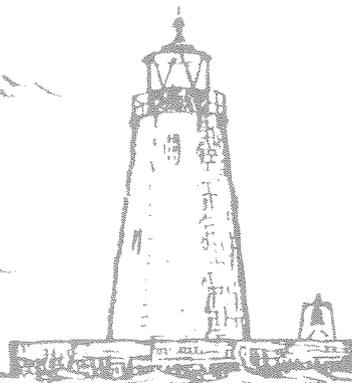


The
GREEN

LIGHT



BULLETIN OF THE POINT ASSOCIATION
OF NEWPORT, RHODE ISLAND
FEBRUARY 1987



A LOOK BACK AT LONG WHARF



The GREEN LIGHT

FEBRUARY 1987

Vol. XXXII. No. 1

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CALENDAR

Sunday, February 8 - Pot Luck Supper & Meeting combined. 5:30 p.m.
St. Paul's Methodist Church
\$1 per person - Donna Maytum
849-3473

Thursday, April 16 - Spring Quarterly Meeting. Newport Yacht Club.
7:30 p.m.

Cover photo courtesy
Edward W. Smith

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

Message from the President

It's the time of year for making resolutions. At least one of mine is to be sure that the Point Association Board is extra-responsive to the concerns of the general membership.

At the general meeting held in October of last year, the by-laws were amended to allow for four general meetings of the membership per year, instead of two. I hope that this will help to keep the membership more closely informed of current issues.

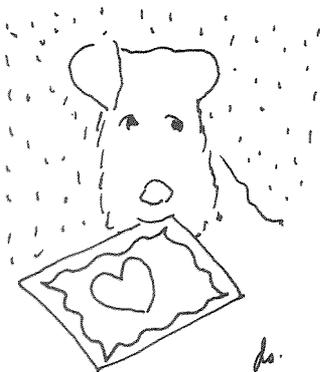
Of paramount importance is the pending completion of the design phase of the Newport Circulator Road -- specifically that portion of the new roadway that passes through the Point to the Gateway Center. Plans and several alternative solutions to problems associated with this new road will be on display at the business meeting following the Pot Luck Supper on Sunday, February 8th. We'd like to see you there, and to hear your views.

On January 14th, the City Council decided once again to continue the vote on the offshore marina parking ordinance. This ordinance would, of course, affect any development of Rose Island. A recently-conducted special parking survey showed conclusively what most of us already know: that we don't have one single spare parking space on the Point, and any development of Rose Island will have to be geared to that rather glaring reality. Indeed, parking remains one of the most critical problems facing us in the new year, and the Parking Committee, which has conducted a very thorough and comprehensive study and survey, will be asking the general membership to once again consider sticker parking as a solution.

In another development, the architectural firm of Grazado, Velleko has purchased the Stella Maris property on Washington Street. The firm worked in cooperation with the Board to arrive at a building plan which neighbors and abutters felt they could live with. I would particularly like to mention that the Historic District Commission, chaired by Brian Pelletier, conducted a most thorough and sensitive hearing on this project. We owe the H.D.C. a vote of thanks. Their conscientiousness and hard work helped to soften the blow of the imminent loss of some well-loved open space on Washington Street.

As these and other issues come before us, we would like to make it plain that we are accessible to the membership. Please do not hesitate to call with your concerns.

We'll hope to see you at the Pot Luck Supper on February 8th. Meanwhile, Happy New Year!



Brenda K. Gordon

Winter Activity at the Gateway

A small crew seems to be reactivating construction at the hotel site, but there's a long wait until any opening date is announced. In the meantime the wrecking cranes have cleared much of the space for the six million dollar tourist-transportation center which will be located next to the 304-room Holiday Inn Crowne Plaza development. The tourist-transportation center will include a parking garage and a visitors' center. Upon completion and under city ownership, the operation of both the parking and visitors' center facilities will be under subcontract. The number of parking spaces which will be available to tourists is still questionable. Preliminary plans called for a planting barrier between the parking area and the Point. We anticipate these promises will be fulfilled in a pleasing and effective manner.

Scenic Overlooks

The much-discussed Washington Street pier along the Inn at Long Wharf has been rebuilt and is certainly an improvement. It's yours to use and enjoy although the legal question of ownership has not been decided.

Have you noticed that the fence along Washington Street is down south of Van Zandt pier? The city will be opening up a narrow strip of land along the water as a small park. The Point Association will be locating a marker there in tribute to the late Jack Martins. His care and concern for the Point will be remembered by all who enjoy the harbor from this spot.



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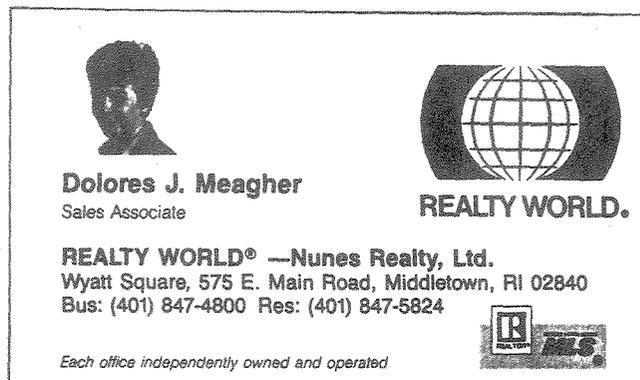
More on Rose Island

Members of the Point Association turned out on January sixth to hear the presentation of CMTS, the developers of Rose Island, before the city's Planning Board. Plans are those presented to the Point Association last August - 125 condos, a 200 boat marina, a restaurant, and a convenience store. As you know, CMTS owns a parking site near the city dump and plans to run a shuttle van service to the state pier at the end of Long Wharf where a launch will provide access to Rose Island. To many Point residents this does not seem a workable plan. Rose Island residents are going to want the use of their cars near the pier as they come and go around the city. They will be looking for parking spaces needed by residents in an already crowded spot. Other objections that seem to arising are possible services that the city taxpayers would have to provide such as fire protection, emergency medical service, school transportation, repair of service equipment regardless of weather or season.

Watch your newspapers for dates of special hearings and possible zoning changes on Rose Island. The developers have many boards whose approval they must attain. However, it is crucial that they receive local approval before final decisions are made by the state Coastal Resources Management Council, the state Department of Environmental Management, and the Army Corps of Engineers.

SO YOUR VOICE IS IMPORTANT ON THE LOCAL LEVEL!

Kay O'Brien



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Dr. and Mrs. Richard Wiklund of 43 Poplar Street were pictured in the Daily News with Mary Rommel as she awarded them the grand prize of the city for Doorway Christmas Decorations in the contest sponsored by Christmas-in-Newport. Other Point doorways were included in the various categories. (See report on page 14).



43 POPLAR STREET

Muriel Case of 34 Thames Street was featured in an article in the Providence Journal in December. Included was a photograph of Miss Case in front of her restored Colonial home. The article told a fascinating story of the restoration of the 1752 house which had fallen into derelict condition. The restoration is reported to be the first of many on The Point in the late 60's and 70's. Equally fascinating is the story of the Scottish inheritance which Miss Case gave up to return to her native America.

The Green Light staff was featured in Newport This Week's 1986 Holiday Guide. Florence Archambault of the staff authored the story relating memorable Christmas experiences of each of the staff members. The accompanying photo (with Sarah Plumb missing) is reprinted here -- in due modesty!



Photo by Edie Bradley.
Courtesy, Newport This Week

MEMBERSHIP

Welcome to our newest members:

- Mr. and Mrs. Richard M. Dunlap
- Ellin Martins
- Pamela Mitchell
- Edward T. Morris
- Carol H. Pardee
- Margaret Rhodes
- Rose M. Sardella
- Mr. and Mrs. Spencer Valmay

\$\$\$ \$DUES\$ \$ \$ \$ \$

So far in this fiscal year, which started in OCTOBER, 1986, dues for 216 memberships have been received. There are lots more of you out there who are receiving the Green Light. Please consult your checkbooks and send in your dues, if not already paid. with or without the renewal coupon on the back page of the Green Light. (Preferably with lots of activities checked off!) Many thanks!

Rowan Howard

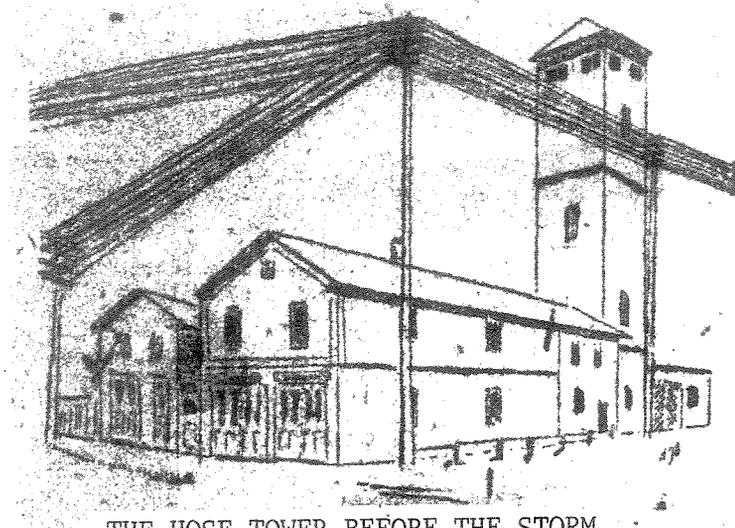
?? THINK SNOW ??

"Think Snow" is a catch phrase of would-be skiers and sledders as well as those who dream of a white Christmas! I'm sure the residents of Newport on November 27, 1898 were thinking snow for many days and nights; for on that date there was the most destructive snowstorm that anyone could remember. As the Newport Journal and Weekly News reported, there had been many storms when the wind blew harder, and storms when it snowed more, but never had they combined forces to do so much damage as on that day. Chimneys, roofs, signs, fences, billboards were blown down as were dozens of large trees weighed down with wet snow. One beautiful magnolia tree on John Street, owned by Clarence Stanhope, was seen to be in danger early in the day; Mr. Stanhope worked many hours, at the height of the gale, to save his tree, but the storm toppled it.

The Point received the full fury of the storm. Several piers were destroyed including the Elm Street and Dr. Storer's. The U. S. Training Ship, Essex, anchored at Fort Greene, dragged her anchor and drifted down the Bay perilously near the Breakwater Light; she just missed it and drifted on to the Torpedo Station. In a little while, she was able to get up enough steam to get back to a safe anchorage. Many launches, cat boats, and fishing craft were not so fortunate and became lost.

All connections with the outside world were gone by late Saturday night; Fall River Line steamers did not come in, trains were snowbound, and all electric wire circuits were destroyed as were the lines of the telegraph companies. Alarms rang constantly. The effect of the storm on the trolley cars was spectacular: wires rained down on them causing streaks of fire to shoot through the air. Some small fires were caused by this electricity, but major damage was averted. It was a blessing that there were no great fires as the horses could not have pulled the apparatus through the heavy snows. In fact, some horses refused to move even when urged. One poor horse got so excited that he dropped dead on Washington Square!

(continued on next page)



THE HOSE TOWER BEFORE THE STORM

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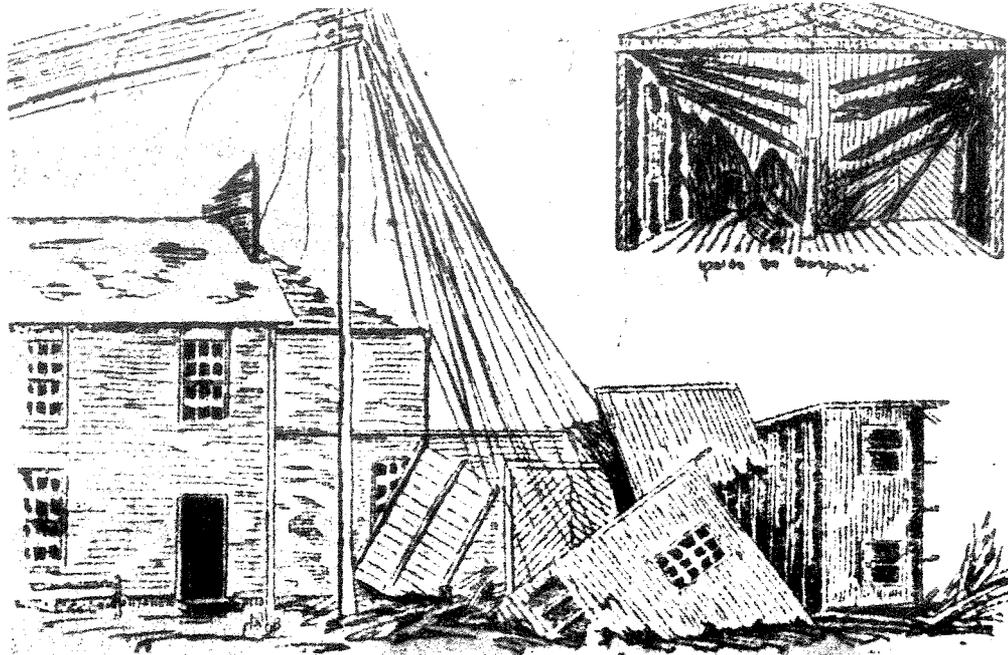


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THE WRECKED HOSE TOWER

The most serious accident of the storm was the collapse of the hose tower of the Marlborough Street fire station. This 80-foot tall structure was used for drying fire hoses. A heavy gust of wind at the height of the storm blew the tower over, and with it came many electric wires. Strangely enough, the tower's windows remained intact, while the timbers were reduced to kindling wood. There were many hoses drying from the recent Gilbert fire, and these were ruined. In addition, the fire alarm wagon was sealed in by the fallen debris so that it could not be used until the way was cleared.

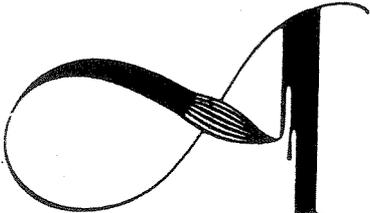
On the day after the storm there was an eerie quiet over the town. Not a single Sunday paper could be had, and there were no milk deliveries. Since there was only one snow plough, and that wasn't in working condition, there was little to do but shovel out!

When we say "Think Snow", we'll remember November 27, 1898, and keep our fingers crossed!
Virginia Covell

Pot Luck Supper
and
General Meeting
February 8 - 5:30 p.m.
St. Paul's Hall
Barbecued Chicken - \$1.00
Donna Mayhum, Chairman
849-3473
BRING A FRIEND!

QUILT

On January 13th Point Association quilters started work on this year's quilt. Designed by Isabelle Eccles, it is based on a small drawing by Dorothy Sanschagrin, somewhat revised by Angela Vars with the concurrence of the quilters present. Veteran or future quilters are welcome to join the group, which meets Tuesday mornings at Rowan Howard's. Call her if you are interested - 847-8428.



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THE NEW STORE AT MARTINS

Martins' convenience store is being divided into two distinct parts: Third Street Liquors and the Walnut Market. The new owner, George Buell, of the Wellington Market on lower Thames Street, has already begun the renovations.

In 1968, when Jack Martins took over the store from his father, the City had not instituted the ordinance that food and liquor could not be sold from the same store. Jack was allowed to do so under the Grandfather Clause. However George must change this; therefore he is turning the long area behind the present shop into Third Street Liquors. With its entrance on Third Street, added windows, plenty of space and shelving, it will be a bright useful store. It will open soon. George does not expect to change Martins' stock, but will add some light wines of modest cost. He plans a wine and cheese party, so that Pointers may visit the premises.

The Walnut Market, to be renovated as soon as possible, will be a convenience store, as was Martins, with bread, milk, eggs, and some canned goods. In addition, there will be fresh meats and a deli-counter with salads (potato & pasta, etc.) sliced meats, cheeses and some partially cooked dishes. All of these will be trucked up fresh from the Wellington Market.

George Buell emphasizes his desire that his new endeavor will keep the warm friendly feeling of Martins that has meant so much to Pointers in the past.

Esther Fisher Benson

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DOES ANYONE KNOW?

Recently one of our readers noticed St. Patrick's Rock on an old marine chart of Narragansett Bay. It appeared to be about where the bridge comes onto the Point. Does anyone know the significance of this landmark?

IT'S GOOD EXERCISE

While walking - do some bending and stooping - for a purpose. With the bare trees and bleakness of winter, litter on the Point is much more noticeable. The wind scatters much which isn't yours, but please do your part by keeping your own area picked up. And remember pick-up days for newspaper collection on the Point are the second and fourth Thursdays.

SIGNS OF SPRING

Before the next issue of the Green Light, you should be seeing green shoots and maybe some flowers. The UPS man was delivering lots of bulb orders last fall. There are always some residents who want a little color indoors and bring in some sprigs of forsythia early.

HIGH TIDES

Walking the waterfront in winter can be breezy and chilly, but there are always some interesting sights. Around New Years the wind and waves were pushing water over the causeway bulkheads at Storer Park. You had to look UP at the boats along Long Wharf, and harbor debris was washing alongside the Fall River Line marker.



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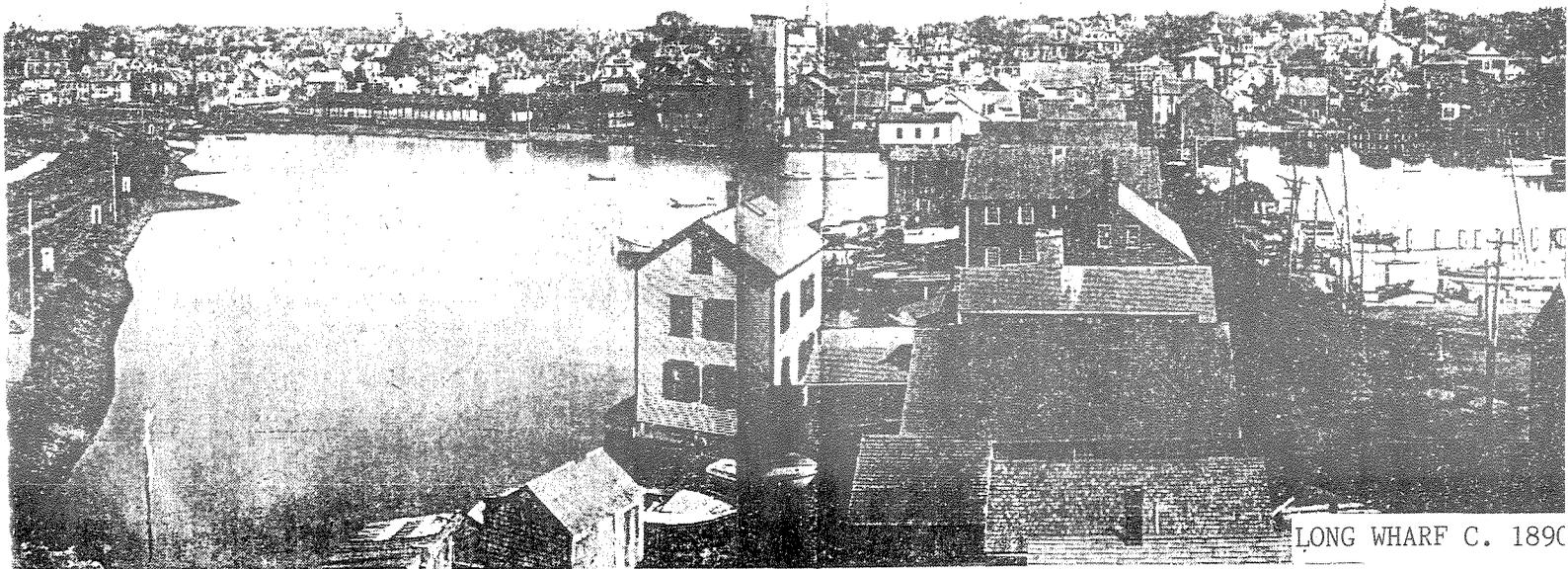
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A LOOK BACK AT LONG WHARF

Long Wharf was the center of trade when Newport was a great sea-faring port before the Revolution. It was lined with storehouses into which vessels from around the world emptied their cargoes. Without studying early maps of Newport, it is hard to envision that Long Wharf was once such a short pier jutting out into the harbor from Thames Street.

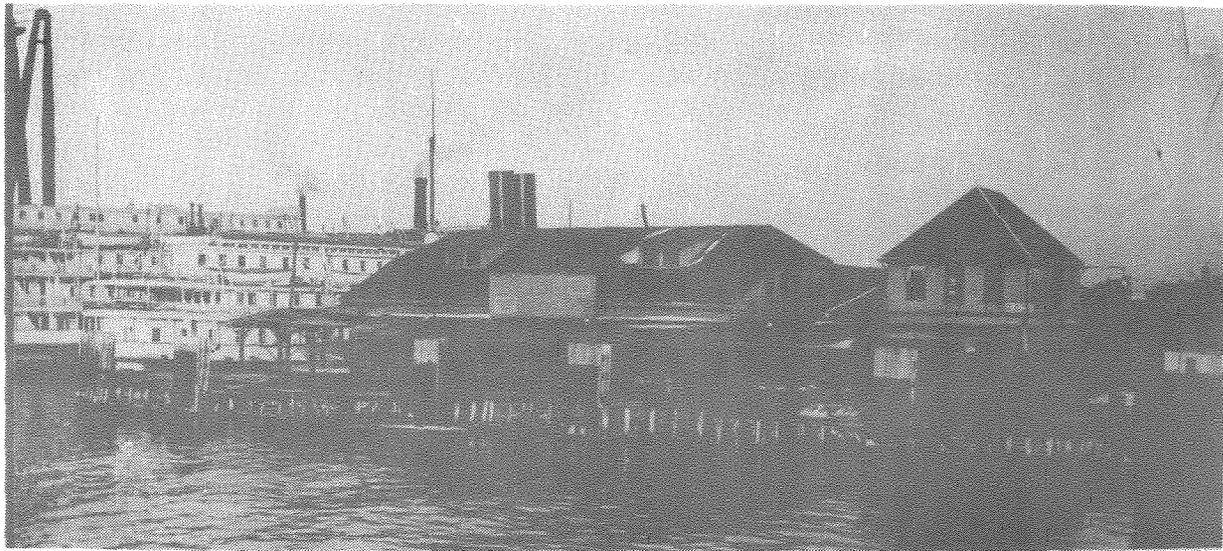
Originally the harbor of Newport extended along Thames Street from Wellington Avenue to a little beyond Bridge Street (not along the present America's Cup Avenue, which is on filled land that was formerly part of the harbor). From beyond Bridge Street, the land curved in a westerly and then southerly direction to the end of Washington Street and beyond, about to the present Newport Yacht Club, forming a narrow neck of land known as both Easton's Point and Gravelly Point.

In the cove thus formed, laden vessels passed to storehouses along Thames Street north of Long Wharf. First mentioned in the town records in 1685, it was then called the Town Wharf and was part of the Parade, that is now Washington Square and Eisenhower Park. A town meeting in 1702 voted "Whereas, the town wharfe is much gone to decay ... its by the voat of the freemen agreed that them persons in company that shall ... repair the said wharfe and keep it in repair shall have power ... to take the usual custom of wharfage ... for things landed thereon ... and receive the benefit ... to the use of the company..."

"Them persons in company" seem not to have improved the wharf. In 1739, the town granted to a company called The Proprietors of Long Wharf the right to build and own a wharf extending from Thames Street westward across the cove to Gravelly Point eight hundred feet westward into the water towards Goat Island. It was to be 50 feet wide, and the company would have the right to the use of the water extending 45 feet on each side. They must leave a channel, covered by a drawbridge, for ships to enter the cove.

Under this grant the wharf was built the entire length that it is today. This group of business men assessed themselves for large sums to construct the wharf and buy out the rights of the former company.

Lots on the north side of the wharf were laid out, some allotted to each proprietor to build on and others sold to raise money for the construction of the wharf. Some lots and buildings were owned in common by the proprietors and rented. After the bridge was built, a fee of one shilling was charged to cross it with a loaded cart.



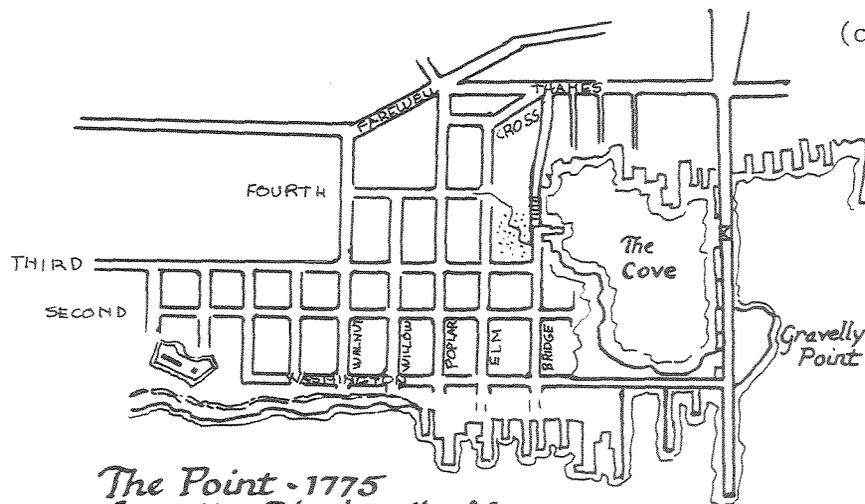
Warehouses were built on the north side of the wharf, and the south side, where the cargo ships docked, was to stay open. Most of the land where the Newport Yacht Club, Newport Oil, and The Inn on Long Wharf are now was part of Gravelly Point, solid land which Long Wharf crossed as it continued "westward into the water towards Goat Island." That solid land was enlarged more than once by filling in some of the surrounding harbor. There exist today underwater lots there that have not been filled in, on which local taxes are still being paid.

In 1760, The Proprietors granted land to the town on the corner of Long Wharf and Thames Street, "for erecting a Market House...the upper part be divided into stores for drygoods, and...all the rents thereof...shall be lodged in the Town Treasury...for purchasing grain, for supplying a Public Granary forever...The lower part thereof for a Market House, and for no other use, forever;"

And so was built by the town, with money raised by a lottery, our historic Brick Market which still stands today. "Forever" didn't last very long. After the Revolution, the upper floor became a printing shop and then a theater. In 1843 the building was made the town hall. I remember it as a hardware store in the 1920's, where my father took us each July to buy fireworks. John Nicholas Brown gave funds to restore the Brick Market in 1928.

All these buildings except the Brick Market were destroyed during the Revolution. The British occupation lasted for three years, and during that time wood for fuel was unavailable. The following winter of 1780 was severe. One account reads, "The Long wharf previously destroyed to the water's edge was this year stripped of everything in the shape of a log that would burn, even though under water and difficult to procure."

(continued on next page)



*The Point - 1775
from the Blaskowitz Map*

After the Revolution, the Proprietors never were able to rebuild the wharf to its former glory. The drawbridge was at times replaced by a swing bridge, and after the cove was filled in to the point where no large ships entered it, a wooden bridge served.

In 1795 the condition of the wharf was such that a change was needed. The General Assembly appointed trustees to raise money by a lottery to repair the wharf and oversee it, and to use profits to open a school for poor children. Simon Potter gave a house, still on the corner of Marsh and Washington Streets, to the Trustees "to support a free school forever for the advantage of the poor children of every denomination." The Trustees decided to use this house as the school, which opened in 1814 with "25 small boys", the first public school in Newport. The Proprietors gave up their rights in the wharf west of Gravelly Point to the Trustees. In 1829 this was leased to a steamboat line to New York, forerunner of the Fall River Line.

Damage to the wharf by a hurricane in 1815 was severe, with many buildings swept off and six lives lost. Over the years, ownership of the lots on the wharf changed hands and uses. During the nineteenth century, many types of boats were built in Long Wharf's row of boat builders' shops. Most famous were the Newport cat boats, collectors items today. The water inside the cove was gradually filled in and bought by the railroad company.

My father, Jim O'Connell, lived on Long Wharf from the age of eight and learned to row in the cove, which was not completely filled in until this century. He told of rowing under the bridge into the harbor.

We delighted in hearing tales of boyhood pranks, such as the time he and a friend crawled out from between two buildings under an old bear rug they'd found, frightening some women walking to the New York boat. The police were called, and the two boys went over the sea wall to hide, clinging to openings in the rocks. Another time he and his friend Cliff Tallman were shooting at cans in the harbor from the dock of Cliff's father, a prominent wholesale fish dealer. By accident they hit the ferry. Frightened, they heard Cliff's father returning and hid in a closet in the office. Minutes later the police arrived to investigate. The boys heard father Tallman tell the police, in salty seamen's language, that there was no one on the dock but himself, and he certainly hadn't been shooting at any ferry.

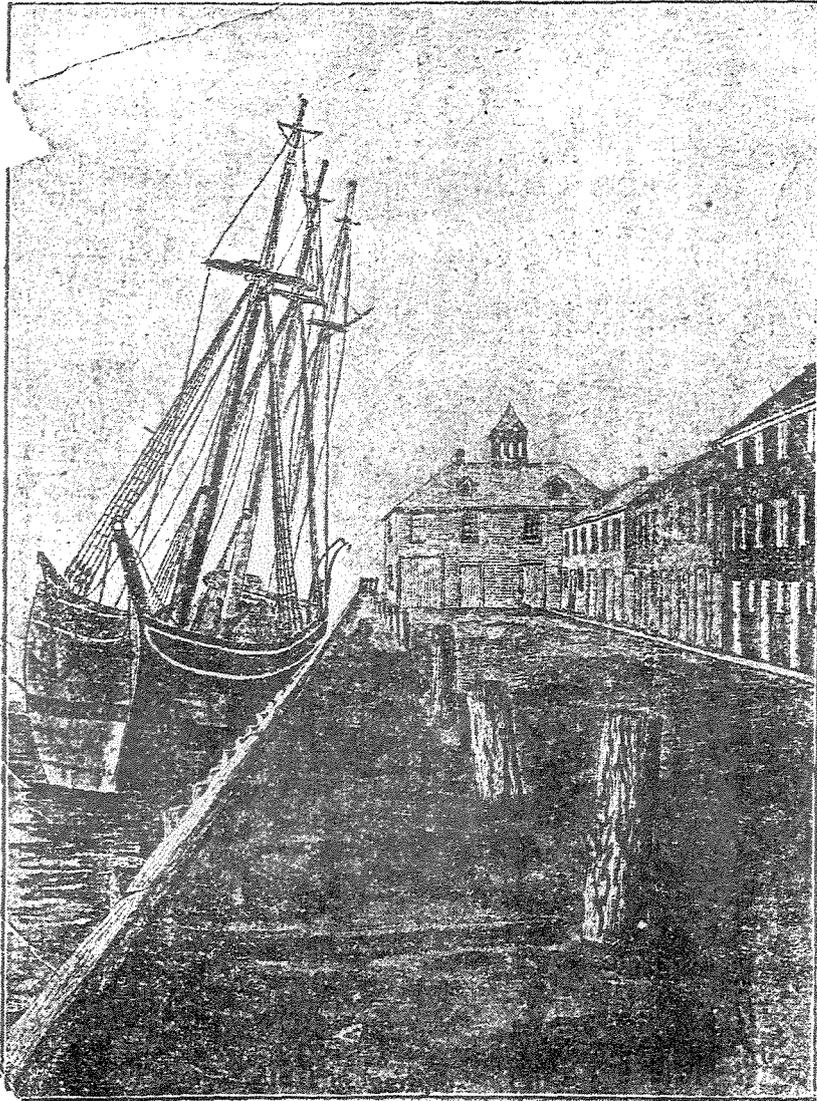
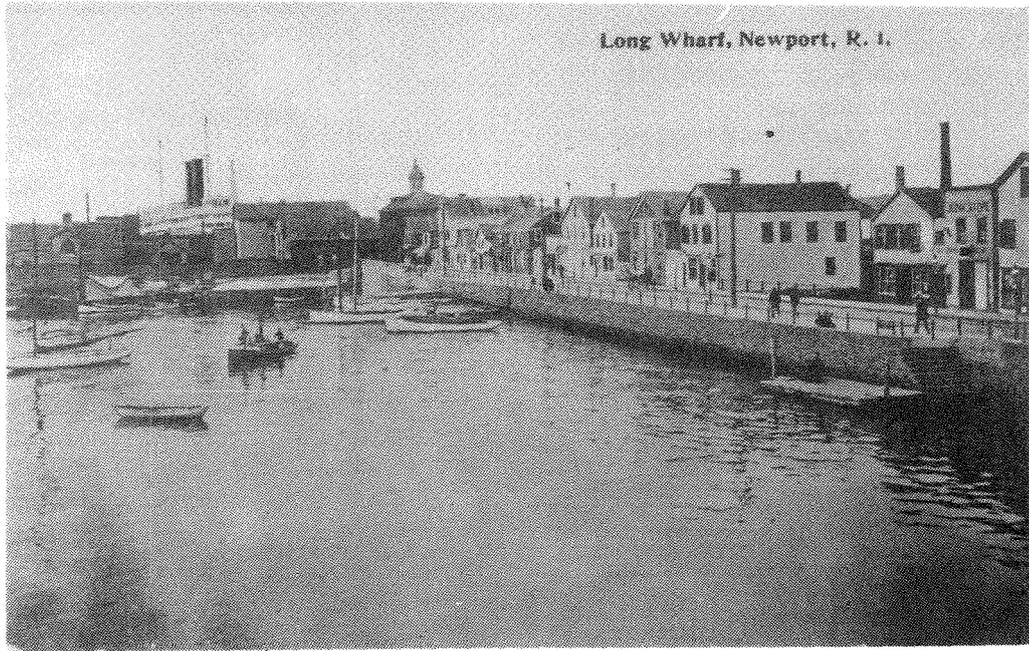
When I was young, almost all the boats tied up along Long Wharf belonged to fishermen who had immigrated from Greece. No piers full of luxurious pleasure craft extended out from The Newport Yacht Club as they do now. The yacht club was then on the Thames Street end of Long Wharf. All of these fishermen knew my father from a small boy. When he became a prominent business man, they frequently came to him, rather than go to court, when they had disputes between themselves. They would ask him to settle the argument, as they were confident he would be fair to both parties. They were his lifelong friends.

My father became a fisherman when he left high school, fishing from a small sailboat for which he eventually needed paint. He ordered and received a case of paint from a manufacturer and sold the excess to his fellow fishermen. Needing rope, he ordered a coil from the Plymouth Cordage Company. They sent a salesman, who later told us he came to call on a marine supply store and found a kid with a boat. He sold the kid the rope, and they became fast friends until they both died. The excess rope was sold to other fishermen, and it occurred to my father that operating a chandlery might be a good way to make a living. His father, who died later that year, allowed him space for a small store on the ground floor beneath the family living quarters, and his business grew from there.

Eileen O'Reilly

An article about the Trustees of Long Wharf appeared in the October 1984 issue of The Green Light.

Long Wharf, Newport, R. I.



BARK MECHANIC LAID UP AT LONG WHARF



Harold Arnold and his friend, "Charlie the Iceman", 1971.
Photo by Nan Pease.

NEWPORT KITCHEN DESIGN

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To follow up Richard Dunlap's request in our last issue for information regarding Newporters who sailed for California on the AUDLEY CLARKE in 1849, we print the list of those who were known to have been aboard:

THE AUDLEY CLARKE: PASSENGERS AND CREW

Joseph W. Arnold
 George W. Babcock
 Joseph P. Barker
 Thomas Barlow
 Josiah M. Barlow
 Richard Barstow
 Jeremiah C. Bliss
 Benjamin Brown
 Oliver Carpenter
 John C. Caswell
 Zachariah Chaffee
 Edwin Chambers
 Charles B. Clark
 Robert P. Clarke
 William A. Coggeshall
 President of Company
 Michael Cottrell
 John H. Cox
 Benjamin Cozzens
 Charles Cozzens
 George F. Crandall
 Thomas Cranston
 Isaiah Crooker
 Cornelius E. Cummings
 James H. Demarest
 Ayrault W. Dennis
 Master
 William E. Dennis
 William T. Dennis
 Aaron F. Dyer
 Charles Fales
 William H. Fludder
 John Freeborn
 Samuel B. Friend
 Stephen R. Goffe
 Robert Graham
 Hiram C. Harrington
 Weld Hatch
 Freeman A. Hoxie
 John S. Hudson
 Levi Johnson
 Elisha Kenyon
 Joseph King

Irving H. Knowles
 Jacob Lake
 George W. Langley
 William K. Lawton
 Moses A. Lewis
 Joseph M. Lyon
 John Y. McKenzie
 Frederick A. Murphy
 Arnold Pierce (Pearce)
 Joseph M. Riggs
 Benjamin Augustus Sayer
 George B. Slocum
 James McKenzie K. Southwick
 Joseph Southwick, Jr.
 John H. Spooner
 George J. Staigs
 William Stevens III
 & son, Walter
 Edson Stewart
 George H. Tilley
 John Tompkins
 George Vaughn
 Nathaniel F. Wardwell
 William Weiser
 William Welsh
 George Wheaton
 William H. White
 Amos T. Whitford
 Samuel Young

COOKS AND STEWARDS

William H. Gardiner
 Oliver Hazard
 Benjamin Malbone
 William W. Morris

QUESTIONABLE

F. M. Hale
 George Beatty (Beattie)

We also include a part of a letter about the subject by W. K. Covell to his son in North Carolina:

Newport, Jan. 12, 1849

.....There is great excitement here about going to California. They have made up a company of 60 and there is many more that want to go. They have bought the ship AUDLEY CLARKE, and today she was taken up on the rail way at the Point; a very interesting sight - so many of the company warping the ship up to the ways and lots of our Citizens looking on, feeling a deep interest in the enterprise. I say success to them; I hope they will do well and come home rich. John McKenzie is one of them, and most of them are from Newport. They will get away probably in 5 or 6 weeks - it is a long sail to take, 16 or 17 thousand miles....

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CHRISTMAS IN NEWPORT ON THE POINT

Candles lighted windows in many Point homes; carolers visited home-bound folks; the Holly Tea was a great success; beautifully decorated homes were open on the House Tour; many houses were awarded prizes or honorable mention in Christmas-in-Newport's Doorway Decoration Contest; all over the Point houses shone with special decorations. It was a lovely Christmas season.

The Holly Tea

The Holly Tea, held on December 28th in St. Paul's Church, was a delightful affair. There was a larger attendance than last year, mostly people who were visiting Newport. We wished for more people from the Point.

The success of the tea was due to the hard work of the many Association members who volunteered. A special thank you to Kay Atkins, Ruth Broga, Laura Holt, Tony Lush, Dolores Meager, Eileen Peterson, Anne and Susanne Reynolds, Joelle Tremain, Angela Vars, Rose Favier, and Chris and Claire Wicklund who served in the kitchen or in the tea room. The wonderful baked goods, which contributed so much to the success of the afternoon, were donated by Virginia Covell, Edith Groux, Rose Favier, Posy Hall, Kit Hammett, Helen Holland, Mary Jameson, Jeanne Nelson, Eileen Peterson, Susanne Reynolds, Patsy Robertson, Alice Weldon, and Virginia Wood. Without the use of Sarah Gilson's truck to transport the card tables, and Bob Elster to pick them up and return them, we would have been lost. Bill Fullerton was again our talented musician, adding much to the serene enjoyment of the afternoon. If I have missed naming anyone who helped, please excuse me, but know that your contribution was much appreciated.

Dede Elster

Doorway Decorations Contest

A big 'thank you' to the Point residents for their beautiful doorway decorations for Christmas.

I was proud to present the award for the most beautiful in the city to

Dr. and Mrs. Richard Wiklund for their doorway on Poplar Street which carried out all the requirements of the Christmas-in-Newport contest.

From all over the city, the Point was the most decorated and beautiful, and said "Merry Christmas" to all.

Point doorways receiving awards or honorable mention were: 82 Bridge Street, 6 Bridge Street, 8 Farewell Street, 17 Third Street, 15 Burnside Avenue, 59 Second Street, 25 Marsh Street, and 53 Washington Street. Special awards for neighborhood decorations were given to Thames-Cross-Bridge Streets, the intersection of Third and Poplar Streets, and The Nina Lynette Home on Washington Street. Rue de France and the Rhumb Line Restaurant were noted for outstanding window displays.

I hope next year we will all add a little more, even if it is a live green wreath with a ribbon, and clear electric candles in windows. We had very little vandalism on the Point.

Mary Heins Rommel
Chairman, Christmas-in-Newport
Doorway Decoration Contest

House Tours

We had the largest attendance ever for the Candlelight House Tours held on December 26, 27, and 28. Many people were from out-of-town, some who were visiting in Newport, and some who had come just for the tours. On the Point five houses were open; the John Rousse House circa 1753 at 17 Third Street, the John Tripp House circa 1725 at 88 Washington Street, the Pont-Claggett House circa 1753 at 59 Second Street, the Southwick House circa 1851 at 43 Washington Street, and the French Gothic House 1978 at 11 Pine Street. This is a new house built on an old style by Amelia Cresswell. Three houses on Historic Hill were also included in this year's House Tour.

Christmas-in-Newport was very gratified with the success of the House Tours, as the Craft Fair and the House Tours are the only sources of income for the organization.

Dede Elster

THE CHILDREN'S FRIEND

A small brass plaque gleams in the dim north doorway of the Church of St. John the Evangelist. It honors Elbridge Thomas Gerry. Why was this placed there sixty years ago? A partial answer is given by his son, one-time Rhode Island Senator Peter Goelet Gerry. He describes his father in these words:

"A devout Catholic, a distinguished citizen of this state, and for many years a loyal and generous friend of this church."

Senator Gerry adds, "Ye who read this pray for his soul."

Since 1874 countless battered children, concerned social workers and humanitarians worldwide must have honored this request unknowingly. For it was E. T. Gerry who founded the world's first Society for the Prevention of Cruelty to Children.

A social worker, Etta Angell Wheeler, deeply troubled about a little girl whose life was in danger, appealed to the Society for the Prevention of Cruelty to Animals. Mary Ellen Wilson's foster mother frequently and severely beat the child, confining her, nearly naked, to a cold room. Mrs. Wheeler's desperate appeals to the courts and

police were fruitless. She was told existing laws did not give them the authority to interfere. But, she reasoned, was not a human creature, biologically, an animal? She turned to Henry Bergh, founder in 1870 of the Society for the Prevention of Cruelty to Animals. Mr. Gerry was legal counsel and vice president of the organization.

On April 9, 1974 Mary Ellen, wrapped in a horse blanket, was carried into Judge Lawrence's court room in New York City. Gerry appeared as her attorney, representing the SPCA. Mary Ellen's bruised and wounded body, her testimony, moved many in the audience to tears. The judge ordered that the child be placed in a safe home. The stepmother was sent to prison at hard labor for one year.

Mary Ellen's case was a legal landmark, inspiring Messrs. Gerry and Bergh

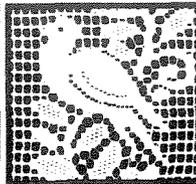
to found the Society for the Prevention of Cruelty to Children. On December 15, 1874 it came into being, with the former serving as legal counsel and president. For the rest of his life Gerry devoted his professional attention to the SPCC, working without pay. At his death in 1927 the New York Times estimated Gerry was responsible for saving 300,000 battered children.

Paradoxically, even well-intentioned people opposed the organization, considering it meddling in private affairs. Most of the resistance, however, came from those who exploited children, whether in labor, or in musical and theatrical employment.

Gerry's most famous rescued child was Josef Hofmann, in 1888 a young genius as a concert pianist. When he arrived with his family from Europe at the age of ten, he was an immediate sensation in New York. Too many recitals finally caused his health to suffer. Gerry stepped in, invoking the law to reduce performances. An outraged public, deprived of its pleasure, did not deter the rescuer. He persuaded a wealthy friend to establish a trust for the boy's musical education. Returning to Europe, Hofmann studied under Anton Rubinstein, eventually becoming a brilliant adult performer and composer.

Hofmann's spectacular case won publicity for the SPCC, but most of the work involved ordinary little girls and boys abused or neglected by cruel or exploitative adults. Their rescue was a matter of plain hard work and drudgery, never abandoned by Gerry, although his background was one of wealth and privilege.

(continued on next page)



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His mother's people, the Goelets, were early settlers of Manhattan. His grandfather, Elbridge Gerry, was a signer of the Declaration of Independence, a governor of Massachusetts, and a vice-president under Madison. (The vocabulary of politics is the richer for the word "gerrymander," coined when as Massachusetts governor his party redistricted the state to its advantage.)

A graduate of Columbia University at twenty, Gerry became a member of the legal profession, devoting much of his skill to statewide concerns of New York--caring for its mentally ill, criminals, et al. For 36 years he served as a trustee of General Theological Seminary, New York. Nashotah House, an Episcopal seminary in Wisconsin, honored him with the degree of Doctor of Laws. On the lighter side, he was commodore of the New York Yacht Club from 1886 to 1893; his yacht, the Electra.

Today such agencies as our own Child and Family Services and Lucy's Hearth exist as vital testimonials to a courageous and generous soul. Surely his son's request is a reasonable one.

Margaret Ballard

The writer is indebted to The Living Church for the facts gleaned from its December 30, 1984 issue.

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I REMEMBER! I REMEMBER!

The article about Stella Maris in the December Green Light stirred memories of my boyhood in the early 1900's, when I lived on Pine Street. I recall especially the Cunningham's pier, boathouse, and wooden boat ramp on the bay shore, for I learned to swim at that pier.

Early in the morning, I walked along the shore from Blue Rocks to the pier, and practiced swimming. I progressed from post to the next post, to the next, and finally was able to swim to the Van Zandt Avenue pier where the boys and girls of the Point gathered to swim and dive. At last, I could join them.

At 5 a.m., as I passed the Cunningham estate, I could hear the daughter of the house vocalizing every morning. Born-on-the-Point, I attended Callender, Potter, and Mumford Schools, and took part in all the neighborhood activities.

W. Leon Nightingale

"Think Spring!" My family all "Think Snow", but while they're all waxing skis, polishing boots, and scanning snow reports-I plant bulbs. Parsley and chive claim the kitchen window sill; the paper whites, tulips, daffodils, and crocus are in a sunny spot where they can be checked for water level and last year's amaryllis is struggling to outdo the new one. Just think, while the cold February and March winds blow, the scent and colors of the flowers will bring joy to all.

If you should decide to go skiing, this recipe is for you. It takes five hours to cook.

Skier's Beef Casserole

- 2 pounds stew beef, cut bite-size
- 3 or 4 carrots, cut as desired
- 1 cup celery, cut as desired
- 2 medium onions, cut as desired
- 2 cups tomatoes, cut as desired
- 1 clove garlic
- 3 tablespoons tapioca
- 1 tablespoon sugar
- 1 tablespoon salt
- $\frac{1}{2}$ cup burgundy

Place in a covered casserole.
Cook - 250° - 5 hours

Add 1 can water chestnuts
1 can mushrooms, the last hour of cooking.

If recipe is doubled or tripled, cut down on tomatoes.

Almost everyone seems to enjoy shrimp, so here are a few tips on preparation.

To butterfly shrimp for cocktails, remove shells and devein before cooking.

To cook shrimp with or without shells, bring to a boil in enough water to barely cover, add 1 tablespoon lemon juice for each $1\frac{1}{2}$ cups water. Add shrimp, return to boil, cover pan and remove from heat. As soon as shrimp turns pink, drain and add cold water to stop cooking. Drain. Pack in ice cubes with a few slices of lemon and refrigerate.

Shell and devein 1 pound shrimp.
Melt 6 tablespoons butter or margarine and add 1 clove garlic, minced.
Add one tablespoon lemon juice and a dash of pepper.
Toss shrimp in mixture to coat. Remove shrimp and set aside.
To butter mixture add $1\frac{1}{2}$ cups bread crumbs and $\frac{1}{3}$ cup shredded crabmeat. Mix thoroughly. Add 1 tablespoon sherry (optional).
Place most of the crumb mixture in a casserole, place shrimp on top. Sprinkle with remainder of crumb mixture.
Bake at 350° for 10-12 minutes. Serves 4.

Valentine Pie

Strawberries have arrived in all the markets so "Think Spring" again!

- 1 pint fresh strawberries
- 1 envelope Knox gelatin
- 2 eggs, separated
- $\frac{1}{2}$ cup milk
- $\frac{1}{2}$ cup sugar - divided
- 1 cup (8 oz.) strawberry yogurt
- 1 teaspoon lemon juice
- 4 drops red food coloring
- 1 baked pie shell

In blender or processor, puree enough strawberries to make $\frac{3}{4}$ cup. Reserve remainder for garnish.

In medium saucepan, mix gelatin with $\frac{1}{4}$ cup sugar, thoroughly.

Blend in egg yolks, beaten with milk. Let stand 2 or 3 minutes. Stir over low heat until gelatine is dissolved - about 5 minutes. With rotary beater blend in pureed strawberries, yogurt, lemon juice, and food coloring. Chill, stirring occasionally until mixture mounds when stirred with a spoon.

In a clean bowl, not plastic, beat egg whites until soft peaks form, gradually adding remaining sugar and beat until stiff, fold into gelatine mixture. Turn into baked crust and chill until firm. Garnish with reserved strawberries and Cool Whip or whipped cream, if desired.

Food trivia - 1886

Coca-Cola is created in syrup form to be used in an Atlanta, Georgia soda fountain. Now it is the world's most popular beverage.

Sarah Plumb

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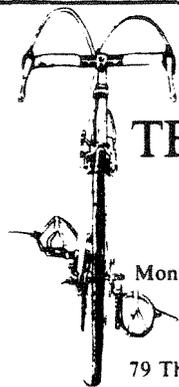
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