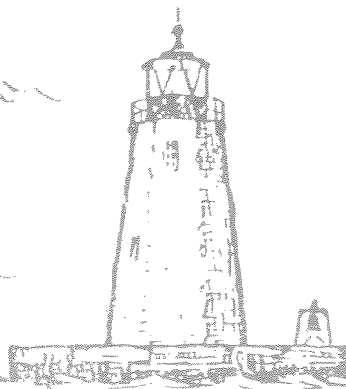
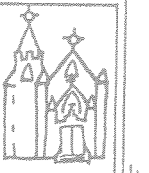
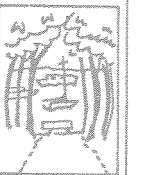
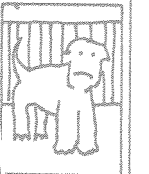
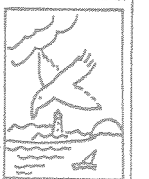
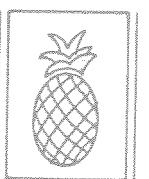
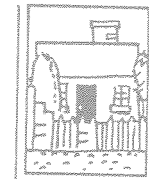
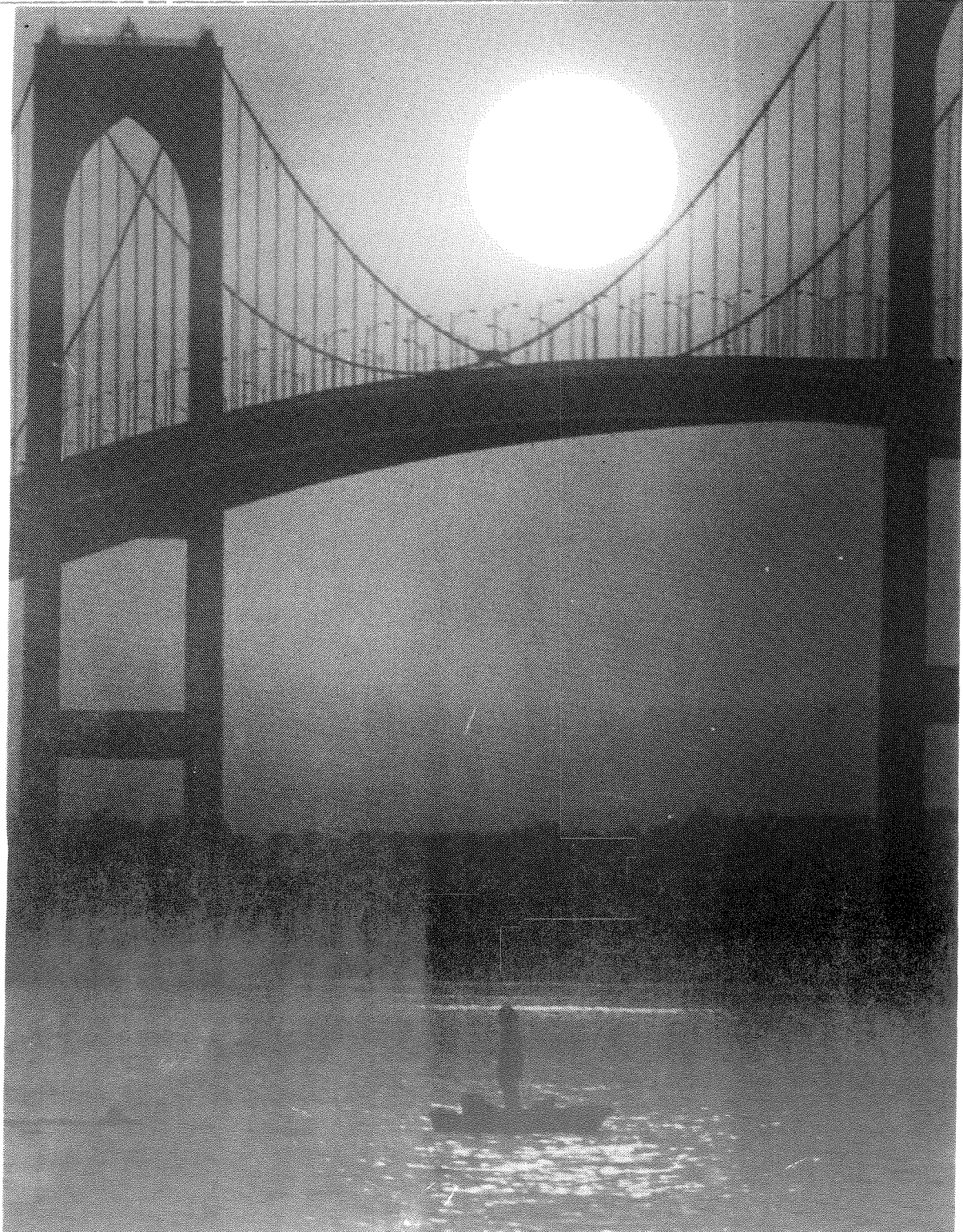


The GREEN

OCTOBER 1986
LIGHT



BULLETIN OF THE POINT ASSOCIATION
OF NEWPORT, RHODE ISLAND





The GREEN LIGHT

Vol XXXI No.5

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CALENDAR

Thursday, October 16 - Annual Meeting
St. Paul's Methodist Church
7:30 p.m.

Wednesday, October 29 - Public Meeting
City Hall - 7:30 p.m.

Sunday, December 28 - Holly Tea -
St. Paul's Methodist Church
3-5:30 p.m.

December 26, 27, 28. Christmas-in-
Newport Candlelight Tours.

Volunteers are needed for the Holly Tea,
either to participate in serving, or to make
Christmas breads. Contact Dede Elster at
847-0563.

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Brenda Gordan
1st. V. President

Donal O'Brien
2nd V. President

Joan Wood
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Sarah Gilson
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Marianne Barker
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* * * * *

STAFF

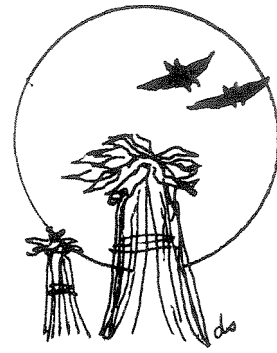
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* * * * *

Extra copies of the Green Light
may be purchased at Martins Liquors
48 Third Street for \$1.00.

(My Last) President's Message



In this, my last Message, I include an excerpt from my Letter to the Editor which was recently published in the Newport Daily News. My motives in presenting this here are twofold--to honor our Point Association Traffic Committee Chairman, Joan Wood and her team, and to cite an instance in which combined volunteer effort achieved a significant goal--namely, the reduction of the traffic hazard on much of the Point by the installation of three stop signs on Washington Street, three on Second Street, three on Third Street, and one at Farewell and Warner Streets.

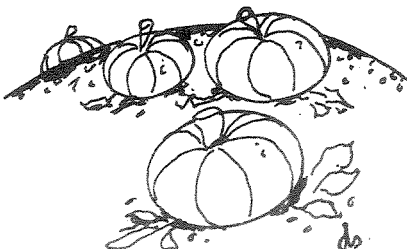
First, Pointers recognized that on our main neighborhood streets, there were problems of high traffic volume, speeding, excessive use of residential streets for through-traffic, and lack of safety for the many children and older folks who live here on the Point.

Those concerns were brought to the Point Association, whereupon a Traffic Committee was established. That committee considered many possible solutions, narrowed its list, conducted a neighborhood-wide survey to determine the amount of support for the proposed solutions, and then went before the Association membership for official sanction for its course of action.

Then, our Traffic Committee Chairman met with the City's Interdepartmental Traffic Committee, and (separately) with its chief, several times. Our Chairman discovered that most of our solutions were, for one reason or another, not approvable. Finally, after the ITC chief was taken on a tour of the Point to explore the proposed stop sign locations, that part of our plan was approved. The ITC then made its recommendation to the Council, which adopted it as part of the traffic ordinances. It is thus easy to understand that our new stop signs, for which we owe much to our Traffic Committee Chairman, were acquired through much hard work by many persons,

These few paragraphs cover the story during a period of about a year--a year of much work, especially by Joan and her committee. The results are nothing less than breathtaking; the traffic load, by all accounts, has been reduced dramatically. It is a problem which has afflicted us for many years, but thanks to the perseverance of our Traffic Committee has been subdued.

But more importantly--this experience has made us realize that by bringing our volunteer strengths to bear, even seemingly insurmountable problems can be defeated.



Dave

1986 "DAY ON THE POINT" FAIR

This year, for the first time, our annual "Day on the Point" Fair was held at Storer Park, instead of the traditional Willow Street location. Except for a bit of 'liquid sunshine' during the morning hours, the fair was well attended and enjoyed by all the exhibitors, attendees, and workers; and there are many of those who deserve special thank you's.

Publicity was handled by Dana Magee with good technical help from Donna Maytum at Micrographics. Tom Goldrick and Paul Boghossian assisted in laying out the booth spaces, then showed up at seven (that's right, 7 a.m.) to help exhibitors find their way around the park to their booths. Many people helped cook and serve the hot dogs, hamburgers, and soda; among them were Charles Donald and his son, Sam, Jack Howard, Dave Pritchard, Beth & George (III) Gordon, and Brenda Gordon.

Many, many people contributed delicious items to the bake sale which again was well managed by Rose & Odell Favier, ably assisted by Ann Reynolds, Virginia Wood, Margaret Dunn, Louise Mazza, Ruth Martin, Corky Ackman, Anne Cuvelier, Jane Walsh, and Brenda Gordon. Joan & David Wood came up with an imaginative group of children's games and were supported by a cast of thousands (well, several), including the 'Balloon Lady' - Marianne Barker, Chris Barker, face painter Laurel Barker, and Sarah & Anna Jeffries.

Rowan Howard manned (I mean personed) the Association's membership table and Virginia Macomber displayed and sold tickets for the quilt. Of course, there were the dedicated ladies who spent many long hours last winter, making the quilt, which was won by a Pointer for a change -- Mrs. Martha Whisenant of Poplar Street.

I'm sure I've left out several people, but that's only due to failing memory and lack of notes; however, you know who you are, so thank you, thank you, thank you. We'll see you all at next year's bigger and better Fair.

George M. Gordon
1986 Fair Chairman

Report of the Nominating Committee:

William Boggs, Chairman

To be voted on at the October meeting.

For President: Brenda Gordon
First Vice-President: Dick Peters
Second Vice-President: Donal O'Brien
Corresponding Secretary:
Virginia Wood



LEGAL COMMITTEE FORMED

A new standing committee has been formed: The Legal Committee. Due to the large amount of development taking place on the Point now, which will undoubtedly increase the Board felt it necessary to initiate this new committee. Its purpose is to keep well-informed as to what is going on and to watch carefully for our interests both now and in the future.



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PRESSURE POINTS

The Washington Street Pier Will be Rebuilt

After months of meetings, both at the City level and the State's Coastal Resources Management Council, approval has been given by CRMC to repair the Washington Street pier.

The CRMC voted to allow Inn Group Associates to rebuild the pier, located next to the group's time-share hotel, the Inn on Long Wharf.

The approval came despite objections from the Friends of the Waterfront and several outvoted members of the CRMC. The objectors are fearful that the City of Newport might be giving away the public's access rights to the pier in the future. Three parties claim ownership of the pier -- the City of Newport, Newport Realty (successor to Newport Oil Company) and Inn Group Associates. While the question of ownership remains hanging, at least the pier will be reconstructed. The public will still enjoy pedestrian access to the pier, and hopefully the question of ownership can be resolved without depriving anyone of his due rights and privileges.

Rose Island

The Point Association membership turned out in goodly numbers to hear a presentation by CMTS, developers of Rose Island, on August 21st. Pointers heard that CMTS hoped to build 125 condos and a 200-boat marina on Rose Island, and to run a launch service from the state pier at the end of Long Wharf to get there.

The big question was, and still is, where would prospective buyers and owners park their cars to catch the launch?

At a parking site acquired by CMTS next to the city dump, says CMTS, from whence a van will shuttle folks with their gear and groceries to their luxurious \$325,000 offshore digs.

On Point streets, say very disgruntled Pointers, who are already hurting for parking spaces.

Meanwhile, the City of Newport has before it an ordinance which would require that offshore marinas provide parking for their customers at the launch site.

Since CMTS does not have such a parking area passing this ordinance would make their plans infeasible.

While there are many other reasons besides the parking problems which make this proposed development unpalatable, we do believe that your voices and letters and cooperation in parking surveys, will help to convince the City Council to vote for the above ordinance. Write to the council! Write to the paper! Help us keep Rose Island the lovely, historically important, and delightful open space it has always been.

We should mention, too, that the Rose Island Lighthouse Foundation is proceeding apace with the rehabilitation of the lighthouse and its surrounding 1½ acres. Volunteers have mowed grass, gutted the second floor of the lighthouse, and have prepared the way for a new tin roof. Volunteers are going out to the island on Wednesday afternoons from 12:30 to 4:30 p.m. and on Saturdays from 8:00 a.m. to 12:00 noon. The launch leaves from Oldport Marine. Please call Curt Bunting to arrange a day (846-4198). RILF is hoping to have the building fully waterproofed before the temporary floating dock is removed for the winter.

Thanks for the Stop Signs

We've heard from many members how pleased they are that the new stop signs were installed. Traffic has slowed, and there appears to be less of it. Many thanks are owed to Joan Wood and her Traffic Committee for actually getting the job done!

Brenda Gordon

PUBLIC MEETING

Wednesday, October 29, 7:30 p.m.
Council Chambers - City Hall

Discussion of the Circulator Highway (this is the road which will run parallel to the R.R. tracks and to Farewell Street). It will certainly affect the Point Traffic. Please be present at the meeting to show our concern.

NEW MEMBERS PARTY

The cocktail party for new members at the Newport Yacht Club Friday, September 16, given by the Point Association was a smashing success. There were over 120 people who enjoyed delicious hors d'oeuvres prepared by the Point Association members. The table decorations were baskets of fall flowers and foliage beautifully arranged by Toni Peters. The Water's Edge lent two lovely arrangements which added color and interest to the rooms. It was a splendid evening and many new friendships were made as well as old friendships renewed.

To the great chefs who made hors d'oeuvres for the party, Mary Jo Ogurek and Virginia Wood say, "Thank You!" The food was fabulous, beautifully arranged and consumed with gusto by those present. A truly bountiful feast.

The following members joined the Association at the party:

Kay Atkins
Jon and Jean Barrett
Philip S. Dey II & Family
Cora Lee Gibbs
Mr. and Mrs. Robert H. Goddard
Peter and Nancy Lalli
Melissa Thompson

Virginia Wood



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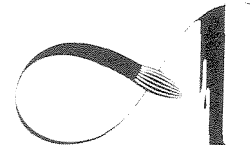
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- NOTIFICATION -

a VOTE will be taken
at the Annual Membership Meeting
on a

PROPOSED BY-LAW AMENDMENT

CURRENTLY IN FORCE

Article VIII - Meetings

Section 1. There shall be at least two meetings of the membership each year at a time and place to be designated by the Executive Committee.

PROPOSED ADMENDMENT

Article VIII - Meetings

Section 1. There shall be at least four meetings of the membership each year
...

The only change is to four meetings, rather than our current two. This will give continuity from one meeting to the next, and will facilitate the proper conducting of our business.

MEMBERSHIP NEWS

We are most happy to welcome the following new members:

Dr. Mary L. Bellhouse
R. M. Blake
Patrick Casey
Trudy Cobb
Stephen D. Collins
Michael Conroy
Judy Coppola & Family
Mr. and Mrs. R.M. Curran
Jon Heon
Alice Jacobs
Peter and Janet Kent
Mr. and Mrs. John Kern
Anthony Lush
Pierre F.V. Merle
Paul Miller
Peter Miller
Susan Mitchell
David and Laura Pedrick
Ned and Susanne Reynolds
Capt. and Mrs. J. Ashley Roach
Mrs. C. H. Sherman
Richard Silva
Jim and Pam Stanek
Bob and Laurie Tyce
Mr. and Mrs. William Vareika
Dale and Joanne Nelson

We would also like to remind our members of long standing that it is now time to RENEW their MEMBER-SHIPS for the year 1986-87. October is the month for DUES!!

We also urge our members to look over once again the renewal blank on the last page of The Green Light and to check off any activities that interest them. Or to suggest any others. We do need volunteers!

Thanks!

Rowan Howard
Membership Chairman

888

By now you have all received the survey about parking. Please mail it back promptly if you have not already done so.

888

HUNTER HOUSE TO HAVE COLONIAL GARDEN

On September 18 there was a groundbreaking ceremony for a garden at the Hunter House. It is the gift of Myra Horgan Duvally and Mrs. Robert Goddard in memory of their mothers.

The garden will be located between the back of the house and Narragansett Bay, and will include brick walks, a pergola, and benches, as well as 18th century type plants. The details are based on research of the Hunter family documents. It was designed by the Plimpton Associates, landscape architects, and will be installed by T.J. Brown, a landscape contractor.

We all look forward to seeing this interesting addition to a Point landmark.

NEWPORT KITCHEN DESIGN

CABINETS HAVE BEEN SELECTED BY:

Pinard Cottages, The Inn on the Harbor, Perry Mill/Newport Bay Club, The Admiral Benbow Inn, The Sanford-Covell House, The "Chalet".

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I REMEMBER! I REMEMBER!

My first real memory of this area was spending the summer of 1921 over in Jamestown, living near the Bay Voyage Hotel to the north on Conanicus Ave. That summer I became acquainted with Westall's Ice Cream, with frequent visits to Mr. Westall's store on Narragansett Ave. (now the Islander Restaurant). His cones with "jimmies" on top could never be equalled, I was certain.

A year later we spent our first winter in the area, moving into an apartment on Pelham St. This year I was introduced to Westall's Ice Cream on the Point, prepared by a brother of the Jamestown Mr. Westall, in his Bridge Street Ice Cream Parlor. Here one could get sundaes and sodas and eat off marble-topped tables. Newport had other such emporiums, Lorah's at the corner of Bath Road and Bellevue Avenue and Frasch's on Thames Street, to pick two. The first one never appealed to me after I was served a dose of castor oil hopefully disguised in orange juice, but, needless to say, I was not fooled. Frasch's was a bit formal and more expensive. Westall's met all the tests and had even richer ice cream with chocolate sauce than its Jamestown competitor. In that year we spent in Newport my father died at sea with the U.S. fleet on Caribbean maneuvers and we ended up settling here. It was later that I learned of a family link to Westall's on the Point. My mother told me that in 1909 she and her family were summering at the Gardner House in Jamestown, and my father, a student in the summer course at the War College, used to sail over to Jamestown and bring her back for ice cream at Westall's on the Point in his rented catboat. The next year they were married. In later years I have wondered how much studying Father did and how much sailing to show his lady Westall's on the Point. The two tasks obviously competed for his time!

Today when my wife and I eat at the Rhumb Line, she usually hears a few comments on what wonderful ice cream was served to me and my parents in that building that will always be thought of as Westall's on the Point.

John R. Wadleigh
Rear Admiral, USN(Ret)



Newport in Bloom Contest

Among the winners of the recently concluded city-wide Newport in Bloom contest were several Point residents.

Charles Dimatteo (24 Elm St.) and Nathaniel Norris (67 Bridge St.) received honorable mention ribbons in the residential category. Dawn O'Connors (36 Poplar St.) received a commendation "for an harmonious, refreshing, small city garden". Other finalists in the residential category were Rita Lenihan (121 Washington St.), John Morgan (75 Second St.) and Anthony Ridgeway (50 Second St.).

Congratulations are in order for these winners.


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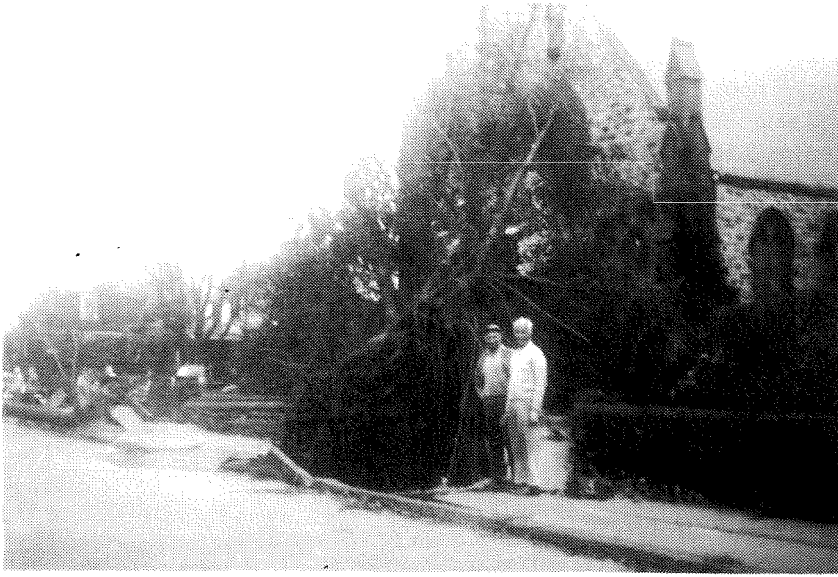


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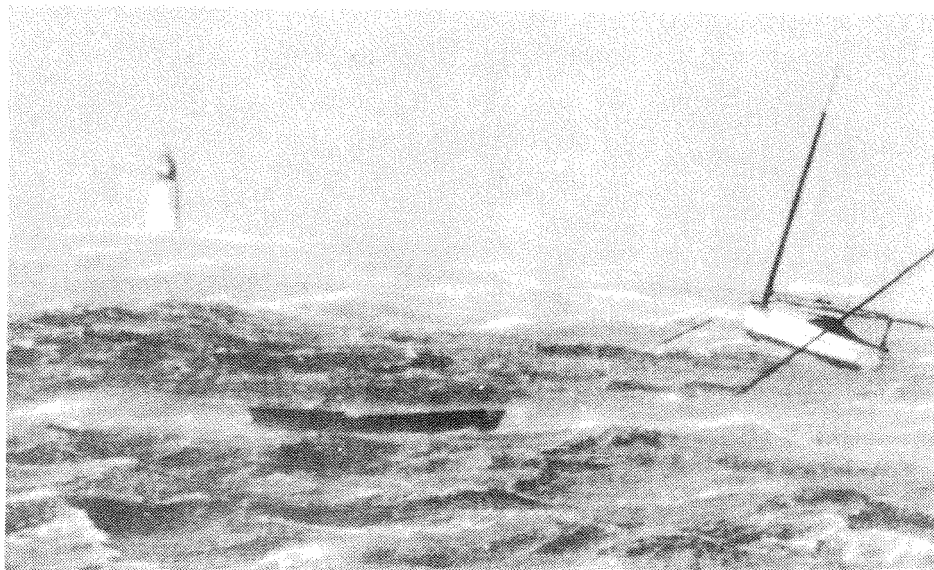
HURRICANE DONNA, AUGUST 31, 1954

We print these memories of a sad time only to emphasize how nice it was that these memories passed us by during the hurricane season of 1986!



WASHINGTON STREET IN FRONT
OF ST. JOHN'S CHURCH

BRIDGE STREET, LOOKING EAST



OUR GREEN LIGHT IN AN ANGRY BAY

A LOOK BACK AT PERTH

Ralph Plumb Recalls Navy Days in World War II

Most of us never knew much, if anything, about Perth, Australia until that summer when an Australian yacht sailed home with the America's Cup. But plenty of US Navy men and Red Cross girls knew about Perth because they were stationed there in World War II. Pointer Ralph Plumb was a lieutenant in the Navy, assigned to the Welfare and Recreation Staff of the Seventh Fleet Submarine Headquarters. Ralph, a physical educator and coach, started his naval career as a recreation and athletic officer at the Newport Training Station. He and his wife Sarah - a Born-on-the-Pointer - now live at Pine and Second Streets.

During a recent interview with Ralph, he recounted interesting facts about Perth and the submarine fleet activities. His trip to Perth in the fall of 1944 started on a new troop ship from San Francisco to New Guinea, then on a LCT to Brisbane; by troop train with three decker bunks, he crossed Australia from Brisbane to Sydney, Melbourne and Adelaide, then across the Nullarbar Plain on the longest stretch of straight track in the world. That trip of more than 3,000 miles is one he will always remember. Now, today's travelers to the Cup races will fly into Perth, or travel across Australia on a modern transcontinental railway, some 2,000 miles from Sydney through mountain passes and over the Plain.

The continent of Australia is a commonwealth country. The World Almanac compares it in size to the 48 contiguous states of the USA. The country is divided into states, and Western Australia is the largest in area. Perth, the largest city of the state, is situated on the meandering Swan River, about ten miles from Freemantle, port city on the Indian Ocean. The America's Cup trials and races will be held off Freemantle.

In World War II, submarines returned to base in Freemantle for repairs and refueling, and crew members had two weeks of "R and R" in Rest Centers which were hotels leased by the Navy. In addition to running the Commissioned Officers' Club, located half way between Perth and Freemantle, Ralph assisted in administering recreational activities for enlisted men and officers. Program activities included soft ball, tennis, golf, and swimming. Kangaroo hunting was very popular, even though a sailor would occasionally get lost in the bush, which would precipitate a hunt by aboriginal trackers and by helicopters. Prime social activities for enlisted men were the Sunday night dances held in conjunction with the American Red Cross at Perth's gala ballroom.

The most memorable event of Ralph's stay in Perth was a huge Christmas carnival party given for some 40,000 children by US Navy personnel "to show appreciation of Western Australia's hospitality



EVERYONE WANTED A SAILOR'S AUTOGRAPH

to the US Navy." Commanding officer, Rear Admiral Ralph W. Christie initiated the party, and thousands of Navy personnel contributed to the cost, and to the planning and management of the huge event. There were pony and carousel rides, games, gifts, and refreshments of all kinds; one special event was riding on a small railway engine and car that had been restored by men of the USS Clyde, one of the tenders of the submarine fleet. A Perth newspaper ended its account of the day stating "Work of the men behind the scenes for this biggest children's party ever held in Perth was probably the quickest and most efficient job of this kind this State has ever seen."

The question, "What's the weather like in Perth?", brought forth an enthusiastic answer -- "PERFECT! It is one of the most temperate climates in the world, never excessively cold or hot, with little rain in the summer when heat is relieved by dryness and cool breezes from the Indian Ocean. AND - there is hardly any fog!" That speaks well for the racing!

It was 42 years ago, and undoubtedly things have grown and changed in Perth and Freemantle, but Ralph is sure that visitors there for the America's Cup activities will still be able to enjoy a fabulous view of Perth from King's Park, overlooking the city of red tiled roofs, and the winding Swan River that flows to Freemantle and the Indian Ocean coast. And, too, he is sure the friendliness and hospitality of the Western Australians still exists.

Kit Hammett

THE COMMODORE AND THE SHOGUN

A Naval War College Museum Exhibit

During the busy summer you may have missed many of the events staged one upon the other. In July the "Black Ships" festival was celebrated commemorating the anniversary of Commodore Matthew Perry's expedition opening Japan in 1853-54. Now's your chance for an informative and in-depth visit to the Naval War College Museum exhibit "The Commodore and the Shogun".

Founders Hall, the home of the museum, is a National Historic Landmark built in 1820 as the Newport Asylum for the Poor. The building itself is well-worth the visit. There are two permanent exhibits, "The History of the War College" and "The Development of the Torpedo and Training Station" as well as two rotating exhibits -- currently the Perry one and another on P.T. Boats during World War II.

The Navy welcomes visitors to the museum 10-4 weekdays. It's easy -- just state your destination at the gate and the guard will hand you a pass and direct you ahead to the parking.

As you know Matthew Calbraith Perry was born on the Point. You'll be fascinated historically and artistically at what you find at this exhibit continuing through the Fall.

Kay O'Brien



ENTRANCE TO THE CHRISTMAS PARTY

AMERICA'S FIRST YACHT

During the Federalist period following the American Revolution, the town of Salem, Massachusetts, was very prosperous, and was supposed to have had the highest per capita income of any town in the infant United States. This prosperity was based largely on international trade and very successful privateering against the British in the War of 1812.

One of the well-known Salem families of the time was the Crowninshields who were descended from a German doctor Johann von Kroninschilt who arrived in America in 1684. In two generations the Crowninshields built a commercial empire based upon trade with such exotic places as Russia, India, China, and the East Indies. Great grandson George Crowninshield, Jr. was the first man in the U.S. to build a large vessel designed especially for pleasure cruising.

In the pages of history George Crowninshield appears to have been a very unusual man, a sporting gentleman who knew what he wanted out of life and financially able to further his wishes. He was a very colorful figure in Salem of the time when conservative thinking and conduct were the order of the day. His taste in fancy horses, dress, etc., undoubtedly caused much comment, and he was a confirmed bachelor. However, it must be pointed out that George C. was no playboy in the common sense of the word. He had spent 20 years at sea and was a master mariner who very carefully managed the Crowninshield fleet of merchant vessels. He also had very productive privateering ventures against the British in the War of 1812.

In 1815 the Crowninshield business was liquidated and George C. found himself a very rich man. He then built his first luxury yacht. The vessel was built by Retire Becket, a well-known Salem ship builder who was ordered to produce a fast and luxurious ship regardless of cost. This is exactly what took place. The ship was named Cleopatra's Barge after the famous vessel belonging to the Queen of the Nile. It was absolutely the epitome of luxury according to the taste of the time and had the best of everything right down to a golden-colored ship's cat. It is interesting to note that an exact replica of the master's cabin of this ship may be seen today at the Peabody Museum in Salem.

Cleopatra's Barge cost the princely sum of \$50,000. She was 100 feet in length with a beam of 23 feet and a displacement of 192 tons. She was rigged as a brigantine with square sail on the foremast and fore and aft on the main. This ship proved to be a fast and able sailer. George C., who was a colorful person, had her painted with various colored stripes on the starboard side and a herringbone pattern on the port side. This must have confused the crews of passing vessels.

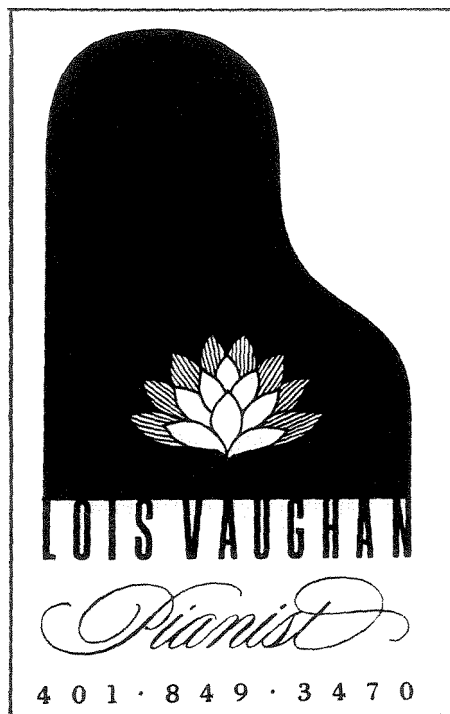
George C. planned his first pleasure cruise to the Mediterranean and on March 30, 1817 Cleopatra's Barge sailed for Europe under the command of Captain Ben Crowninshield, a cousin. The ship touched at the Azores, Madeira, Gibraltar, Malaga, Cartagena, Majorca, Marseilles, and other ports in the Med. Everywhere she went she was besieged with hordes of visitors who were royally wined and dined.

George C. was very much interested in the deposed Emperor Napoleon. It was even surmised at the time that he was going to try to rescue the ex-Emperor from St. Helena, although that would have been almost impossible due to the close watch of the Royal Navy. However, it is a fact that he did contact Napoleon's wife, the Empress Marie Louise who was living in Rome. George C. thought that she would like to join her husband on St. Helena, but evidently the Empress preferred Rome. George C. did conduct considerable research on the Napoleonic period while in the Mediterranean.

On September 2, 1817, Cleopatra's Barge sailed for Salem where she arrived on October 3 when she paid off the crew, and George C. began to draw up plans for an extensive cruise to England, the North Sea, and the Baltic. Unfortunately on November 26 Captain Crowninshield had a fatal heart attack and died at the age of 51.

Cleopatra's Barge was sold for a fraction of her cost and was sent into the South American trade as a commercial vessel. In 1820 she went to Hawaii where she was redone as the royal yacht of King Kamehameha II of Hawaii. On April 5, 1825 she struck a reef off the island of Kauai and was a total loss. So ended the career of America's first luxury yacht.

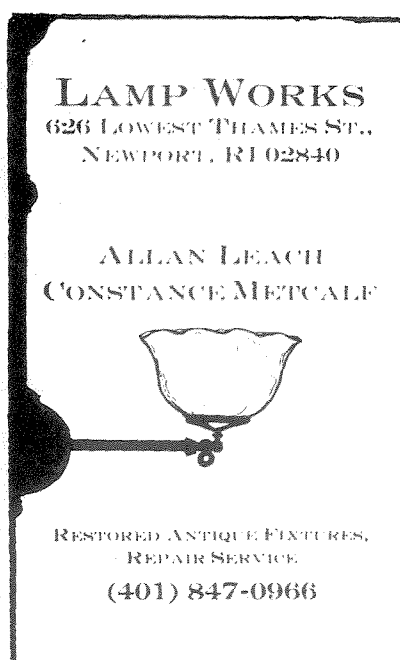
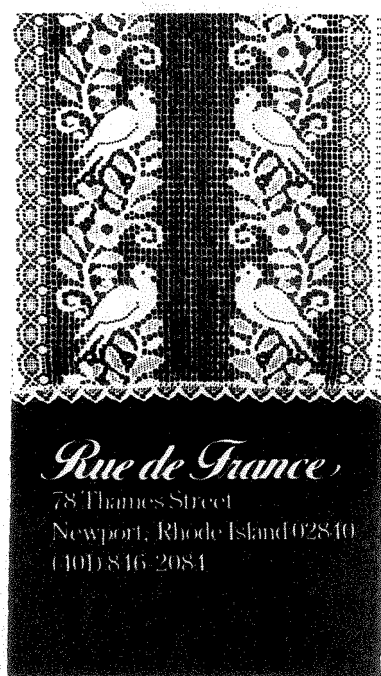
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MORE ABOUT FAIRS

One of our readers came across an October 14, 1893 Newport Mercury account of Rhode Island Day at the Columbian exposition then being held in Chicago. The "day" was spun out into four days by the time the official greetings, dinners, and speeches took place and the Rhode Island building was dedicated. The official delegation was headed by Rhode Island's governor, D. Russell Brown and there was an impressive number of Rhode Island citizens present among them the entire Newport Artillery Company.

Much of the speechmaking featured the smallness of our state in area only. One Chicago paper is quoted:

"Rhode Island is as big as an inscrutable Providence and Roger Williams could make it. It has never been so big in miles as in men. Names of world-wide renown like Nathaniel Greene, Stephen Hopkins, William Ellery Channing, General Burnside, and James B. Angell figure in its history."

The Newport Artillery, 100 strong, distinguished itself during the four days of activities. The various news reports speak of their trim uniforms, their perfect drilling, and the excellence of their bar

The New York Times also mentions a Newporter, the oldest member:

"Gray bearded and bronzed, his face furrowed with lines of time, sturdy, erect and strong, his eye keen and dancing, he kept step with the boys of the Newport Artillery with the alacrity and precision of a man half his age in celebrating "Little Rhody" Day"...His name is Perry B. Dawley, and his home is on Whitehall Street in Newport. For forty-five years he has been a member of the Newport Artillery and is the oldest military man in the United States today, having the distinction of being the only man who wears nine enlistment stars on his sleeve."

Virginia Cove

STILL MORE ABOUT FAIRS!

OLDPORT DAYS 1936 -- an elaborate and demanding occasion! Endless meetings, innumerable telephone calls, and chronic headaches began during the first week in June. The attraction that gave us the most trouble was the star highlight -- the carriage which was to bear "Jenny Lind" and "P.T. Barnum" from the Colony House to Julia Ward Howe's "Town and Country Club" on Washington Street. The barouche itself was found, in beautiful condition, in the carriage house of one mansion -- minus horses. A sufficiently handsome pair (not quite highstepping carriage horses with silver-mounted harness) was generously provided, complete with the requisite double-hitch and the man accustomed to handling the animals. What about livery for him and a footman? We heard of some authentic garments stored in a chest in the carriage house of another mansion. When located and opened, the once impressive livery was found to be riddled with moths!

My memory fails me now, as to where in the world we could have begged, borrowed or stolen the proper sort of metal-buttoned tailcoats (couldn't find white breeches and top-boots, but we were glad enough to have assembled our project thus far). However, at the very last moment it was not at all certain that all the elements would be put together, and I exchanged final desperate phone calls with others involved.

I spent the morning of July 23 on Washington Street, checking to be sure the nine houses were marked with my hand-lettered signs, costumed hostesses ready, etc., etc.; then dashed for home for a bite to eat. I drove down Poplar Street in early afternoon, my crinoline flounces stuffed under the steering-wheel, and with a final fervent prayer for the very existence of that barouche. At that instant, it trotted by on Washington Street at the foot of Poplar, in all its splendor. I could have wept for joy and relief. I don't know how we did it! The horses' coats were groomed until they shone, the coachman's whip was at the proper angle, the footman's arms were folded. Jenny Lind looked lovely, and P.T. Barnum was very trim and elegant in my father's frock-coat which -- unlike that livery -- had been in mothballs for many years.

Edith Ballinger Price

STILL MORE ABOUT FAIRS!

My first view of the Point was through fog when disembarking at 2:45 a.m. from the Fall River Line's Priscilla. This first visit to Newport took place at the end of the school year in New York.

The second, in bright sunlight, was to visit Briggs Wharf now edged by Storer Park. This was where the Coast Guard Cutter Argo was berthed. She had been brought here a few months earlier under the command of my step-father, Beckwith Jordan.

My mother, a history buff, bombarded me with fascinating facts about Newport that I could not always absorb in proper order due to my age. The details seemed more vital to me upon our return 12 years later.

Plans for the approaching tercentenary -- 1936 -- seemed to involve most Newporters; even I submitted a drawing to the committee holding a contest for a design to be made into a commemorative silk scarf.

When the Point celebrated this special year the empty parlor of the Hunter House was opened and to furnish it Mrs. Reginald Norman sent a van with a banquet table and everything necessary for a formal table setting. Under the experienced hands of Elizabeth O'Sullivan McCrohan, it became a breathtaking sight.

Deep rose banded porcelain plates with flowers were the inspiration for the centerpiece which was an epergne, the lower two tiers filled with fruit and the one top tier with flowers. There were sparks of light from silver and crystal all topped by four swags of white tulle that hung from the ceiling centered above the table, then drawn down gracefully to each corner of it.

Up the street Villa Marina hospitality provided small tables for visitors to have tea. As my eyes adjusted to interior light, there at the next table, and even helping to remove used cups was the new to America curly-headed matinee idol, Tonio Selwert.

Would Newport wonders never cease? Many, many years have passed. The wonders have continued.

Nancy Hay

COSTUMES FOR HALLOWE'EN BALLS

In the early days of this century Hallowe'en was a time for young people and adults as well as for children, for Hallowe'en Balls were the "thing". These were costume balls and a well-known supplier of costumes was Mrs. Emma Lewis who lived on the corner of Washington and Walnut Streets. Mrs. Lewis was a woman of many skills, including being an excellent seamstress. She attained local fame because of the large collection of costumes she made and rented to people who came from all over the city to select their finery for a ball. The rental price is said to be about \$1.50!

Today Mrs. Lewis's two granddaughters, Mrs. Irene Lewis Butler and Mrs. Ruth Blood Corridon -both Born-on-the-Pointers - recall the delight of small girls in the costumes made for them by their grandmother, and also the fun it was to watch the choosing of costumes by those who came to rent them. The garments were stored in huge chests throughout the year, and brought out to be refurbished and pressed and hung on a long clothes line in the Lewis living room. Mrs. Butler tells of the traditional grade school parties held on the afternoon of Hallowe'en, each child wearing a costume; this was before the days of "trick or treat". Her costume for the third grade affair was a cat costume with a long tail. A boy pulled the tail, and it came off; a very upset youngster ran home, holding the tail in one hand -- but her grandmother soon had it in place again.

The variety of costumes was large, including clowns, animals, devils, international and colonial garments. Popular items were those of Martha and George Washington and of Raggedy Ann and Andy and one of the Statue of Liberty. The granddaughters recall that accessories and small details were meticulously included, such as wooden Dutch shoes, Mexican pants with small bells down the stripes on the sides, and Turkish slippers with turned-up toes. All of the costumes were made by Mrs. Lewis, much of the work being hand sewn. Many people who rented the costumes reported winning prizes at the balls.

Kit Hammett

IRENE BUTLER



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Dear Members of the Point Association:

As the Coordinator of the Recycling Program, I wish to thank you for your enthusiastic response to our paper recycling project. Your positive involvement sends a message to the rest of the Newport community that says, "We care deeply about our environment and the world we pass on to our children." You have shown others how easy it is to conserve our resources. I happily look forward to your continued involvement and welcome your comments and questions and complaints. I wish I had more of the type of problem the Point section has confronted me with, namely that you have too much paper for one collection! Thanks again.

Sincerely,

Toni Wallace Crany
Recycling Coordinator



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8

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COOK'S CORNER

Our guest this issue is Kay O'Brien. She says her grandchildren love these oatmeal cookies and my grandchildren agree--as well as everyone else in the family!

- 1 cup margarine
- 2 cups brown sugar (packed)
- 2 eggs
- $\frac{1}{2}$ cup water
- 2 cups flour
- 1 teaspoon baking powder
- $\frac{1}{2}$ teaspoon baking soda
- $\frac{1}{2}$ teaspoon salt
- 1 cup shredded coconut
- $1\frac{1}{2}$ cups raisins
- 1 cup chopped walnuts
- 4 cups old-fashioned oatmeal
- 1 cup crushed pineapple (8 oz. can) may be substituted for water.

Cream margarine and sugar. Beat in eggs and water. Stir all dry ingredients and add to creamed mixture. Stir thoroughly. Add coconut, raisins, and walnuts. Mixture will be thick. Drop by teaspoonfuls on cookie sheet. Bake at 350° for 12-15 minutes. Makes 5 dozen cookies.

Pumpkins are usually carved into Jack-o-lanterns or used in pies. It's fun to try different ways if your family will allow it! The following two pumpkin recipes are delicious!

Harvest Pumpkin Soup

This delicious soup can be served in a seeded fresh pumpkin shell or in soup bowls.

- 2 tablespoons butter or margarine
 - 1 large onion, chopped
 - 1 large potato, pared and diced
 - 3 cups home-made or canned chicken broth
 - 1 16-oz. can pumpkin or 2 cups fresh
 - $\frac{1}{2}$ teaspoon salt
 - $\frac{1}{4}$ teaspoon nutmeg
 - $\frac{1}{8}$ teaspoon white pepper
 - $\frac{1}{2}$ pint heavy or whipping cream
1. In 3-quart saucepan over medium heat, in hot butter or margarine, cook onion and potato 5 minutes, stirring occasionally. Add chicken broth; heat to boiling. Cover and cook over low heat until vegetables are tender.

2. Ladle half vegetable mixture into blender container. Cover and blend until smooth. Return mixture to saucepan.
3. Add pumpkin, salt, nutmeg, and pepper. Over high heat bring to boil. Reduce heat to low; cook 10 minutes. Stir in cream and heat to taste.
4. To serve--ladle into pumpkin shell or bowls.

Pumpkin Raisin Bread

Let these loaves stand overnight before serving to allow flavors to mellow. Makes two loaves.

- 2 cups sugar
 - 1 16-oz. can pumpkin
 - 1 cup vegetable oil
 - $\frac{2}{3}$ cup water
 - 2 large eggs
 - 3 $\frac{1}{3}$ cups all-purpose flour
 - 2 teaspoons baking soda
 - $1\frac{1}{2}$ teaspoons salt
 - $1\frac{1}{2}$ teaspoons pumpkin pie spice or ground cinnamon
 - 2 cups dark, seedless raisins
 - 1 cup chopped walnuts
1. Heat oven to 350°F. Grease and flour two 9x5x3 inch loaf pans.
2. In large bowl of mixer, beat sugar, pumpkin, oil, water, and eggs. Beat in one cup flour, baking soda, salt, and spice. Gradually beat in remaining flour, scraping bowl with rubber spatula. With spoon, stir in raisins and walnuts. Divide batter between pans.
3. Bake one hour or until bamboo skewer inserted in center comes out clean. Cool in pans for 10 minutes. Remove from pan and cool on wire racks.

Sarah Plumb





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