profound effect on the lives and fortunes of the people. They were the basis of the lumber industry, and many of the old homes on the Point still have the original white pine boards, especially in the floors. The original pine forests of New England also had political aspects--the King reserved the great pines as his property for the masting of the Royal Navy, and this process was very much involved in Revolutionary thinking.

It is hard to realize today the size of towering stands of pine in New England. Trees of 150 feet in height were common, and one was recorded in New Hampshire of 240 feet. Stumps were 4 and 5 feet in diameter. Our local virgin forest was mostly hardwoods, but there were some huge white pines. They soon went into the early colonial shipbuilding and housing industries. Today we have only a few white pine stands on the island, and these have been planted and maintained by interested people.

In addition to commercial logging, the white pine has been badly damaged by a fungus disease known as blister rust. This was imported from Europe about 75 years ago and has an intermediate host on the gooseberry, currant family (*Ribes*). It is illegal to grow *Ribes* plants in states with important white pine growth.

Most of the pines we now see on the island are Austrian, Scots, or Japanese black pine, all of which were imports and never in original woodlands.

Donal O'Brien

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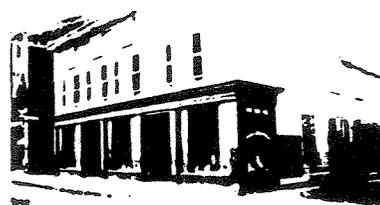
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## MORE ABOUT CALLENDER SCHOOL

Our recent articles about the Point schools prompted a reader, Mrs. Louise Sherman, to send us this picture. It is the 5th grade of Callender School about 1922. Miss Ella Sanford was the teacher.



Beginning with the back row, left to right:

Thomas Sullivan, \_\_\_\_\_?, Milton Bence  
Bill Franklin, Bill Ritchie, Archie Barker, David Wilson  
Louis Virgadamo, Bill Smith, Bill Shaw, Bill Coffey, Bill Sherman  
Alice Christian, Bill James, Conrad Damin, Wm. Ward Harvey, Charles Centers  
Queenie Wescott, Louise Child, Muriel Bennett, Helen Stratton, Eliz. Taylor  
(outside the rail): Robert Covell, Charles Thomas, Danny Gerberville,  
Earl Cook, \_\_\_\_\_?, Harold West, Fred Potter

### STREET-WISE....

With Farewell Street closed to traffic many days this spring, we have had a taste of what an influx of cars and trucks can be like on Washington, Second, and Third Streets--noisy, dangerous, and unwelcome. Confused motorists have questions for directions. It would be great to see and feel a new surface on Third Street.

Promises have been made for painting of crosswalks on America's Cup at Poplar, Elm, and Bridge. Has anyone heard if and when our streets will receive some attention after having been dug up for last year? Many of us are happy when we can walk.



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WELCOME TO NEW MEMBERS

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Garrett Haas  
Margaret Shea  
George and Kristine Baer  
John Yanek  
Steve Haire  
Liz Bermender  
Elizabeth DeBlois  
Ethel Sullivan  
Isabel Smith  
Jane Forsberg  
Bruce Berriman  
Ade Bethune  
John and Kathy Younkings  
Rita Lenihan  
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FAREWELL TO A DEVOTED "POINTER"

On May 1st, Mary B. Kinsella moved from her life-long residence on Cypress and Second Street. The family home, where all four Kinsella children once lived, was sold, and Mary B. is living in an apartment near the High Rise on DeBlois Street. Such changes are sad for her and for her many friends on the Point. Mary B. has always been aware of ecology and the importance of the environment; her desire to "keep the Point clean" seemed to have been born in her. We will all miss her, for herself and for her constant daily efforts towards beautification.



Answers to doorway quiz:

- A. 77 Bridge St.
- B. 31 Walnut St.
- C. 51 Second St.
- D. 19 Willow St.
- E. 13 Second St.
- F. 14 Third St.
- G. 55 Poplar St.
- H. 64 Washington St.
- I. 67 Bridge St.

\* \* \* \* \*



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