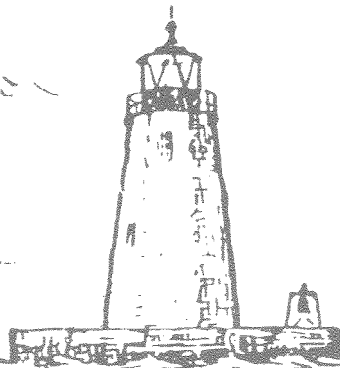


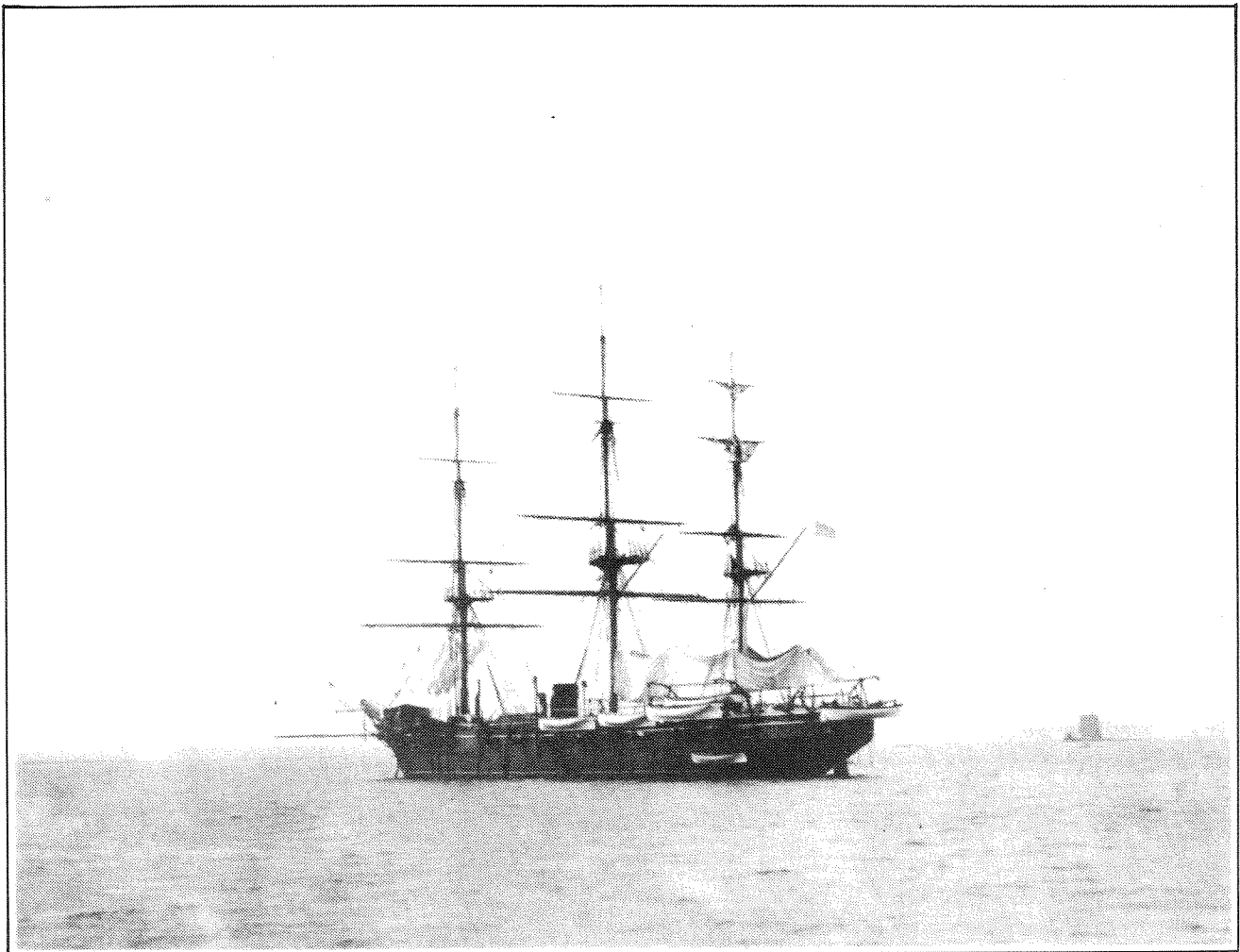
The
GREEN

LIGHT



BULLETIN OF THE POINT ASSOCIATION
OF NEWPORT, RHODE ISLAND

FEBRUARY 1988





The GREEN LIGHT

Vol. XXXIII - No. 1

FEBRUARY 1988

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Extra copies of The Green Light
may be purchased at Third Street
Liquors, 46 Third St. for \$1.00.

CALENDAR

Sunday, February 7, Potluck Supper
at St. Paul's Church. 5:30 P.M.
General meeting immediately afterward.
Surprise program.

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Cover photo: U.S.S. Richmond (see page 11)
in Newport Harbor off Battery Park about
1890. Philip Hines Caswell, Photographer.

PRESIDENT'S MESSAGE

It's a brand new year. Our association has its usual full slate of activities to look forward to, and some considerable challenges to face in the year ahead.

There's a brand new City Council, too. We'll have to size each other up, and look anew at the old issues. We've been characterized at City Hall and in the press as a "Special Interest" group. The connotation is that we are somewhat elitist and not concerned with the common weal. I'd like to correct that image in 1988. To me, the words "special" and "interest" mean something different with reference to The Point Association. What makes us "special" is our strong and enthusiastic membership. At last count we had well over 325 paid up memberships, representing probably double that number in actual bodies. In the past year, our paid up memberships came close to 400, the number we expect this year. As for "interest", we have plenty of that, too, as evidenced by the great turnout at meetings and the wonderful work of our various committees.

At this, the outset of the new year, it seems appropriate to renew our energy and make 1988 the best one ever for The Point Association.

See you at the potluck supper on February 7th, to be followed by our winter general meeting.

Happy New Year!

Brenda K. Gordon



PRESSURE POINTS

COMBINED SEWER OVERFLOW (CSO) FACILITY

At the present time, the specifications for the CSO Facility are being written. Mr. Anderson indicated that the contract would be put out-to-bid by the end of January with construction to begin in the spring. The Facility is due to be completed in 1990.

The changes to a clapboard façade more in keeping with a Historic District that were suggested by the Point Association will be implemented.

LANDSCAPING AT THE GATEWAY PROJECT

Mary Rommel, Head of the Beautification Committee, plans to contact Mr. Bruce Bartlett to discuss the plans for landscaping around the Transportation Center and along Marsh Street. A natural barrier of evergreens and shrubs would help alleviate the unfortunate appearance of the Center. We encourage you to make calls in support of adequate landscaping.

GARBAGE SHREDDING FACILITY

Our Councilman, Jack Crowley, commented that Mr. Maher had not sent a formal letter of application to present his plan for the Garbage Shredder Facility to the Council. The possibility of an application being made to the DEM prior to a presentation to the Council is being monitored.

Watch for a notice of the presentation of this controversial plan, and please attend any Public Hearings.

SNOW REMOVAL

Please cooperate with our Public Works Department by parking your car off the street if you have space available. The plows were out early and often in our area and made a great effort to clear the Point. Thanks, Public Works!

Liz Bermender

MEMBERSHIP NEWS

Welcome to our new members, who are
Leffy Constant Beatrice Parker
Rick Farrick Emily B. Seeley

As a reminder, gentle, we hope, to those who have forgotten that dues are due in October, we are marking the address labels. If you find a yellow line through the label on this copy of the GREEN LIGHT, it means you are behindhand (as of January 15). We would appreciate hearing from you, or better yet, seeing you at the Pot Luck Supper!

My apologies to anyone whose label we have mismarked. Call me at 847-8428.

Rowan Howard



Miss Jeanne Desrosiers of Farewell Street was one of 11 persons whose photographs were included in an article in the PROVIDENCE SUNDAY JOURNAL MAGAZINE on November 22. The article featured descendants of early settlers who "played a role in the development of Rhode Island". Miss Desrosiers is a descendent of Thomas Olney, one of the first settlers in the state, who, in the 1600's, was a commissioner and a town councilman in Providence.

In December, the Naval War College Library, damaged by fire in 1985, was rededicated to the memory of the late Rear Admiral Henry E. Eccles. Mrs. Eccles and her son, Frank McLeod Eccles, were present at the rededication which included presentation of a new portrait of the admiral, replacing one destroyed in the fire. Admiral Eccles served in the establishment of the library's logistics department of which he was the first head in the 1950's.

Both the Admiral and Mrs. Eccles were very active members of the Point Association when they lived on Washington Street. Admiral Eccles was president of the Association in the late 1960's and early '70's and Mrs. Eccles is especially remembered for her inspiration and work on quilts for the Point Street Fairs.

George Whitley IV, who lives on Elm Street, has been certified by the Water Quality Association as a Water Specialist. This Association is a non-profit international industry trade group. A special notice in the NEWPORT DAILY NEWS in November states that as technical manager for World of Water, Inc., Mr. Whitley designs, builds, and services water purification systems.

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A CAROL SING ON THE POINT

'Twas the first night of winter
that 29 of us gathered on Braman Street
to sing our way around the neighborhood.

At about half past seven we walked
down to Willow Street to meet our con-
ductor for the evening, Captain Arthur
Newell. We were invited in by the
Newells where we were joined by six
other carollers.

Arthur wasted no time in letting us
know that he disliked carol singers who
did not have a strong tempo, and after a
thunderous rendition of "Joy to the
World" we all walked out the front door
and into the cold, black night.

Our first stop was Helen Hegen-
auer's, then north to Walnut, east to
Third Street while we sang a few along
the way. We had a good sing outside the
Kent homestead on Third Street, and we
sang whilst we walked south to the
Rhumblin. We gave them "God Rest Ye
Merry Gentlemen" but all seemed too busy
eating their goose, drinking and talking,
to hear our efforts. The next stop was
the Pittshead Tavern where we delivered
a boisterous rendition of "Angels We Have
Heard on High".

Around the corner on Washington
Street, Fisher Benson appeared at the
door with a warm shawl around her and
joined us in the street as we sang "O
Come All Ye Faithful". Ilse and Alex
Nesbitt joined us at the Third and Elm
Press as we sang "Silent Night" and "O
Tannumbaum" in German.

Outside Mrs. Mabel Watson's house
we sang "Adeste Fideles" in Latin. A lit-
tle north and east along Chestnut Street,
we came to a stop at Mr. and Mrs. Robert
Elster's home on Second Street. After a
strong delivery of "Good King Wenceslas"
they kindly invited us in for some grog;
we certainly appreciated their warm wel-
come. After a toast to the Elsters, we
headed west to the Nina Lynette Home on
Washington Street.

Unfortunately the ladies had gone
to bed, but after a short wait, the front
doors opened, and we sang as we entered
the home, all of us walking up the stairs
to the landing on the second floor.

We chose "Jeannette Isabella" to
sing outside Ade Bethune's home, and
after a while a second-floor window
opened and a strong voice joined our
chorus.

We were all invited to the Sanford
Covell House afterwards by Mr. and Mrs.
Richard Cuvelier for some cider and
cookies where some continued the sing-
ing. We thank the Cuveliers kindly for
our welcome there. Although, this year's
event was put together at the last min-
ute, we all had great fun and look for-
ward to doing it again next year. If
you would like to take part next year
call me at 849-5525 and let me know.

Taff Roberts



joellyn tremain GRI

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CHRISTMAS-IN NEWPORT HOUSE TOURS

The Candlelight House Tours were held on December 26, 27 and 28. We had two days of houses on Historic Hill and one day of tours on the Point. We are very fortunate here in Newport that there are so many of the old houses still standing and it is wonderful that there are so many gracious people who will open their houses for the Christmas tour and share them with those who do not live in one of them. We who work on the House Tours are very grateful for their generosity in giving of their time and homes for the Tour. Many people have told me that this is the best part of their Christmas; to come to Newport and to visit our older homes.

Dede Elster

POINTERS WIN DOORWAYS CONTEST

Five of the eight awards in the December Christmas-in-Newport Doorways Contest were won by Point residences. First prize for residence decorations was awarded to Mr. and Mrs. Richard Culkins of 15 Walnut Street. Other recognitions of Point doorways were given to 8 Bridge Street, 11 Third Street, 36 Walnut Street and 1 Elm Street. The Rhumb Line restaurant on Bridge Street was awarded first place in the commercial category.

Co-chairpersons of the judging committee were Mary Rommel, our Point Association Beautification chairperson, and Marjorie Scalzi. They represented the sponsors of the contest, the Portsmouth Garden Club, the Seaside Garden Club, and the Naval Officers Wives Garden Club.

Congratulations to all the winners.

CHILDRENS STORIES AT ST. JOHN'S

An unusually fine performance was provided by narrator, Robert J. Lurtsema, accompanied by Sandra Schuldmann (piano) and Harry Clark (cello) on Wednesday, December 23rd. The Story of Babar the Elephant, and selections from Alice in Wonderland were featured.

HOLLY TEA

The Holly Tea was held on December 27 at St. Paul's Church Hall. The tea was well attended but mostly by visitors to Newport. We really missed not seeing more Pointers and do hope you will come next year.

The success of the tea was due to the hard work of our many volunteers who either worked in the kitchen or served in the Tea Room. All the delicious food that was served was baked by our Point Association members.

We had Newport paintings and prints on the walls, candles glowing on the small tables with tea and coffee served by our gracious hostesses in colonial costume. A wonderful assortment of tea cakes were arrayed on a long candle-lit table and a uniformed member of the Newport Artillery Company greeted guests.

Bill Fullerton wove his magic spell of piano music over the entire afternoon. Without Sarah Gilson's truck to transport the card tables and George Gordon, Phillip Coughlin and Bob Elster to pick them up and return them, as well as set up the long tables, we would have been lost.

Our workers were Eleanor Weaver, Eileen Peterson, Brenda Gordon, Posie Hall, Anne Reynolds, Susanne Reynolds, Virginia Wood, Kay O'Brien, Tony Lush, Nancy Lush, Angela Vars, Joseph Vars, and Leslie Faria. Our bakers were Virginia Covell, Virginia Wood, Rose Favier, Nancy Lush, Susanne Reynolds, Edith Groux, Jane Walsh, Pam Stanek, Anne Reynolds, Posy Hall, and Dede Elster.

If I have missed the name of anyone who helped, please excuse me, but do know your contribution was much appreciated. Without all your help we could not have had the Holly Tea. I do hope next year we may see more of our Point Association members at the Tea.

Dede Elster

HISTORICAL DISCOVERY IN OUR HARBOR

If you live on the Point you often walk or drive along Washington Street so that you can look directly out the Harbor. You can see the Narrows between Castle Hill and HorseHead, and how the Bay then swells into a roomy sheltered basin. In the mid-section sits Rose Island, a natural guard post; to its southeast is Goat Island, offering protection to the city of Newport; finally there is Battery Park to its east.

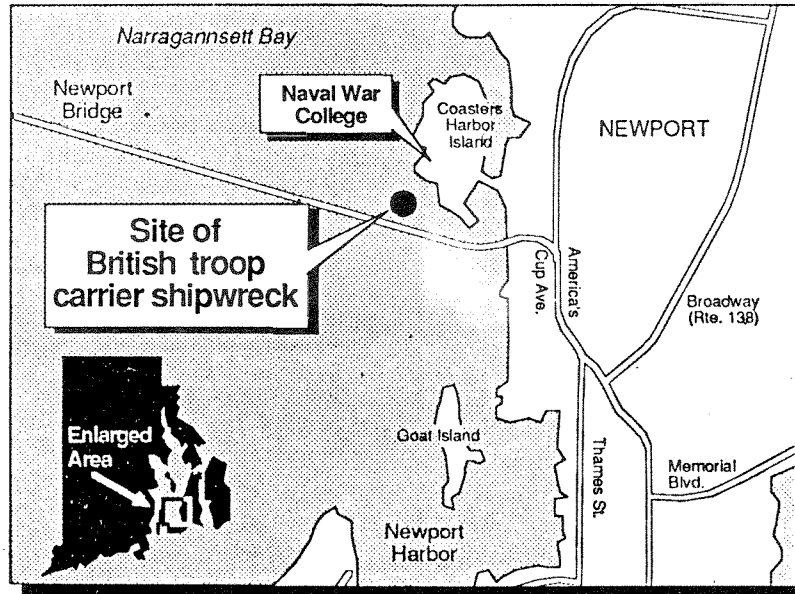
In December of 1776 the British Fleet sailed into Narragansett Bay and, without firing a shot, took possession. What a turnabout this was. They built batteries on Rose Island and Battery Park, strengthening the fortifications on Goat Island. Many warships were anchored in the Bay, with guns aimed out the Harbor mouth. The British intention was to control all shipping from New York to Boston, cancelling out Narragansett Bay completely.

Although the British ships were frigates and not large, they were a well disciplined fleet, showing their British superiority. The officers were expected to write accurate reports on all activities which took place, and these records were sent back to England, where they still exist and can be seen by anyone.* They tell us how many ships there were, their positions, and who were the captains.

At this time Rhode Island had an effective fleet, perhaps not as highly organized as the British, but not behind at all in seamanship. The Rhode Islanders who crewed these ships had sailed in these waters from their beginnings; not just as fishermen but as captains of merchant ships, and privateers who crossed the Atlantic. Yet they were locked up in Narragansett Bay, unable to move or carry on any commerce. Colonial Newport never recovered from this blockade.

In 1778 the Colonies signed a treaty with the French, and the situation began to change. In August of that year the French in their great ships-of-the-line sailed past the Harbor mouth and went

up the Seaconnet River. Their plan was to go around the north end of Aquidneck Island and attack the British from a northerly position. The small number of British ships in the Seaconnet were given orders to beach and burn their ships, so they could not be used by the enemy.



—Journal-Bulletin Graphic

In the meantime in the east passage the British fleet realized that now the French could bombard Newport, oust the British and be in control of the Bay. Their defense was to sink a line of their ships along the city's westerly shore, which would present a serious obstacle to the invaders. The masts of these ships, which lay in 20-30 feet of water, would stick up above the water, appearing to be a great force.


What happened next was the Battle of Rhode Island, which most of you well know. General Sullivan finally moved from Tiverton, General Howe sailed up from New York with the British fleet to find that the French were waiting for him. A definitive battle was expected. But a terrible storm arose, scattering everyone, and no battle took place.

So why is this retelling of Newport history important right now? Last summer, while laying a new cable between Newport and Jamestown, the Newport Electric Corporation picked up during their sonar survey a long horizontal object. Robert Cembrola, an underwater archeologist and Executive Director of the Marine Museum in Fall River, was called on to make a preliminary investigation. He found the remains of an 18th-century British troop ship in rather poor shape lying upon the bottom of the Bay. Not a glamorous trader, full of gold objects, coins, and jewels; just a ship built and used for purposes of war. She is nevertheless a great find, opening up many avenues of discovery. Is she one of of this line of ships sunk by the British fleet along the west shore as detailed above? How many more lie in the deep mud somewhere between Coaster's Harbor Island and Goat Island?

As a result of the find, Paul Anderson, Rhode Island State Archeologist, proposes an historical district in Newport Harbor, to be protected and skillfully explored. Under the Historical Preservation Commission, a group of sports divers and archeologists is being formed which will undertake a survey of this area in the spring. With the backlog of reports sent back to England by the ship captains, information and confirmation can be found.

Esther Fisher Benson

*See Newport History, Vol. 59, part 1. Article by Charlotte Johnson on "A New Perspective on Rose Island, Its Fortifications and Defenses."



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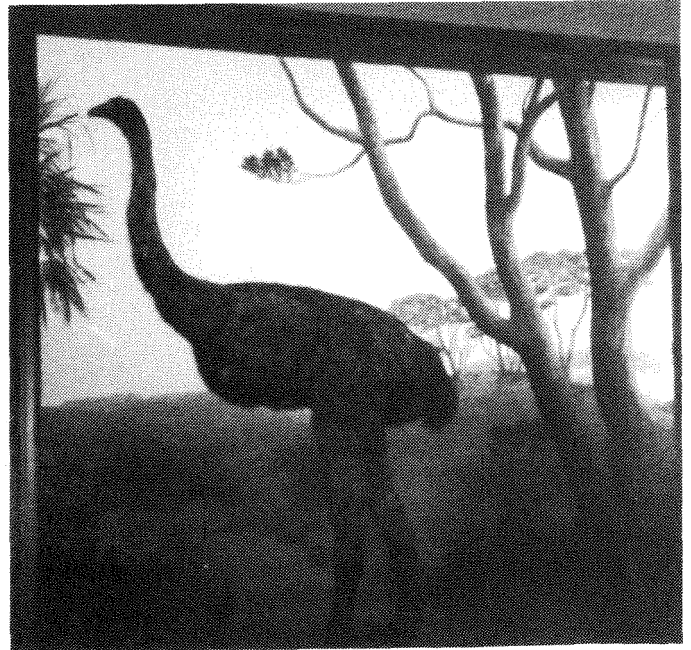
JUNKET TO NEW ZEALAND

The second question returning travelers are usually asked is, "How was the weather?" It is to New Zealand's credit that we invariably reply, "Fine!" Because that is the way we remember it - as a beautiful, green shining country.

The fact is, our second night in Auckland we were drenched, and the wind howled all night long. All the next day we drove south through heavy showers with brief periods of pale sun. What was touted as the most beautiful scenic area of fjordland was shrouded in mist as we drove through, and the drama of the Canterbury Plain was considerably diminished because of the lowering clouds and rain. It didn't matter. When we really needed sun we had it. The day was sparkling when we flew up to Mt. Cook and then flew further up in a little ski plane to land on the glacier. Milford Sound, on the other side of those misty mountains, was dazzling. And the beautiful, warm, sweetly scented botanic gardens of Auckland, Christchurch, and Invercargill could not have been more brilliant.

Our trip, taken in company with nine other people and our leader, Des Whitchurch, covered the area from Auckland on the North Island to Invercargill on the southern tip of the South Island. Our experiences ranged from a hair-raising ride in a jet boat on the Shotover River to a silent gliding through the caves of Waitomo to marvel at millions of little glowworm lights. The serene "Englishness" of Christchurch contrasted mightily with the awesome avalanche country of the "Southern Alps" and the winds of the Roaring Forties. But everywhere we went the people met us with good humor and great hospitality.

One of our special stops was at a school at Five Rivers, a sheepfarming community. Thirty-three children in grades kindergarden through sixth are taught by a principal and one teacher. We were each assigned three children as guides - my smallest was named Paul, the middle was a girl, Treana, and the eldest a boy whose name I could not catch. It sounded like



MUSEUM MODEL OF EXTINCT MOA BIRD

"Gulayen". I finally asked him to spell it for me. So simple. G L E N.

Our young guides led us through the two-room school building, showed us their work and their little library, and demonstrated how they use the outdoor climbing equipment. Then they brought us to the big community hall, where the mothers had laid out a delectable feast. We "paid" for the latter by each telling the children something of interest, hopefully, about our own town, or country, or travel, or whatever. In turn, the children sang to us. It was one more demonstration of the friendliness of the New Zealanders. The children were totally at ease, articulate, and determined to make our stay a pleasant one. The mothers were equally gracious, and awfully good cooks!

Part of the welcoming warmth we felt was due, I'm sure, to the affection our leader had for the people at the school. He is also a New Zealander and has been leading groups through his country for 17 years. It was obvious wherever we went that Des is everybody's favorite.

Another interesting stop was at the Hanna's dairy farm. Mr. Hanna and his sons built their house, a long ranch with a living room large enough for 50 or more people. The house also contains a squash court and billiard room. Outside there is a tennis court and swimming pool. And on the hills all around are cows. Mr. Hanna and his wife work closely with their church and help rehabilitate young boys who have been in trouble. Their house serves as a sort of community center for young people. On the Sunday we were there about half a dozen drifted in after church to join in with whatever was going on. We were all wonderfully well fed, and after lunch were taken out to see some cows milked in their herringbone milking parlor, and the calves rounded up to be fed at their special milk dispenser.

We learned a lot about cows that day, but we learned even more about sheep later on. At the Agradome in Rotorua the sheep put on a "show". A representative of each of the 19 breeds is described in turn as it mounts the raised platforms. When the stage is full, two sheep dogs run up on their backs and all pose for pictures. Then a huge man takes a small sheep and demonstrates shearing. The sheep didn't seem to mind, but it looked like a most uneven contest. Another day, at the Walter Peak Sheep Station, we watched a small man shear a huge sheep and we all felt better.

We also learned about the two kinds of sheep dogs - the ones who use their voices and the ones who stare the sheep down. As the dogs worked, there seemed to be an almost uncanny relationship between master, dog, and sheep. And of course, everywhere we went we saw sheep grazing picturesquely - thousands and thousands and thousands of them.

Our last stop in New Zealand was Christchurch, which is also the last stop for expeditions setting out for Antarctica, and the museum there devotes a large space to articles associated with Antarctic explorations, everything from sleds to diaries. What extraordinary courage those men had! The museum also contains many remembrances of colonial days, - a stage-coach, clothing, mining equipment, furnishings, etc. An interesting display of what was mostly brought from home, and how the settlers adapted to this unspoiled land. High-rise buildings are now going up in the center of the city, but we noted with pleasure that the city is still people-oriented - the trams have hooks on the front from which mothers can hang their baby carriages (empty, of course), and no one over the age of 15 is allowed to fish for trout in the meandering Avon River.

Would we like to go back? You betcha!

Rowan & John Howard



NEW ZEALAND MOUNTAINS - MILFORD SOUND

THE U.S.S. RICHMOND

The handsome ship on our cover this month was a familiar sight in Newport's harbor during the late 1880's and early 1890's. She was the flagship of Admiral Stephen B. Luce and, as such, took part in the war game engineered by Admiral Luce in 1887. A lively account of this joint battle (using both the Army and the Navy) appears in the Fall 1987 Bulletin of the Newport Historical Society. Admiral John R. Wadleigh is the author; it is indeed worth reading. The point of the war game was to "force" an entry into Narragansett Bay by the Navy fleet -- past the guns of Fort Adams -- and land a force of men on Coddington Point. According to a reporter from HARPER'S WEEKLY, who was covering the event from the Richmond, "There came a big bang from the Richmond...Small as it looked from afar, it opened the fight and awakened into a hoarse grumble the half-cleared larnyx and long-muzzled jaws of the shore great guns. From this time forward there was noise and smoke everywhere. How the Richmond raved and roared as she shot past the fort."

Although this was only a game, it wasn't many years before, that the Richmond was roaring in earnest. She had a distinguished career in the service of the Union. Launched in 1860, she served only a brief period in the Mediterranean before she was readied for action in the Civil War. Early in the conflict, she was assigned duty in the Gulf Blockading Squadron at the mouth of the Mississippi River; she was attacked several times by Confederate ships, and in 1862 had to have repairs in the New York Navy Yard. Returning to the Gulf Blockading Squadron, she arrived just as Admiral Farragut was preparing to take New Orleans. There followed a prolonged battle in which the Richmond was hit 17 times and narrowly missed being consumed by a fire raft sent down river by the Confederates. She succeeded in landing her detachment of Marines at New Orleans, and these held the city until General Butler's contingent arrived.

The Richmond then went up the river where she joined Admiral Farragut in the battle just above Vicksburg. Later, in passing the Confederate fortifications at Port Hudson, Admiral Farragut's fleet and the Richmond received heavy bombardment. The Richmond was struck by a 42-lb. shell which ruptured her seams and filled her engine room with live steam. Her executive officer, Commander Andrew Cummings, was mortally wounded. In spite of her damaged condition, the Richmond continued her duties until Vicksburg surrendered, July 4, 1863. Then she went again to the New York Navy Yard for much-needed repairs.

She was back in service when Admiral Farragut mounted his assault on Mobile Bay. It was here -- when the Richmond and several companion ships went full-speed astern to avoid some torpedoes -- that Admiral Farragut uttered his famous words: "Damn the torpedoes...Full speed ahead."

The Richmond continued to patrol Mobile Bay. One time, one of the Confederate ships, the Webb, tried to steal past her in an attempt to reach the open sea; she was trapped by the Richmond and later destroyed.

In 1866, the Richmond was decommissioned; but, fitted out with a new set of engines, she was recommissioned and saw service in the Mediterranean, the Caribbean, and various parts of South America. In the late 1870's, she was the flagship of Rear Admiral Thomas Patterson at Yokohama, and cruised among the ports of Japan, China, and the Phillipines.

After further repairs, she arrived in Newport, R.I. where she served as a training ship until 1893; it was during this assignment that she took part in the war game as Admiral Luce's flagship. In June of 1919 she was struck from the Navy list and broken up four months later.

Virginia Covell

NATURAL REPRODUCTION IN LOCAL HOLLIES

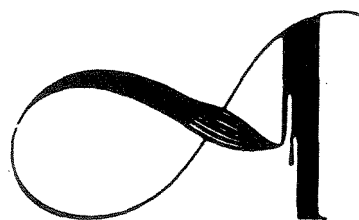


It is gratifying to note every now and then that a tiny holly seedling is pushing its way upwards through the soil. This has happened several times in my own yard and in others which suggests that our local hollies will stay with us if given a reasonable chance.

Of course it is well known that the American holly requires a male and a female tree and reproduction takes place by means of fertilized berries borne on the female tree. Practically all natural reproduction takes place by berries sown by wild birds or squirrels, although cuttings may be used under nursery conditions.

If you see a young seedling this spring which may arise in an inconvenient place, it should be carefully transferred to a pot of good soil and carefully tended until large enough for permanent planting. The soil should be well mixed with leaf mold as hollies seem to do well if handled properly and appear to prosper in a shady location.

Donal O'Brien



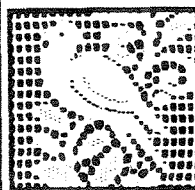
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MAKE MARCH MEMORABLE

As Newport swings into the month of March with special events against a background honoring its Irish heritage, here's something you can do. By courtesy of the replanting program being undertaken by the Irish government, you can have a tree planted in any county in the Republic in your family name. What better way to express your affection and regard for a member of your family or a friend than by planting a tree in his or her name,

As you read in the December GREEN LIGHT, a group of Newporters led by Mayor and Mrs. Kirby traveled to Newport, County Mayo, Ireland in October to participate in a reforestation project there with money raised in Newport, R.I. This

young forest will serve as a living memorial to our ancestors who crossed the ocean and worked long, hard years to raise and educate their families. This will be a constructive step in the economic future of the Irish Republic by the development of a very valuable natural resource for the Irish forests suffered greatly during the centuries of landlordism and foreign exploitation, and here's a chance to bring them back.

If you would like your tree or trees to be planted with other trees from Newport, R.I. in County Mayo, you can send your donation to : Trees for Ireland, P. O. Box 835, Newport, R.I. 02840. A tax-deductible donation of \$10 buys one tree or \$50 will buy six.

Donal O'Brien



Here's the spot in the Letterkeen Forest where the Newport trees are to be planted. The area features one of the best preserved ring forts remaining in Ireland built about 3000 B. C.

SOME ABLE YANKEE LADIES

In the summer of 1856 (which is winter in southern latitudes) the 1800-ton American clipper ship "Neptune's Car" was working through the Straits of Le Maire, which is between Staten Island, Argentina, and mainland South America, bound on a westward passage of Cape Horn towards San Francisco. Master of the vessel was Capt. Patten and with him was his wife, Mary Ann Patten, who was barely 20 years of age and pregnant.

Capt. Patten was struck down with illness and incapable of command. The first mate was in irons for drunkenness and insubordination, and the second mate knew nothing of navigation. Mrs. Patten, who had studied navigation, had no choice but to take command of the big clipper. It is easy to understand what a responsibility she faced. She had to nurse her dying husband with no medical help, and at the same time she had to sail a big clipper ship through the savage storms and seas of a Cape Horn winter. With great cooperation from the crew, she sailed "Neptune's Car" for 50 days and made the Golden Gate on November 15, 1856. Four months later her son was born and four months after that Capt. Patten died.

Another outstanding lady of the sea was Mrs. Josiah Creesy whose husband was Capt. Creesy of the famous clipper "Flying Cloud". She was an accomplished navigator who sailed on "Flying Cloud", and her skill played a very large part in the record-breaking passages of that great vessel.

"Flying Cloud" belonged to the firm of Moses Grinnell and Minturn of New York. An interesting note is that the late Mrs. Grinnell, who lived on Old Beach Road in Newport for many years, spoke to this writer several times about this magnificent ship.

Donal O'Brien



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Part of that cheer is the bread baked in their own kitchens by Irish cooks with their own grain and butter-milk. Baking bread is a daily ritual in most Irish homes.

What a lucky little girl my sister Emily was in 1910. She frequently shared that ritual with an Irish family and it is one of her cherished memories.

Mr. and Mrs. Cleary lived in the old barn in an apartment at the corner of Pine and Second Streets. One can still see the front door and some diamond-shaped windows. Mr. Cleary was the coachman for the Cunningham family who lived in the house that eventually became Stella Maris. Mrs. Cleary made soda bread daily and often invited Emily to share it. Another guest was Eunice McDonald, who lived in the Barker house on the corner of Poplar and Second.

Emily thinks this recipe resembles Mrs. Cleary's as she often helped make the bread.

Irish Soda Bread

2 cups flour	3/4 TSP. salt
1 1/2 TSP. baking powder	1 cup buttermilk
1/4 TSP. baking soda	

Mix dry ingredients. Add buttermilk and stir to make a soft dough. Turn out onto a lightly floured board and knead 8 to 10 times. Shape into a round loaf about 8" in diameter. Put in a greased round pan or cookie sheet. With a sharp knife, cut a cross on top.

Bake 350° for 40 minutes. Cool on side before cutting. For a soft crust wrap loaf in a tea towel and stand on side to cool.

Boxty

Boxty is the traditional dish eaten on Shrove Tuesday. You may have your Boxty baked on the griddle or fried in the pan but whatever method you choose, you must never forget to stir into the mixture that all important ring wrapped in paper which foretells an early marriage for the lucky finder.

This recipe came from Grannie Doyle of Lennox Street, Dublin who said: "Now I'll tell you how our Boxty bread was baked. My mother took a couple of grated raw potatoes, a skillet of hot mashed potatoes, 3 or 4 handfuls of flour with a bit of butter rubbed in and a generous grain of salt - all mixed well and rolled on a board, cut in squares, and baked on a well greased griddle to the tune of the children singing:

"Three pans of Boxty baking all day, what is Boxty without a cup of tay?"

Modern Boxty

1 cup each of grated raw potatoes, all purpose flour and mashed potatoes.
2 TSP. each of baking powder and salt
2 eggs
Milk to mix (about 1/4 cup).

Squeeze grated potatoes in a cloth to remove as much moisture as possible. Sift flour with baking powder and salt. Beat eggs in bowl. Mix well all potatoes and dry ingredients together and add to beaten eggs. Add sufficient milk to make a dropping batter. Drop by tablespoonfuls onto a hot greased griddle and cook over moderate heat about 4 minutes on each side. Serve hot and well buttered, with or without sugar. Makes 4 to 6 servings.





This recipe for Irish Bread is delicious as a coffee cake, tea cake or anytime cake. Try it - you'll like it.

Irish Bread

3 cups flour	2 eggs
2 TSP. baking powder	1 cup buttermilk
$\frac{1}{2}$ TSP. baking soda	or sour milk
1 TSP. salt	2 cups raisins
2 cups sugar	1 TSP. caraway
4 TBS. shortening	seeds (optional)
(Crisco or maragrine)	

1. Put raisins in small amount of water or whiskey, bring to a boil, drain and put aside to cool.
2. Sift together on waxed paper or small bowl, flour, baking powder, baking soda and salt.
3. Cream shortening and sugar.
4. Add 2 eggs and beat until well mixed.
5. Add flour and milk alternately on low speed until mixed.
6. Fold in raisins.

Bake in 3 well greased and floured No. 2 cans or 2 well greased and floured $8\frac{1}{2}$ "x $4\frac{1}{2}$ "x $2\frac{1}{2}$ " pans.

Bake 350° for 50-60 minutes. Cool 10-15 minutes before removing from pans.

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Irish Coffee

Whiskey may not be the oldest alcoholic beverage, but in America it is very popular. It was the Irish around 550 AD who were the first to be skilled in the art of distillation. The product was called inisgebeatha or usquebaug which is translated to water of life, Aqua Vitae in Latin and whiskey in England.

The following recipe for Irish Coffee is a far cry from the original one but it is Oh! so delicious! It has won the Irish Coffee Award for three years out of five for the Brick Alley Pub and the owners are graciously sharing it with us.

Dip the rim of a tall glass in Gran-marnier, then in sugar.

Put a flame to glass to crystallize the sugar.

Put $1\frac{1}{4}$ oz. of Jameson Irish Whiskey in the glass and fill glass to within $\frac{1}{2}$ " of top with strong, hot coffee. Top with whipped cream.

Put a splash of Bailey's Irish Cream liqueur over cream.

Garnish with Ghiardelli chocolate and serve with a barquello wafer.

Have a Happy St. Patrick's Day!

Sarah Plumb



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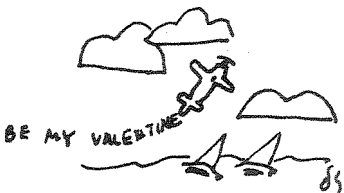
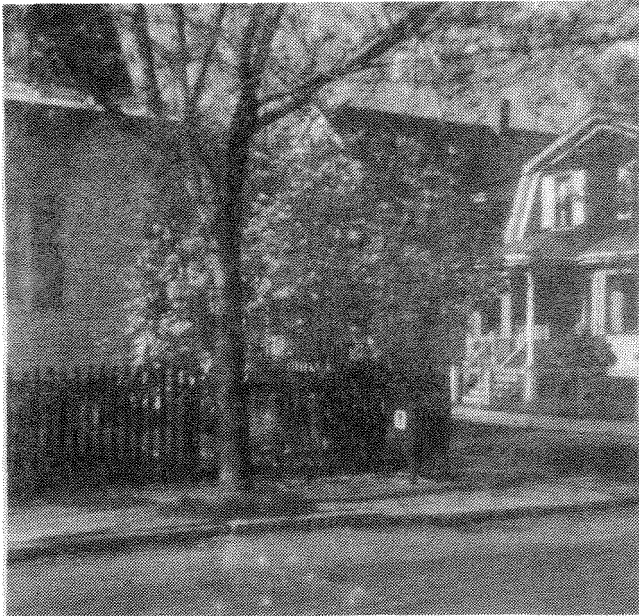
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GOOD NEIGHBORS

As winter gardeners pour over seed catalogues and have visions of what they want their yards to look like when the weather warms, let's think about our trees. From an environmental viewpoint we know that trees serve us well, taking in carbon dioxide and giving off life-sustaining oxygen. Trees moderate our temperatures, making us cooler in summer and warmer in winter. They help retain the water in our soil and reduce evaporation, and their leaves improve our soil.

Looking out on a snowy day or night we are awed by the artistry of the snow outlining the lacy and intertwining branches. We are thrilled in spring to see the buds swell and the tiny leaves unfurl, a wonder of nature. In summer we glory in the beauty of the trees and the welcome shade. Even though we may grumble a bit as we rake in the fall, we still think of childhood delights of tumbling in leaves.



As we walk through the Point, we are conscious of our cross streets bearing names of trees and see the trees in place along our sidewalks and parks planted by the Point Association. We cringe as we feel our trees battered by high winds and feel a sense of outrage when we see any of them vandalized or their roots damaged by excavations.

And as our landscape changes, we wait to see what kind of a barrier will be planted between the Gateway and the Point. We wait to see who will win at Stella Maris, the stately trees or the backhoes heralding condos. Newport does not have a meaningful tree ordinance. Maybe we can do something. Let's not forget our friends - of all seasons.

Kay O'Brien



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HOW IT WORKS

As you sit reading the GREEN LIGHT, maybe you wonder how this article was dreamed up, or why don't they talk about what you'd like to hear. Well, this is the way it works.

About five or six weeks before the current issue reaches your house, our editor, Virginia Covell, gets the staff together for a planning meeting. Of course we have a hard time sticking to business over coffee and refreshments and lots of chit-chat, ideas, and comments. Then we start with;so-and-so is going to write an article about this, why don't YOU try to find out about that, or wouldn't it be a good idea if someone looked up this or enlarged on that.

So it goes until we have a group of possible articles and authors. Then we gather up the Point Association items, plan the pictures, and set the deadlines. After the typing is done, we have our layout meeting with the proof-reading, cutting and pasting, and insertion of ads. This takes up most of a day towards the end of the month. We all heave a sigh of relief when we fit the pieces together without too many gaps or extras. Our real secret weapon is our typist who stays with us for this day and corrects our mistakes. Then off to the printer who says we're getting better which makes him look better.

It really is fun for a bunch of history buffs, but we are always ready for reader input. What do you want to see? Won't you contribute ideas or writing or pictures? We're all in this together for the past-present-and-future of the Point.

Kay O'Brien



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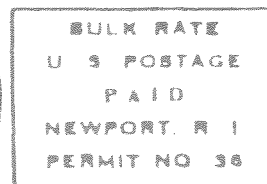
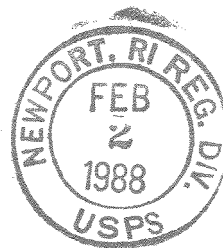
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