

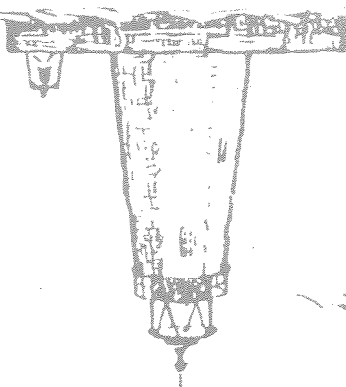
June 1986

BULLETIN OF THE POINT ASSOCIATION
OF NEWPORT, RHODE ISLAND

LIGHT

GREEN

The



The GREEN LIGHT

Vol XXXI No.3

June 1986

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Cover: The Joseph Conrad off Sydney, Australia, December, 1935. Courtesy of THE SUN, Sydney, Australia. Reprinted in a pamphlet JOSEPH CONRAD, 1882-1982, published by the Mystic Seaport Museum, Inc. 1982.

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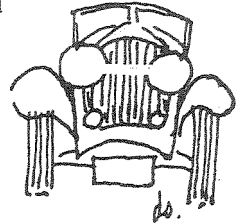
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PRESIDENT'S MESSAGE

During the last year-and-a-half I have, in various ways and at various times, tried to solicit suggestions and comments and ideas from you all. Well, this is another one - but, this time, there is a difference.

Further along in this issue on page 14, you will find a pre-addressed "coupon" that can be cut right out of the page. I hope that every one of you will do that - and then write on it! I am especially interested in your views on certain topics. Please, make my mailbox heavy with your suggestions and ideas about:

- 1) our calendar of events;
- 2) special projects;
- 3) long-term goals.



Are there some activities or events that you think should be added to our yearly calendar? Do we have enough? Should we have more - perhaps different kinds of events? If so, what kinds of events would you suggest?

On the topic of special projects, I am sure that there have been times when you have thought, "Gee, wouldn't it be great if we . . ." Perhaps the Point Association should clean up the railroad tracks; build another park; erect a "Welcome to the Point" sign; have a giant yard sale; sponsor one of our Point children for a stint at summer camp; . . .

Finally, long-term goals often can be neglected in the face of the many items which arise in the "daily" life of the Point Association. That is why we especially need the help of our members. You might, for instance, suggest that that we: make the Point a litter-free zone within one year; resolve to extend the gas lights throughout the Point; enroll 75% of all Point residents by 1988; map the Point to record the locations and varieties of all our significant trees; establish a summer-time program for the children in the neighborhood; start a helping-hand project for our older residents:...

As you jot down your thoughts, please remember an important suggestion that was made to me by fellow member, Herb Rommel: for a task like this, one of the most effective beginnings is to write down E-V-E-R-Y-T-H-I-N-G. No matter how silly or unrealizable it may seem to you at the moment, write it down! We will have plenty of time later for determining the feasibility of your suggestions. In this first stage, NO thought is a silly one; besides, it could be your "this-couldn't-possibly-work" suggestion that is the seed or the spark that eventually produces the biggest oak or the hottest, brightest project in our association's 31 years.

Dave

ORGANIZATION NEWS

At the general meeting, April 17, the membership decided to donate \$500 to the Rose Island Light House Foundation for use toward the restoration of the light house.

The landing of passengers from tour boats at Storer Park was spoken of and the president was authorized to take whatever steps were necessary to prevent this practice from becoming routine.

From Mary Rommel, Beautification Chairman: "We are coming up to the Secret Garden Tour on June 7th, so if you can get your window boxes planted, the Point will look its best. We plan to have our window box, step-porch doorway awards again this summer.

We have had two trees vandalized which makes me very sad especially as one is a memorial. The big rock also has been decorated with graffiti. If anyone knows of some way to remove that paint, please call me.

We need volunteers for beautification duties; anyone interested in being a hostess for the Secret Garden Tour, please call me."

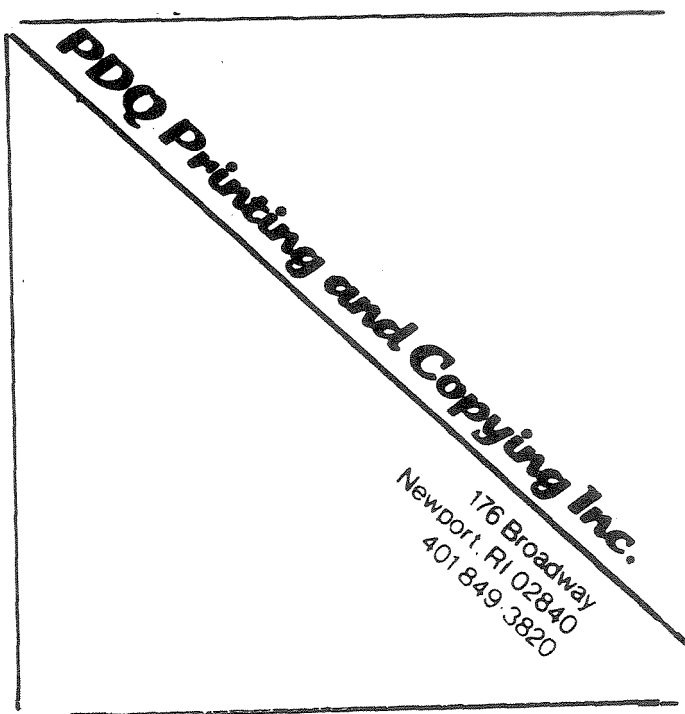
REPORT OF THE TRAFFIC COMMITTEE

The Traffic Committee has been meeting since September. The main concerns seemed to be (1) speed of traffic (2) volume of traffic (3) enforcement of current ordinances. We met with Sergeant Seveney, the Police Department's Traffic Officer, and asked what size trucks fell under the "no trucks and buses" ordinance. He said they had to be larger than a tare weight of 5500 lbs, so this eliminates pickup trucks and vans from the ordinance. We asked that additional speed signs be installed, and this was done. The police department said they would put radar on the Point one night each weekend, and this was done.

I met with Roy Anderson and discussed the circulator road which will go south from the bridge to downtown. (This road will take a large amount of traffic off Point streets.) A letter to the State assistant Director of Transportation brought the reply that this road was still in the data-gathering stage, and construction would start by the early 1990's. He also said they would be considering recommendations from the Aquidneck Island Special Traffic Committee (of which Ade Bethune is a member).

Sergeant Seveney came to the January meeting of the Point Assoc. Board, and he was questioned about the enforcement of the "no trucks and buses" ordinance; his interpretation of the rule would allow trucks bound for Goat Island to go through the Point. Because we differed with his interpretation, we obtained a copy of the ordinance; Captain Weaver of the Police Department asked the City Solicitor for an interpretation, and her reading of it agreed with ours -- that is, trucks using Washington Street as an approach to Goat Island are in violation of the ordinance.

In February, we had a meeting with Roy Anderson, a Navy representative, and Sergeant Seveney to discuss traffic, particularly the route through the Point taken by Navy personnel in the early morning and late afternoon. The Navy representative took strong exception to any suggestion that Naval personnel be singled out to take alternate routes to and from work, either by signs or suggestions.



IT'S TIME TO THINK FAIR!

- Save the date - August 16th!
- Sign up to help in some way!
 - Begin to plan to make something for the food table!
 - Tell your friends!

The Point Association's BIG event is in the making now. It will be - as always - a huge success. BUT it takes people - lots of people - to help with this planning and carrying out of the day. George Gordon, chairman again this year, welcomes a call or a card offering your help. Biggest request now is for food to be sold. Help with clean-up will be needed, too.

You'll find news of the 1986 Point Quilt below. How many raffle tickets can you sell?

The Point Fair

Saturday, August 16th

Storer Park on Washington Street

George Gordon, Chairman
80 Washington Street

Telephone: Days: 846-8375
Nights: 847-5746

This year's quilt has been designed and executed by Serafina DeAscentis, assisted by Stephanie Shoemaker. Its pattern is geographical -- a map of the Point, with the shore and the bay on one side and colorful houses and streets throughout. Martins' Store has a prominent place as the memory of Jack Martins was uppermost in their minds as they planned the quilt. It will be a beautiful, meaningful memorial.

It will be displayed soon and you will be receiving tickets shortly after.

* * * * *

Said by Henry James to Edith Wharton:

"Summer afternoon - summer afternoon; to me those have always been the two most beautiful words in the English language."

At the general meeting of April 17, we proposed to ask the Interdepartmental Traffic Committee and the City Council for three things: (1) that the Point streets be made "No Thru Streets", hopefully to divert traffic to America's Cup Avenue. (2) A 15 mile-per-hour speed limited be posted. (3) Stop signs and crosswalks be installed at various strategic places (which we named). Three petitions were prepared and circulated at the meeting and throughout the Point, resulting in over two hundred signatures on each. They represented both Point Association members and non-members. The requests were submitted to the Interdepartmental Traffic Committee on May 14th with the following results: Request #1 was denied; Request #2 was denied; Request #3 was approved and will now go to the City Council.

Joan Wood, Chairman

* * * * *

A harbor, even if it is a little harbor, is a good thing, since adventurers come into it as well as go out, and the life in it grows strong, because it takes something from the world and has something to give in return.

from Country By-Ways, River Driftwood

Sarah Orne Jewett

CALENDAR

Saturday, May 31 - Plant Sale - 10 to 12 - Home of Virginia Wood - corner Pine & Washington Street. (Formerly the Eccles home)

Saturday, June 7 - Secret Garden Tour the Point - Rain date - June 8.

Saturday, June 14 - Basketball Tourney - Storer Park - 10 a.m.

Thursday, July 10 - Point Picnic - Home of Esther Benson, 62 Washington Street - 6 p.m. Coffee will be served.

Saturday, August 16 - Annual Point Fair - Storer Park - 10 a.m. to 3 p.m.

Friday, September 19 - Cocktail Party to greet new members. Newport Yacht Club.

READERS' RESPONSE

We are always happy when our readers respond to our articles, especially when they have bits of information that we can fit into our history.

In last December's issue we told about the house at 77 Third Street, including the episode of the widow Maxson having "dower rights" to use part of the house, even after it went to new owners.

A present member of the Maxson family, Clarke Maxson of Daniel Street, has done considerable research on his genealogy. It seems that the family springs from one Richard Maxson who, with his wife and young son, lived in a settlement called Throg's Point (exact location unknown perhaps Block Island.) At the beginning of the Pequot War, they were driven from their home by Indians and took refuge in a shallop. The following day, when the men landed to get food and goods, Richard Maxson and his 13-year-old son were said to have been massacred. The wife escaped in the boat, landed in Rhode Island and gave birth to a son shortly thereafter in the Spring of 1638. This son, John, was said to be the first white child born on this island. Either the massacre report was inaccurate, or the father, Richard, escaped and returned to the family, because he appears as one of the signers of the 1639 document of settlement in Portsmouth.

Another response was from John Harris, whose father helped build the gum factory that we wrote of in our last issue. His father, William Harris, was a mason and contractor, who had the job from the Common Sense Gum Company. John told us that the factory was built in two separate parts, the first in 1903 and the second in 1926 when the Listerated Company took it over. This company evidently had the franchise for the gum ball machines in New York. The Wrigley Company wanted this franchise so badly that they bought the company and then disposed of it just to obtain the rights.

Mr. Harris thinks that the figure "5"'s on the front of the building may have represented the number of factories the gum company owned.

SECOND ANNUAL BASKETBALL TOURNEY

On Saturday, June 14, we will conduct the second annual Point Association Summer Basketball Tourney. As last year, it is open to all members and Point residents and to all children and adults. Spectators, too, are heartily welcomed. The important facts are:

Saturday, June 14

Storer Park

10 a.m.

sign-up at Martins'

or

call 847-2575

It is very informal and much fun. You may sign-up individually or as a team, and experience is certainly not necessary. There is nothing more to be said except, "See you on Saturday down at the courts."

Oh, cold sodas will be provided for all participants!

* * * * *

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With the future of the Army-Navy "Y" in the news almost daily, it seems timely to reflect on the person who was responsible for the building of it.

Although she was a benefactor in the same category as the Fords and the Rockefellers, her name is not so well known; perhaps this was due to the fact that she had a retiring personality and never entered the "social swim". Born in Brooklyn, the daughter of a Lutheran clergyman, she married Thomas J. Emery of Cincinnati, who was engaged in making his second sizeable fortune; he was the first to discover that people of taste would live in apartment houses. Heretofore apartments (or flats) were almost synonymous with slums. Thomas Emery built the first luxury apartments and hotels throughout the United States.

The Emerys spent six months of the year in Cincinnati and six months on Aquidneck Island. Their estate Mariemont was on Green End Avenue and Valley Road in the area now occupied by Continental Village. The main house (still standing) was modest in comparison with other Newport mansions, but the gardens were nationally famous. Flower gardens were the one luxury that Mary Emery allowed herself, and her Mariemont gardens kept 14 gardeners busy full time.

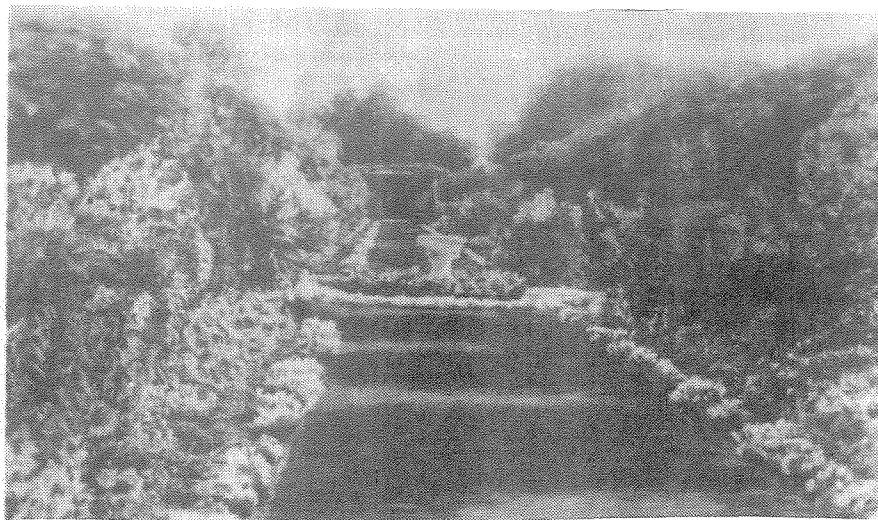
Mrs. Emery had reason for her sombre, withdrawn life style; she had been shocked and saddened by the deaths of her two young sons, Albert in a sledding accident when a student at St. Paul's School, and Sheldon of pneumonia while at Harvard. When her husband died in 1906, she immersed herself in the task of administering his tremendous fortune. With the help of a trusted advisor, she screened every request and gave generously. She also collected art treasures amounting to over three million dollars, and these eventually went to the Cincinnati Museum.

Stephen Birmingham writes of her in The Grande Dames:

"Mary Emery's first important philanthropy came not long after her husband's death, when she donated \$250,000 to build a YMCA in Newport specifically for the Army and Navy enlisted personnel who were stationed there. She had noted, she wrote in a letter outlining her plan, that Newport offered the military man little in the way of entertainment or recreation except 'bar rooms and picture shows'. Her YMCA, she hoped would provide a better 'rallying place than you now have for your leisure hours...preferring it as a resort'. As would become her giving, however, she was secretive about it. She was not present at the cornerstone laying, and the identity of the donor was not made public until half an hour before the event. The plaque placed on the building did not even include her name, but merely said:

A MOTHER'S MEMORIAL TO HER SONS
SHELDON AND ALBERT EMERY "

Virginia Covell



A corner of Mrs. Emery's Garden at Mariemont

A Visit With EBP

In mid-April I spent three days with Edith Ballinger Price in Virginia Beach. How many of our current Point Association members recall the Sea Gull who delivered the Green Light each month? Was it Jonathan Livingston Seagull? Did you know that almost by herself Edith wrote, illustrated, produced and then hand-delivered this engaging periodical? The masthead was hers, and also the small colophon of the lighthouse on the front cover. She gave us support, fired our energies, and kept a weather-eye on us those beginning years. Perhaps that is one reason why we succeeded.


But there was a greater side to Edith. When scarcely out of her teens she began writing children's books, illustrated with her excellent pen and ink drawings. Some of us will never forget Silver Shoal Light or Us and the Bottleman. In all, there were 18 of them, one of which was poetry. She could, at a moment's notice, produce a satisfactory poem, with grace and meaning. I have one, written at the birth of my second son, which is delightful. In 1976 she sent a poem up for the Tall Ships, and it seems appropriate to quote this, our 350th year, once more.

Edith wanted to be remembered to all of you. She celebrated her 89th birthday on April 26th.

Esther Fisher Benson



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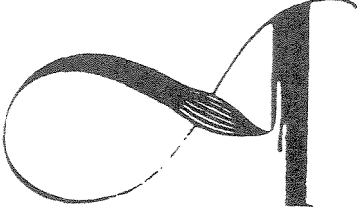
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Back to the welcoming harbor of the past
They come at last!
Square rig and towering mast
Again shall print their pattern on the sky;
The seagulls, wheeling high,
Shall greet them with a shrill remembering cry

Perhaps, when in the watches of the night
Only a riding light
Shows them in shadowy sight,
Warehouse, and wharf long gone will ghostly v
And for their sake
Into old business silently will break.

Turn back the centuries and bid them come!
Believe the hum
Of ancient commerce and the drum
That sounded Freedom far across the main.
'Tis not in vain
The Ships to Newport Harbor come again!

Edith Ballinger Price

A TRIBUTE TO A FRIEND

To his friends on the Point, Rear Admiral Henry E. Eccles was simply Henry. First thing in the morning, he was at Joe Matheus', and later at Jack Martins' for the newspaper and a bit of conversation with the gang. Among the original founders of the Point Association, he continued as a steady influence, even for some years as our president. Potluck suppers, cleanups, beautification, tree planting, the Point Fair, Storer Park, scholarships, publications, cookbooks, plant sales, quilt raffles...if he did not invent them all, he certainly encouraged and promoted every one of these projects. His authority, energy, good sense and humor meant that there was no failure in any of these undertakings.

Over the years my family and I often took our guests over to visit Henry and Isabel for a cup of tea. As soon as the visitors sat down, Henry started plying them with questions. He did not meet a new person without ever seeking to add to his store of information. No wonder he was not only learned but also truly wise. The Point Association owes him a cordial tribute.

Ade Bethune

May 16, 1976

NEWPORT KITCHEN DESIGN

CABINETS HAVE BEEN SELECTED BY:

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DON'T MISS

In the Winter 1986 Edition of Newport History - Bulletin of the Newport Historical Society - the article by Charlotte E. Johnson entitled:

**A NEW PRESPECTIVE ON ROSE ISLAND:
THE EVOLUTION OF ITS FORTIFICATIONS AND
DEFENSES.**

In this article the author compiles and evaluates for the first time the research she has done on the history of the island as well as the entire defense system of lower Narragansett Bay. In the introduction, the editor says: "Newport History is pleased to be able to return to general circulation cartographic information which has been lost in this country for many years. Likewise, for this journal to be able to publish archaeological information only recently pieced together is a rare opportunity."

In addition, it is good reading! You'll find yourself poring over the ancient maps!

MOULTON-WEAVER HOUSE

This relocated house is named after its first and longest 19th c. owners respectively, John Moulton and Clarke Weaver, and has had an interesting history fraught with change. The major changes took place during the early 20th c. ownership of Arthur Leslie Green, who had the house moved in 1903 from its former position on the northwest corner of Walnut and Second Streets on the Point to its present location on Training Station Road, and transformed a simple old house into a museum full of richly carved architectural ornamentation and embellishment.

John Moulton, "House Carpenter", bought the empty lot on the Point on January 5, 1805, presumably for the purpose of building a house thereon. The "dwelling house" is listed on the next deed of 1813. Apparently poor John Moulton fell upon hard times, for we find in the R.I. Republican of April 1, 1818, that his house and lot on Walnut had been attached for the non-payment of state and town taxes and was to be auctioned at Public Auction on April 25, and by 1842 he was an inmate of the Newport Asylum and "for want of discretion in managing his estate...chargeable to the town of Newport". (Court petition, July, 1842)

By the time the 1850 map was made, Clarke Weaver owned the house at Second and Walnut, which apparently faced on Walnut Street. The earliest Newport Directory of 1856-7 lists Clarke Weaver with a livery stable on Chestnut near Second and house at 10 Walnut, which was the old number of the house on the NW corner of Walnut and Second. He died in 1862 and left the house to his wife Rhoda. His heirs still owned the house as late as 1893.

The inventory of his estate, taken in 1863, mentions several rooms of the house, including "setting room" (sic) which contained a cooking stove and a settee (hence the spelling?), closet, wash-room (containing a Barrel of Pork worth \$12.00), bedroom, hall, parlor, stairs, chambers and cellar; also one half part of a very horsey inventory, apparently from the livery business, listing seven horses, harnesses, six carriages, one cow, hay and straw, tools in a stable and a lumber wagon.

"Fire late Sun. night and early this morning caused damage which money cannot make good...(It) was discovered by the quartermaster of the Reina Mercedes just before 8 bells (12 m.) on watch in his house on the bridge of the ship...

The house is an old one - the Clarke Weaver building from the corner of Second & Walnut Sts. It has been extensively rebuilt by the addition of old bits, both without and within...

At the Training Station, the house is called the "curiosity shop"...Starting with an old structure, the owner searched everywhere for bits of woodwork and furnishings, which he has repaired and put in position. There are four old colonial doorways on the structure, taken from many different houses; windows from various houses, and trimmings from all sorts of places, some of the carvings from the old Wanton building...being conspicuous. Within are mantelpieces, closets, paneling and doorways in great number, all of which have been stripped from old houses and adapted to the finishing of this structure."

Antoinette Downing, in her Architectural Heritage of Newport, R.I. (p. 65-66), describes a doorway and two windows from the the old William Wanton house, which formerly stood on the west side of Thames St., that were later installed in the Arthur Leslie Green house on Training Station Rd.

A second article about the house appearing in the Newport paper 18 months after the fire (i.e. circa May 1912) tells us that Mr. Green "has caused all that could to be repaired". The anonymous journalist describes the house thus:

"While within, in both furnishings and finishings, nothing but the antique has been used, so it is with the exterior. Windows, doors, dormers and even jets are bits of old houses which in the 'march of improvement' have been taken out of other buildings and purchased by one who appreciates their true value. Taken from so many places, naturally when studied closely the house is quite a piece of patchwork, and yet they have been so worked into old-fashion structure as to make a harmonizing whole and a house which is new though it is old. The work of repair was a big undertaking, for fire destroyed parts of the old architectural features to replace which

required hand work and carving of an order of which mechanics have little knowledge since it is rarely that they have a job which requires it."

On March 27, 1903, Mr. Green bought a lot on "the Road to Naval War College", now known as Training Station Road, from Oliver and Ellen Balch Huntington, being "one acre, measured from 2 stone bounds".

By May 4, 1903, Mr. Green's plans to move the house must have been well under way. An entry bearing that date in the private records of Thomas Preece of Jamestown, whose father and grandfather moved many Newport houses, indicates that stone was carted to Training Station Road, presumably for the foundation. Mr. Preece's records also give us the exact date and corroboration of the move. An entry on September 19, 1903, says, "Moved house Second St. to Cloyne School, one chimney instead of two".

Mr. Green came to Newport as a master at the Cloyne School on Training Station Road. He was from an old Virginia family, but attended Trinity College in Hartford, Conn., where he acquired his love for New England and its antiques.

We know that by 1910 Mr. Green had turned the simple old house from Walnut Street into an architectural curiosity, with a myriad of embellishments. One source is a Newport Daily News article of November 21, 1910, reporting a fire in the house, which we quote in part:

Sometime between 1893 and 1903, Arthur Leslie Green must have bought the house from Susan Weaver Franklin. He did not buy the land, however, so there is no deed on file for the sale. Only land transfers required a deed to be recorded.

It's interesting to compare a current picture of the house, complete with adornments, to an old Bergner photograph (#99, Newport Historical Society Collection) of the old house on its Walnut St. site in its unadorned state. It was then basically a 1½-story house with a steep gable roof and two chimneys, with a small addition at the back. The only apparent embellishment was a high rounded pediment over the front doorway.

The wish of Arthur Leslie Green, who died in 1952, was that the house be preserved as a Rhode Island museum, but something went awry with his plan and the house has been a private residence from at least 1965 to the present.

We found it a nice stroke of fate that the 1970 purchaser of the house, a Navy Captain, earlier in his career had served on board the Reina Mercedes, the very same ship that had fortuitously saved the house from being totally destroyed by fire in 1910.

Jane MacLeod Walsh

(Note: This is an updated and much abbreviated version for The Green Light of a history of the house written by JMW in 1974 for the owners via Operation Clapboard's sign research program.)



The Moulton-Weaver House on Training Station Road

THE JOSEPH CONRAD

Older Newporters may remember late August of 1937 when two tall ships named Seven Seas owned by Mr. W. S. Gubelman and Joseph Conrad owned by Mr. Huntington Hartford raced to Bermuda. Although the start and finish were a matter of controversy, Joseph Conrad was declared the winner with a corrected time of 10 days, 1 hour, and 57 seconds. Fortunately for present generations the handsome Joseph Conrad has been beautifully restored and is very much in evidence at the Mystic Seaport in Connecticut. It is still carrying out its original mission of training young boys and girls in maritime ways and customs.

This little ship has a most interesting history. She was originally built on the order of Mr. Carl Frederick Stage, a Danish shipping magnate, who set the vessel up as a memorial to his young son, Georg Stage. Mr. Stage endowed the Georg Stage Minde Foundation with 180,000 Danish crowns with the mission of preparing young Danish boys for service at sea. This Foundation is still carrying out its original purpose.

Burmeister and Wain, a famous Danish ship building firm, built Georg Stage of iron, and she was considered a fine example of iron shipbuilding method. The vessel was ship rigged, carrying topsails and outboard channels, and equipped with a 15 h.p. auxiliary steam engine with a retractable propeller. According to tradition, the engine was rarely used because the officers had little use for steam propulsion.

Georg Stage sailed in the Baltic and North Sea for 52 years and trained over 4,000 boys between 15 and 18 years of age. As might be expected of a Scandinavian ship, the training was thorough and rigorous. As we all know, seafaring can be a risky business, and disaster may strike regardless of all care. Such was the fate of Georg Stage. On the night of June 26, 1905, while sailing near Copenhagen, the ship was rammed at 2330 hours by the British steamer Ancona of Leith. The small sailing ship was nearly cut in half. She did not have internal compartments and foundered very rapidly with the loss of 22 young boys.

As might be expected from a great maritime nation, Denmark speedily raised Georg Stage and in six weeks she was salvaged and then repaired by Burmeister and Wain. At this time four internal watertight bulkheads were installed and the little used engine was removed.

The vessel continued on her training mission until 1932 when she was replaced by a larger ship. She was put on the market with the provision that the purchaser must change the original name. The ship was purchased in 1934 by the late Captain Alan Villiers who was one of the great master mariners in sail of the 20th century and a famous author as well. Captain Villiers renamed the ship Joseph Conrad in memory of the great Polish-born master mariner and author. Many Newporters will remember Captain Villiers as the master of the replica Mayflower when she visited Newport some years ago.

Capt. Villiers was a strong advocate of training in sail and took the Joseph Conrad around the world. In the ship at the time was a crew of amateur sailors who contributed to the heavy expenses. The world cruise of the Conrad is well documented in the book Cruise of the Conrad and is well worth reading. The ship was again placed on the market in 1936.

Joseph Conrad was purchased by Mr. Huntington Hartford who refitted the ship with luxurious staterooms and a 160 h.p. diesel engine. In effect, she became a yacht. Story has it that the new owner primarily wanted the figurehead but had to buy the ship to get it. This figurehead was the bust of Joseph Conrad that had been installed by Captain Villiers.

Mr. Hartford gave the ship to the U. S. Maritime Commission in 1939 and she was based at St. Petersburg, Florida, for the purpose of training young merchant seamen for the war effort. After 1945 there was less need for trained sailors and Joseph Conrad was declared surplus.

Officials of the Mystic Seaport had long been interested in the acquisition of a sailing vessel to further implement the

sail training program, and they took vigorous steps towards obtaining Joseph Conrad. Governmental red tape was pursued with remarkable speed and in July 1947 President Truman signed Public Law 167 which officially made the old ship the property of the Mystic Seaport.

The vessel had been neglected in war service so it was necessary to do a lot of work to put her in shipshape condition. This was done with great efficiency by the Mystic Seaport officials, and today Joseph Conrad is at Mystic in top shape for all to observe and enjoy. She is the centerpiece of the Mystic Mariner program which is set up by the Seaport for the express purpose of introducing young boys and girls to a maritime experience. One would not exaggerate in saying that the Mystic Seaport is a fabulous place for any person interested in the maritime tradition of the United States.

The Mystic Mariner program basically involves a week long experience of small boat sailing and instruction in basic seamanship for boys and girls aged 12-15 years. The students are berthed in the Joseph Conrad, and they have the extensive facilities of the Seaport at their disposal. At the age of 15 and up, qualified students are eligible to sail in the Seaport schooner Brilliant which gives them more intensive experience in the handling and basic navigation of a sailing vessel.

Donal O'Brien

Chase

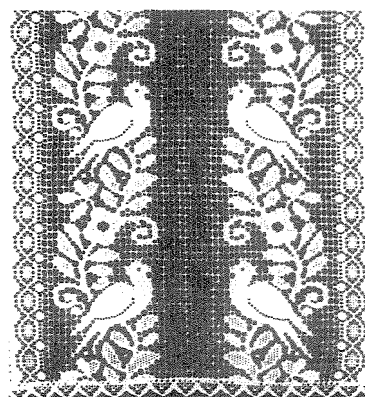
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The police have been informed and will watch for the persons who continue to molest this tree. Will other concerned citizens also watch for the individuals or individual. The Point Association planted this tree and it is the property of the City of Newport.

This photo shows a good example of individual initiative here on the Point. One of our trees on Third Street has repeatedly been knocked down and uprooted recently. One of the nearby residents, Alexander Nesbitt, made this sign and affixed it to the fence just next to that beleaguered tree. Good for you, neighbor!



Rue de France

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PRESSURE POINTS

The Coastal Resources Management Council (CRMC) has been in the news recently, because of some legal questions raised about its internal structure. As a result of an action brought in Superior Court, a judge ruled that as many as half the members of the CRMC might have been illegally appointed - thus invalidating some of the Council's recent actions. This judgment is under consideration, and the final resolution is still pending.

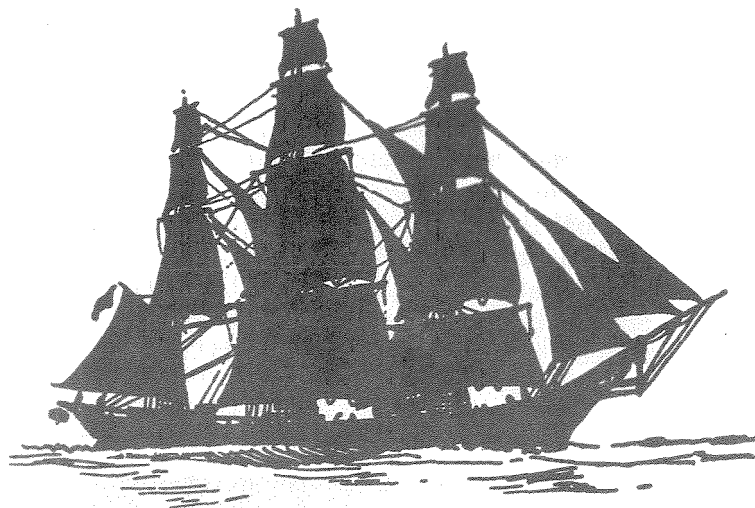
Meanwhile, the Inn on Long Wharf made an application to the CRMC to make repairs to the Washington Street pier. No final ruling has been made on this application, because the City of Newport and Newport Oil are involved as co-owners of the right-of-way over the Washington Street pier. The City wants to delay any action until it is determined just who is the owner of the pier, and whether all three should be acting in concert. The Point Association's lawyer, Steve Haire, attended the hearing of the Inn's application, and we will stay on top of the situation.

Still concerned about parking on the Point? So are we all! While the Point Association has decided not to pursue sticker parking for the time being, there's a committee looking into alternatives. Chairman Bill Boggs is planning a survey, and has been in contact with Councilwoman Laurice Parfet to try to develop a parking ordinance that would make sense for all concerned.

Sewage treatment came under scrutiny a few weeks ago when it was suggested that a drain or outfall pipe be located off Long Wharf, near the Goat Island Causeway. The drain would be designed to cope with overflow occurring after heavy storms.

Concern was expressed that the outfall might have sewage (albeit sewage which had been treated) mixed with it. Many objections were raised to having this empty so close to the Goat Island Causeway and Marina.

The University of Rhode Island has been asked to study whether it would be feasible to have the outfall located on the west side of Goat Island. And there, for the moment, the matter rests.



TALL SHIPS IN OUR HARBOR!

How fortunate Pointers will be to have waterfront views of the Tall Ships when they visit Newport June 27th to July 1st. From Long Wharf, where several ships will be moored, to the waters of the outer harbor and the bay west of Washington Street, there will be many ships of all sizes. The final event will be on July 1st, when the Tall Ships, accompanied by fleets of smaller vessels, will head north under the bridge, to line up for the Parade of Sails; then south under full sail, back under the bridge and out to sea, as they head for New York City and the Fourth of July celebration of the 100th anniversary of the Statue of Liberty.

Local newspapers will carry full details of moorings, visiting hours, and on-shore entertainment and program events. Newporters will be on hand everywhere to welcome the young seamen. Pointers will revel in the close-up views from home porches and high balconies and the shore line.

Fifty years ago on the Point! On July 25, 1936, there was a celebration known as "Oldport Days". In our next issue, we will have more information about this event: the parade, costumes, quilting bee, silhouette artists, plus a picture supplement. One of our friends recognized herself in a baby carriage!



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cut along this line

cut along this line

USE THIS SIDE FOR YOUR SUGGESTIONS AND DON'T FORGET A 22¢ stamp.

LIBERTY TREE CELEBRATION

On May 3, in anticipation of Rhode Island Independence Day, there was a parade of school children and the Newport Artillery to the Liberty Tree. We appreciate all who helped make this a success.

Diane McNamara, teacher in Coggeshall School, prepared the 13 children, (each representing an original colony). They met at the Sanford Covell House where, under the supervision of Dede Elster, they donned three-cornered hats (boys) and lacy Colonial caps (girls), together with red, white and blue ribbons bearing the name of the colony each was to represent. Swinging lanterns and carrying flags, they joined the Artillery Company and marched to Farewell and Thames Streets and placed the lanterns on the Liberty Tree.

The children all seemed to enjoy this colorful commemoration of the first patriots and lighters of the tree. Our thanks to them all: Michele and David Lauth, Richard Whitworth, Mariah Almond, Patricia Herrmann, Kerry Poderick, Damita Heisser, Scott and Natalia Carpenter, Kimberley and Brooke Benefield, and John, Jasson, and Aimee Caminiti.



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stamp

David Robbins

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I REMEMBER! I REMEMBER!

JOHN GOFF STICKS! In the 1920's and 1930's, John Goff walked the streets of Newport with a large burlap bag, and a stick with a nail on the end, known to some as "John Goff Sticks". He was a litter-picker-upper, and contributed in a great way to the tidiness of the city. How we could use him today!


Similiar sticks were made to help young people pick up bits of paper in their yards and their neighborhoods. The late Margaret O'Connell introduced them at Camp Hoffman, the Girl Scout camp in West Kingston, in the 1920's where they were known as John Goff sticks, though few people knew why. A present day staff member tells me they were also used on the "Village Green" at the Girl Scout Roundup in Vermont in 1962.

Do the Point youngsters use them in the Point Clean Up Days? If so, they are undoubtedly called "pick-up sticks" now. Recently someone asked me about them and suggested they would be useful now-a-days around yards, lawns, and hedges.

Why Not? They are easy to make - fun to use. Start with an old broom handle or dowel. Take the head off a strong 3-4 inch nail; bore a small hole in the end of the stick; insert the head end of the nail firmly in the hole, leaving the pointed end for the pick ups. Defense against litter-bugs!

Kit Hammett





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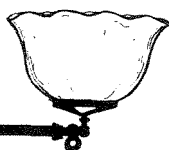
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COOK'S CORNER

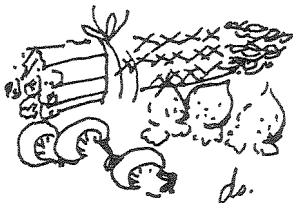
To help celebrate the 350th anniversary of Rhode Island let's have some old traditional recipes.

The corn of Rhode Island is very different from that grown anywhere else. Take seed from Indian white-cap corn from Rhode Island and plant it in the south, the corn the first year will somewhat resemble that of Rhode Island but plant seed from that corn the next year and it will be the same as any other corn grown in that neighborhood. Once the settlers made equipment to grind the corn, the cornmeal soon became the principal article of food. There are many references in old diaries and letters for stir-abouts, Indian Pudding, Indian Dumplings and Toads but the one we Rhode Islanders still use is our own Jonny-Cake; yes, that spelling is correct and in my reference material as far as Rhode Island is concerned, not even an act of Congress can force an "H" into Jonny-Cake!

Jonny Cakes

1 cup Rhode Island corn meal
Dash of salt
1 teaspoon sugar
1 1/3 cups boiling water
milk
1 tablespoon butter

Mix corn meal, salt & sugar.
Add boiling water, mix thoroughly and let stand 5 minutes, covered, to steam.
Thin down with milk to consistency of mashed potato.
Stir in melted butter.
Drop by large tablespoons lightly on a hot greased griddle. Cook about 6 minutes on each side until brown.
Use lard, Crisco or any unsalted fat and your electric fry pan will do if you don't have an old black iron griddle.



Chocolate Dipped Strawberries

Strawberry season is finally here. This recipe looks beautiful on a buffet table and tastes wonderful.

Use fresh berries, with stems, that are ripe, but firm.
4 to 6 ounces chocolate chips or semi-sweet chocolate as needed.

Make sure berries are dry. Melt chocolate in top of double boiler. When melted remove from heat and stir until smooth and slightly cooled.
Dip berries one at a time, coating only half the berry.
Place on a foil-lined tray.
Allow to harden at room temperature. It is best not to refrigerate the chocolate-dipped berries because the chocolate will tend to bead or sweat once it returns to room temperature.
Plan to dip the berries the night before or early in the morning of the party.

For the 4th of July here is a delicious recipe for Salmon Mousse.

2 cups salmon, cooked or canned
1 envelope unflavored gelatin
3 tablespoons lemon juice
1/2 cup peeled, seeded & chopped cucumber
2 tablespoons each chopped onion & celery
1/2 teaspoon dill weed, crushed
1/2 cup mayonaise
1/4 cup half and half

Drain salmon, reserving liquid; flake. Add cold water to reserved liquid to equal 3/4 cup. Soften gelatin in liquid over medium heat until dissolved.
Mix first 7 ingredients well in food processor or blender.
Blend in half and half until mixture is smooth.
Pour into lightly oiled 4 cup mold. (A fish shape is nice.)
Chill at least 6 to 8 hours. Unmold onto platter and garnish with cucumber slices and lemon and/or hard cooked egg slices.

Baked Indian Pudding

1/3 cup Rhode Island corn meal
1/2 cup molasses
pinch of salt
3 cups scalded milk
1/4 teaspoon cinnamon
1/4 teaspoon nutmeg
1 cup cold milk

Mix well the corn meal, molasses & salt. Pour over the mixture 3 cups of scalded milk. Let stand 5 minutes. Add spices. Put in baking dish and place in slow oven (275°). In 10 minutes, after it starts to bake, add 1 cup cold milk. Stir. Bake 2 hours. Serves 6. Serve with cream.

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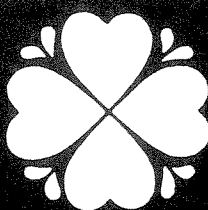
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