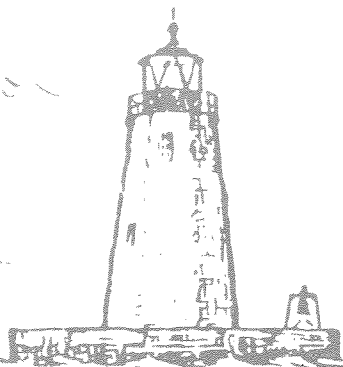


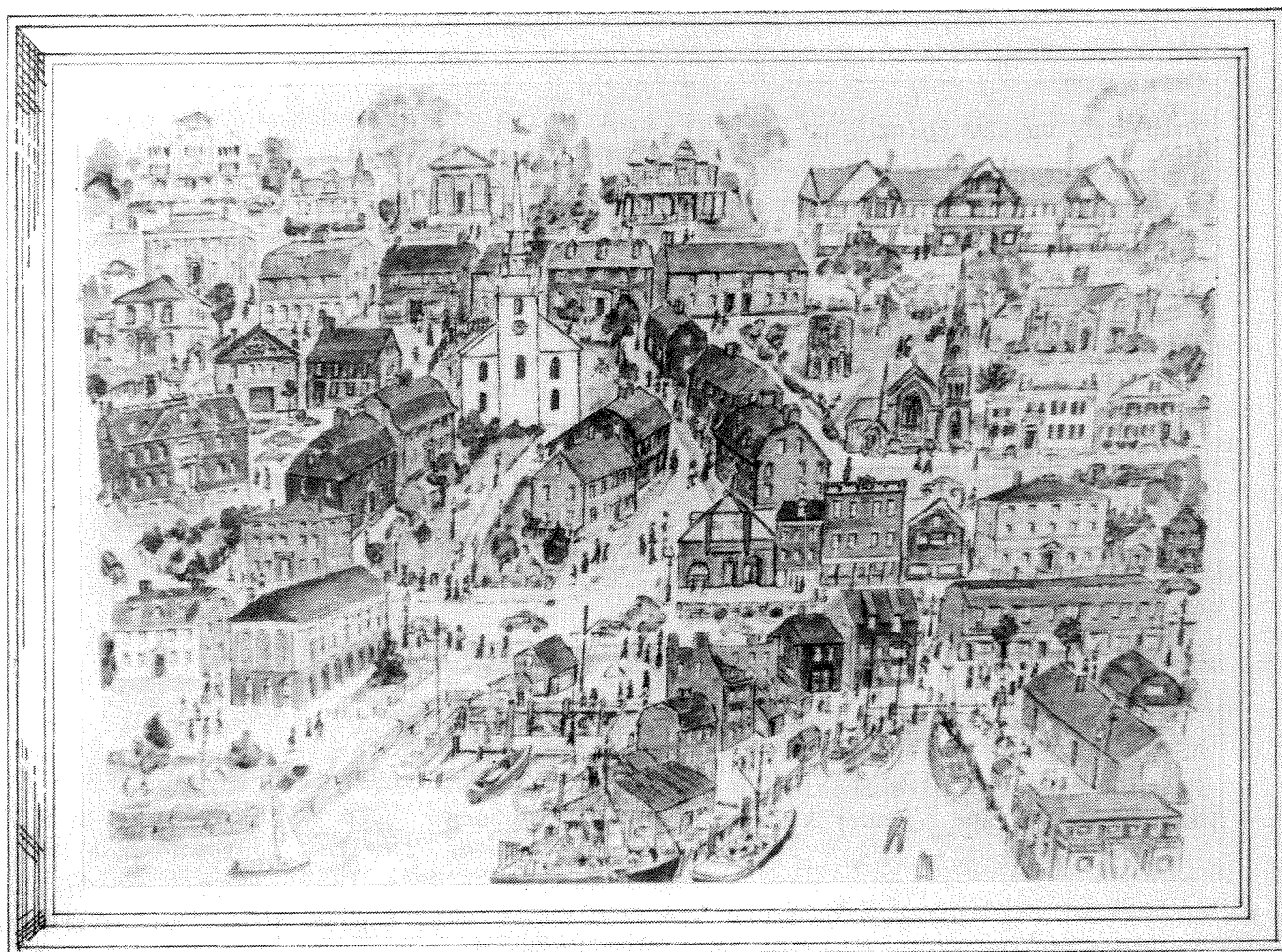
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The GREEN LIGHT



BULLETIN OF THE POINT ASSOCIATION
OF NEWPORT, RHODE ISLAND

JUNE 1988





The GREEN LIGHT

JUNE 1988

Vol. XXXIII - No. 3

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COVER PHOTO: Ilse Nesbitt's

Newport painting to be given away
at the Point Fair.

Picture credits: Edie Bradley,
Robert Covell and Spencer Valmy

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CALENDAR

Saturday, June 4 -- Secret Garden Tour

Thursday, June 30 -- Picnic -- 6 p.m.
Home of Mrs. J.H. Benson, 62 Washing-
ton Street.

Saturday, August 20 -- "Day on the Point
Fair"

PRESIDENT'S MESSAGE

This summer will see some of the more far-reaching changes on The Point since the days when Long Wharf was filled in and Marsh Street was a marsh. I am writing, of course, about the new Gateway Center, with its very large, very dominating hotel; the new Visitors Center; and the very odd-looking arrangement for the bus shelter.

We are girding our loins, so to speak. The sticker parking ordinance has been passed, and Mary Lynn Rooke can now go about her business of getting sticker parking for those streets on The Point where the residents want it. Our City Council passed the ordinance designating The Point as an area eligible for sticker parking by a vote of 6-1, and we are most appreciative of the support we have received. It is our earnest hope that this program will help alleviate the parking problem for those streets closest to the Gateway, and the peripheral streets which are bound to be affected, given the inadequate space for cars at the new parking garage.

We must also express our thanks to the City Council for their overwhelming response and great support in voting 6-1 against the concept of the Circulator Road. This is the result of a great deal of dedication on the part of the Traffic Committee and its chairperson, Ade Bethune. We hope that improved signage and intersections, and some serious study of satellite parking during the summer months, will help to solve some of our more pressing traffic problems.

We look forward to seeing as many members as possible at the Point Picnic on June 30th. Better plan to walk!



Penda K. Gordon

PARKING COMMITTEE UPDATE

The Point has received approval by the City Council for sticker parking! Now that we are a residential parking district, each street must be approved.

The Council may designate a street as a residential parking street after receiving a petition signed by at least 25% of the residents abutting a specific street. Many of you have already signed these petitions which are now at City Hall awaiting approval from the City Engineer's Office and the Council!

The process has been tedious. However, the committee has never complained! I would like to take this opportunity to thank the following individuals...Jon Bayer, John Cochran, Lois Dickison, Toni Peters and Ned Sherman. A special thanks must also be extended to the individuals who helped with the petitions.

Let's hope all goes smoothly with the rest of the bureaucratic structure and we see signs erected soon! The residential sticker parking program is in effect May 1 through October 1 from 6 p.m. to 6 a.m. of the following day, daily. Please note how simple it is to obtain your stickers.

1. A two-year sticker may be purchased at the Collection Office, City Hall, Monday through Friday, 8:30 a.m. to 4:45 p.m.
2. The fee is \$1.00. The sticker is valid for two hours of FREE parking in the Mary Street parking lot and the Long Wharf lot at the Gateway. It also allows you to park on all designated streets throughout the city.
3. Complete the application and submit proof of residency with a valid motor vehicle registration.

You may want to purchase your parking stickers now, since the program is already in effect in other areas of the city.

Thanks again to all who have worked to provide this program to the Point.

Mary Lynn Rooke
Chairperson, Sticker
Parking Committee

Welcome to our new members:

Mary Blake
Jane Bunn
Dr. Arnold Frucht
Mr. and Mrs. Frederick D. King
Mrs. Letty Quarry
Crawford and Bob Small
Mr. and Mrs. Joseph Stenholm

A change of seasons is upon us -- finally! So may we remind you once again that if you have a summer address different from your winter address, and you wish to receive all your Green Lights, please let us have the new address and the pertinent dates. The Postal Service will not forward the Green Light. All undeliverable issues are returned to us at the cost of 45¢ each.

Hope to see you at the picnic Thursday June 30th. Come and bring a new (or old) neighbor!

Rowan Howard

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THE CLEAN-UP COMMITTEE

This committee has unfortunately been shelved all winter, due to its chairman going to California for the winter, and to E.F. Benson being laid up with that bad hip.

Now we are ready to start up again, and ask the Association for help. We need ideas and ways to carry them out. All of us living on the beautiful Point are well aware of a serious litter problem. Please call Phil Burnett at 847-0925, if you can give us some time. Our small but enthusiastic group will welcome you.

E. F. Benson
Jane Valmy

CIRCULATOR ROAD

On 12 May, the City Council voted 6-1 to inform State officials that Newport does not want the proposed Circulator Road but wants to investigate other options to improve traffic flow into the city. Dave Roderick was the one dissenting vote, saying that the Council is sending the wrong message to state officials. Ronald Dick, in his resolution to end the Circulator Road debate, stated that he does not want to have a confrontational attitude with the Department of Transportation and that several other options to traffic problems are being studied.

This is quoted from a Daily News Letter to the Editor written by M. Lahr which was quoted from OUT, the Vermont Secession Book by Frank Bryan and Bill Mares, paraphrased.

Build the Circulator Road "which will bring more traffic, so that more stores will be piled in, so that more connectors will be constructed, so that more high-rises will rise higher, so that more legitimate excuses for driving the poor into trailer parks outside the city can be had, so that the poor can then use the connectors to drive into clean the rooms and feed the tummies of the wealthy, so that more connectors will be needed, and the present connectors can be widened and more cement can be poured and more sewage treated and more policemen hired to patrol the vast concrete deserts that the connectors surround and isolate."

Perhaps secession would be a good idea for the Point. Wouldn't we be a nice village!

ROSE ISLAND

As presented at the workshop on May 9th, in order to make their development profitable, the owners of Rose Island need to build 125 condominiums and a 200 slip marina and need to know if the City wants their project before they continue with their plans.

The concern for the Point is whether their proposal for valet parking at their parking area near Newport Jai Alai will be adequate.

BUS ROUTES

Our Councilman, Jack Crowley, is concerned about the possible end of state-run public transportation in the City. Attendance at Public workshops on proposed changes to bus routes was poor. If private bus services' bids received at RIPTA's headquarters are implemented, it could mean an end to free school bus transportation for some children and higher ticket costs for other trips.

NEWPORT OFFSHORE/HARBOR POINTE

On the second of May, at a workshop on the proposed residential/marina/boatyard development on the Long Wharf site of Newport Offshore Shipyard, Ronald Dick said that Robert Derektor, a Middletown shipyard owner, told him that there was a prospective buyer interested in keeping the site as a yacht repair facility as an alternative to the Harbor Pointe project proposed by Capital Growth.

The Harbor Pointe development which includes 80 condominiums, an 80-room hotel, marina, 30,000 square feet small yacht repair facility and waterfront walkway has the approval of the Redevelopment Agency, and their recommendation to amend the redevelopment ordinance to allow this project has gone to the Council.

Several members of the Council support the continued use of the site for a marine repair facility as it is now zoned. Situated next to the State Pier, the last docking facility for local fishermen and lobstermen, it is the last piece of industrial waterfront in Newport.

Liz Bermender

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1988 POINT FAIR

Gordon weather forecast for Saturday, August 20, 1988:

The day will be one of the best days of the summer; there will be a few puffy alto-cumulus clouds to give shade from the bright sun; the temperature will top out at 81° and the wind will be 5 to 7 miles per hour from the Southwest; but most importantly of all, there will be no rain!

Saturday, August 20th is "Day on the Point Fair" day, so we are determined that it shall be a fair day! No rain again this year!

So far, about 30 exhibitors have responded to our invitation -- a very good return for this early in the season. We can expect a good turn-out.

As always, we need helpers. A number of people have already volunteered, but we can use more. We need cooks, white-elephant workers, and helpers with the children's games. If any of these jobs sound interesting, please call me at 847-5746. (Leave your number if you get my answering machine.)

Most of all, we want YOU to come to the Fair. Tell your friends too. It should be a good one!

George Gordon
Fair Chairman



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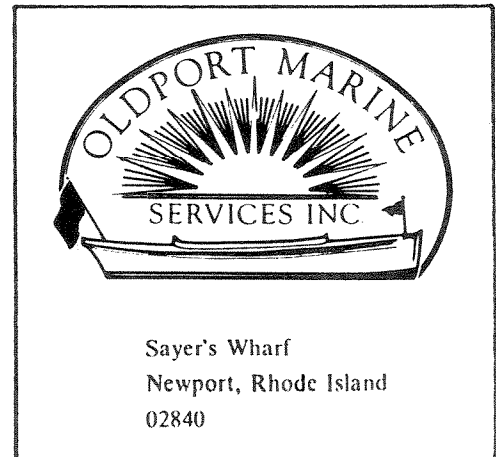
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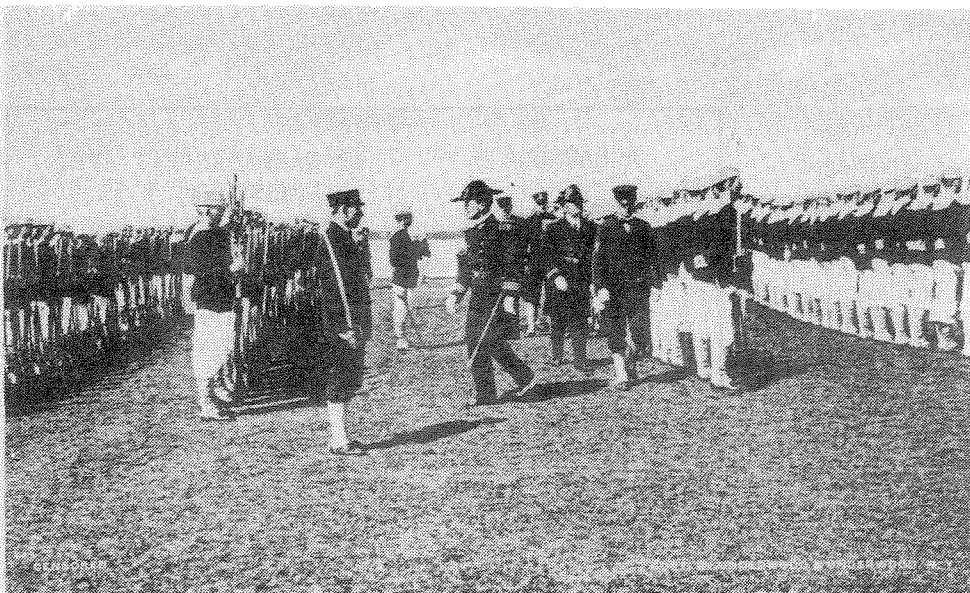
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I REMEMBER! I REMEMBER!



RECRUITS BEING INSPECTED AT NEWPORT NAVAL TRAINING STATION.

Taking the Third Street trolley to the Naval Training Station for the weekly parades.

Winifred Stanley

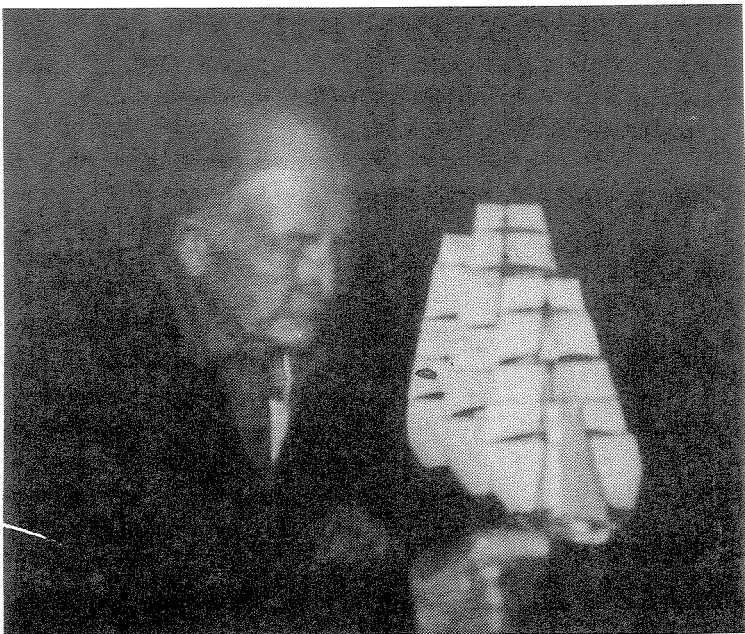
THE 1988 RAFFLE

You have already received the books of Raffle tickets and the letter describing this year's extraordinary prizes.

Those who were present at our semi-annual meeting on April 21 and saw the actual prizes were amazed at their quality and worth. It would be difficult to set a fair market price for them.

Don O'Brien won't reveal how many hundreds of hours he toiled to so meticulously hand-craft the 28" model of the CUTTY SARK. Every tiny detail is there, some so small that one is almost forced to use a magnifying glass to see them.

The ship is covered by a very fine glass display case (for which our thanks go to Arnold's Art Store, which so graciously donated it).



DONAL O'BRIEN

WORKING ON THE 28-INCH MODEL OF THE CUTTY SARK



ILSE NESBITT DISPLAYING HER NEWPORT PAINTING

Then, of course, there is Ilse Nesbitt's exquisite (that is the proper word) painting. All who have seen it agree that it is the most colorful, the most imaginative and the most desirable painting of the Newport scene they have ever seen. You recognize every building -- and still, it is so artistically uncluttered because unimportant buildings have been eliminated.

Finally, some lucky Raffle winner will be able to enjoy a DINNER FOR FOUR at the Sheraton's elegant WINDWARD ROOM. Those of us who have dined there know how valuable a prize this is -- and cocktails are included. All this thanks to the generosity of Paul Kasparson.

So, sell the book(s) of tickets you have received and then call me for more at 846-1699 for more. With this year's prizes, tickets should be easily sold.

One final word. It is important that this year's Raffle be the greatest financial success ever. To this end, we are planning to arrange for tables at a number of Newport's summer activities.

For this we will need volunteers who would be kind enough to "man" the table at one event or another and make Raffle tickets available to spectators interested in buying them. We hope a good many Pointers will volunteer so that no one person will have too long an assignment!

Please phone 846-1699 and submit your name as willing to give a few hours now and then for this important service.

Spencer Valmy
Raffle Chairman

POINTERS-IN-THE-NEWS

We have no real "feature" stories to tell for this issue, but we can share some lime-light tales of Point Association members.

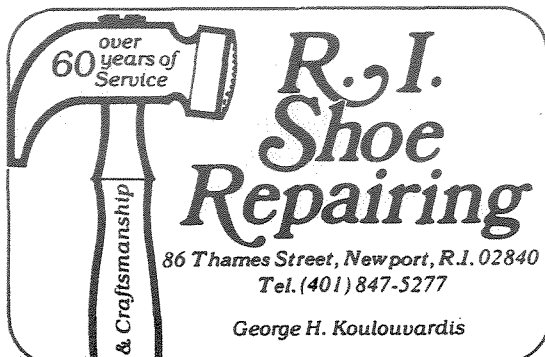
Two of the Green Light staff members were speakers in a series of lectures on Aquidneck's Historic Congregations - 350 Years of Diversity and Tolerance sponsored by the Newport Historical Society. The history of the Congregational Churches of Aquidneck was presented by Florence Archambault; her paper covered the period of 1695 to the time of World War I.

Esther Fisher Benson gave the history of the Quakers in Newport. The Society of Friends, as it was named, started in England, moving to America in the 1660's. Her talk was given in the restored Quaker Meeting House, and was followed by a tour of that building, where there are several models showing phases of its development.

SMALL MODELS SHOWING PHASES OF ITS DEVELOPMENT

Ade Bethune was the author of an article in an April issue of Newport This Week, on the proposals for the use of Stella Maris on Washington Street.

If you are a reader of Yankee Magazine, you may have been interested in an article in the April issue titled The Story of Aunt Bessie's Chest-on-Chest. Photographs showed the beauty of this piece of furniture which was made in Boston in the 18th century; it has a colorful history, involving a DeBlois family. Green Light staff members were fascinated with the account, and also with the family name, because of Betsy DeBlois, a former Point resident who helped with some issues of the Green Light, and is still an active member of the Point Association, assisting in many events.



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George H. Koulouvardis

& Craftsmanship

A call to our Betsy inquired if she had seen the article, if she knew of the chest-on-chest, and if there were any connection with her family. Her modest reply was "YES - she had seen the article; in fact, had read an early draft of it"; "YES, she knew the chest", and "YES, it has a close family connection." In fact, she was named for "Beautiful Betsy", who inherited the chest from her mother after the American Revolution. Through the years, it passed to other hands, but was purchased back by a DeBlois. Just recently it has been made available by the family to the American Museum of Decorative Arts of the Boston Museum, where it is now on display.

So, this is a story behind a feature article in a magazine, a highlight for a Pointer of today. Betsy is an engineer with the Naval Underwater Systems Center; she thinks nothing of dashing off to the Caribbean to inspect some underwater device which she has helped establish.

Kit Hammett



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BIRDS ON THE POINT

Nature never ceases to amaze me, and the Chimney Swift (*Chaetura Pelagica*) is no exception.

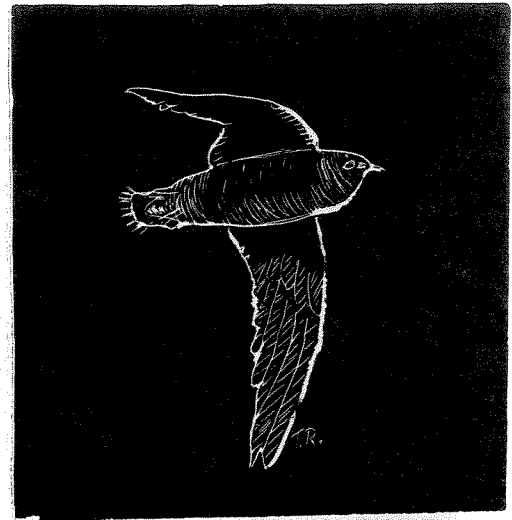
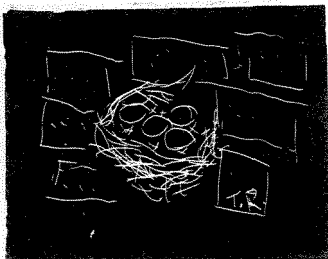
During the spring of 1979, while working high on a ladder at my Poplar Street house, I got my first close meeting with this unusual bird.

The male chimney swift is about five inches long with a wing span of about 12 inches (the female a little smaller). It looks almost like a flying cigar! These birds are crepuscular as well as diurnal and very noticeable during the twilight hours with their loud chit, chit, chit.

Chimney swifts usually turn up on the Point about April 25th after a long journey from their winter home in Central America or as far away as the rain forest in Peru.

Virtually all its outdoor life is spent on the wing in pursuit of food and nesting material. One of this bird's most fascinating abilities is to gather dead twigs for nesting by flying around trees and snapping off dead twigs with their feet, then flying off at an incredible speed. By the time they have reached the nesting site they have transferred the twigs to their beaks. Nesting sites are usually chimneys, empty dwellings, or hollow trees. Nests are half-saucer-shaped affairs of twigs stuck together with dried glutinous saliva of the bird. It is quite amazing how their nests can stick to the dry mortar and bricks of a vertical chimney wall, supporting the weight of the four white eggs and sometimes both parents. Male and female take turns during incubation.

Chimney swifts live chiefly on flying insects especially Bark Beetles (*Scolytidae*); without these insects the birds would perish.



In Edward Forbrush's book Birds of Massachusetts and New England States, he states:

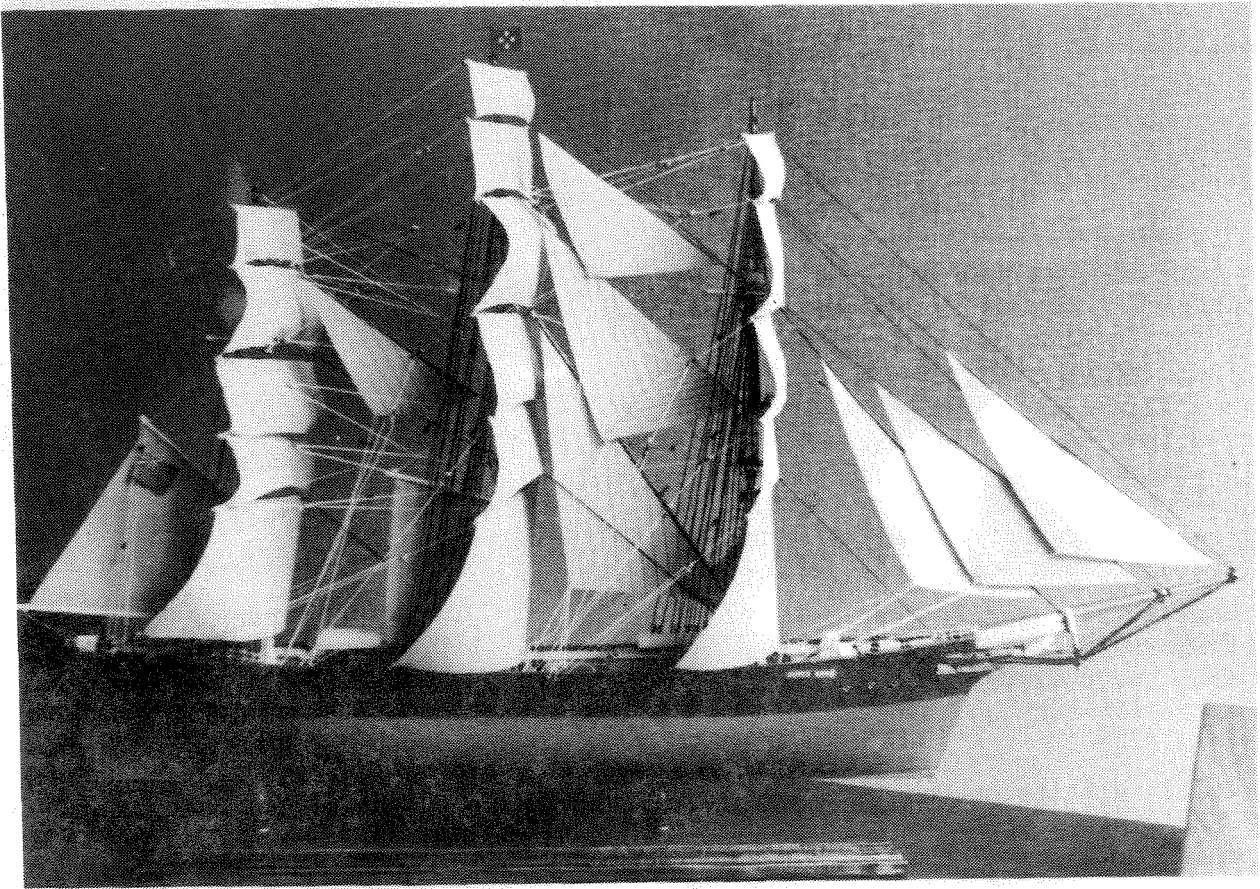
"In June 1903 southern New England was visited by an unprecedented series of rain storms and low temperatures...It rained almost daily, and temperatures often dropped below 50°. There were severe storms, and after one of these three wheelbarrow loads of dead chimney swifts were removed from the base of a great mill chimney in North Billerica, Massachusetts."

When you walk around the Point, especially in the late afternoon before sunset and hear that loudly pitched chit, chit, chit, across the sky, it's the chimney swift, a visitor that comes to enjoy our city year after year.

Taff Roberts



THE CUTTY SARK



There is little doubt that commercial sail reached its highest point of development during the so called "clipper ship era". A short span of 40 years from 1840 to 1880 covered this period, and it was ended by the rapid rise of steam propulsion. The United States originated the true clippers with such flyers as "Flying Cloud", "Sea Witch", "Sovereign of the Seas", and the British soon followed with "Cutty Sark", "Thermopylae", "Ariel", and others. Of all the beautiful and speedy true clippers only "Cutty Sark" remains.

England preserved this famous vessel at Greenwich on the Thames as a reminder of the great days of sail. She was built to the order of Captain Jock Willis, son of the Captain Willis who was known as "Old Stormy" and was immortalized in the famous sea chanty "Old Stormalong".

The ship was designed by Hercules Linton and was built partly by the firm of Linton and Scott and partly by William Denny Brothers. She is 212 feet long with a 36' beam and draws 21'. Launched at Dumbarton in November 1869, she immediately entered the China-to-London tea trade as a challenge to the great clipper "Thermopylae". However, the coming of steam and the opening of the Suez Canal drove the clippers out of the tea trade and "Cutty Sark" made only eight voyages to China. On only one of these did she race "Thermopylae" and on this trip "Cutty Sark" was disabled in the Indian Ocean while leading by 400 miles.

SEE YOU AT THE POINT PICNIC!!!!

MISTER STORMALONG

Alternative titles, Stormalong, Captain Stormalong

1. Old Storm - y he is dead an' gorn, TO ME WAY YOU STORM A - LONG! Old
 2. O f all ol' skip - pers he was best, But

Storm - - y he is dead and gorn
 now he's dead an' gone to rest, AY! AY! AY! MIST-ER STORM--A - LON

3. He slipped his cable off Cape Horn,
 Close by the place where he was born.

4. Oh, off Cape Horn where he was born,
 Our sails wuz' t_orn an' our mainmast gorn.

It was in the wool trade from Australia that "Cutty Sark" made her great record-setting times of 73 days from Sydney to the Downs and 69 days from Newcastle, New South Wales to the Lizard. Her last voyage to Australia was in 1895 after which she was sold to Portuguese registry in which she remained for 27 years. In 1922 while at Falmouth, she was purchased by Captain Wilfred Downman and restored to her original rig. Upon the death of Captain Downman in 1936, she was presented to the Thames Nautical College and in 1949 the London County Council organized a project which called for her preservation at the National Maritime Museum. "Cutty Sark" was completely restored and was opened to the public in a special dock at Greenwich in 1957.

The name "Cutty Sark" is interesting. It seems that a Scots farmer returning home

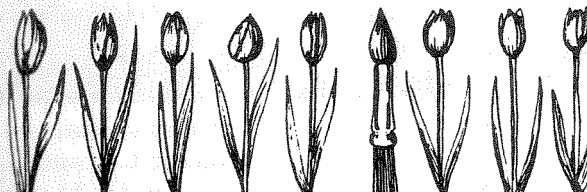
after a night at the pub had the misfortune to antagonize three witches who chased him with malice aforethought. Two were old hags who couldn't run fast, but the young witch "Nannie" was lightly clad and a fast stepper who almost caught the old boy. Robert Burns tells the story in his poem, Tam O'Shanter

"Her cutty sark, o' Paisley harn
 That while a lassie she had worn
 On longitude tho' sorely scanty
 It was her best, and she was vauntie."


The figurehead of "Cutty Sark" represents the witch "Nannie" in her cutty sark (short shift) with her left arm reaching out to grasp the tail of the farmer's horse on which he was escaping from her. Cutty Sark is also the trade name of a very fine brand of Scotch whiskey.

Donal O'Brien

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SHIPYARDS ON THE POINT

Although the Green Light printed a short article about the 19th-century Crandall shipyard in its July '67 issue, we thought a review of it might be of interest in the light of the present question of a shipyard in the neighborhood.

Some of us remember the two Miss Crandalls who lived in their ancestral home at Poplar and Second Streets. Miss Ada Crandall once told me that the house had, for an entrance, a large stoop on the Second Street side. Her father got tired of shoveling snow from the steps and had the stoop removed and a less pretentious entrance made at ground level. Surely this was an original way to avoid a recurring, unpleasant job.

The Crandalls had a history of unique problem-solving. Miss Ada's grandfather, who had no schooling to speak of, came to Newport about 1830 and founded a shipyard on the northwest corner of Washington and Elm Streets. He had taught himself, by reading and by observation, the necessary mathematics and carpentry skills to build ships. Two of his early successes were the "Erie" and the "Audley Clark". The latter vessel was later to take the Newport forty-niners to California in the quest for gold.

All was not smooth sailing for the Crandalls, however. The neighbors objected. In a letter dated April 28, 1833 from Tom Hunter to his brother Charles, we read of the dissatisfaction:

"Your friend Crandle, however, is building a house, and bids fair to be the lion of these parts. He builds ships as fast as Barlow builds boats; he has two yards and employs nearly fifty men. His enterprise is a great annoyance to us in several respects. Our ground is planked over with his lumber, our ears are bored and eardrums nigh broken by the infernal Pandemonium of Caulker and hammerers and baulers (?) and last tho not least his ugly railroad has caused the house to be run over with rats. Our residence can never be an agreeable one while this man is our neighbor...."

In spite of adverse criticism, the Crandalls, father and sons, went on to one success after another.

In an editorial from the Rhode Island Republican, May 3, 1837, we read:

"Steamboat 'Kingston' built by William H. Crandall to run between Providence and Newport. Providence papers all speak in high terms of praise in her form and give her builder W.H.C. of this town, much credit for his success in drafting and building a swift and very stiff boat -- two qualities difficult to combine"

A century later, from a Boston newspaper of the mid 1940's, we learn of further successes that reached down through several generations of Crandalls and far beyond Newport:

"....William Hazard Crandall had installed two marine railways that proved so successful in his Newport shipyard that he was retained by other shipyards to design and install marine railways for them. In 1854, during the hey-day of the clipper ships, he was engaged by a group of Boston men...to install a marine railway in East Boston to be of the unprecedented capacity of 1200 tons....One of his sons, Horace Irving Crandall, who was put in charge of construction, persuaded the principals to incorporate several novel features which resulted in a marked improvement in construction and efficiency, thus creating the first railway dry dock. This dry dock is operating in the Atlantic Works Yard of the Bethlehem Steel Corporation after 92 years of service.

....During the period since 1854, over 220 railway dry docks were designed for private concerns in the United States, Canada and abroad, and for the Governments of the United States, Belgium, Canada, Colombia, France and Venezuela...."

The article continues with other remarkable accomplishments of the family, stating that the fourth generation of Crandalls was carrying on the tradition now a century old.

So there is much reason to be proud of the world-wide accomplishments started here on the Point by William Hazard Crandall, who taught himself to build boats in the early 1800's.

Virginia Covell

ANOTHER BUILDING TAKES ON NEW LIFE

The old Potter schoolhouse (corner of Washington and Marsh Streets) has recently been rejuvenated with 18th-century clapboards and a new roof. The fresh paint outlines the wide gambrel shape of this old building which is the first of 11 original 18th-century houses still intact on Washington Street.

The house has been in the Hanos family for three generations, and they have done an outstanding piece of work in its renovation.

Simeon Potter, who gave to the city of Newport the land for this school, was a wild one: pirate, pillager, hero in the war for independence, a short-tempered man, often going to law when he was at fault. He racked up a fortune in trade with Africa in ivory and slaves.

A fine and detailed biography of Simeon Potter was published in the Green Light of July 1969. It was researched and written by Louise Sherman, one of the Point's excellent historians. If you would like to have a copy, telephone the editor at 846-1479 and she will make a copy for you at cost.

Esther Fisher Benson



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The 24 of us came from both coasts-- Florida, New York, Massachusetts, Rhode Island in the East; California and Washington, West; Iowa and Wisconsin in between. Most of the professions were represented-- law, education, the arts, engineering, two branches of the military.

An interest in writing dictated my choice--"Desk Top Publishing"--the middle section of three-weeks schooling in New South Wales and Queensland. The first week offered "a historical perspective on Australia's origins and development from 1788 to the present." The last week was devoted to a rainforest's flora and fauna.

Armed with a sheaf of plane tickets, I left Boston the morning of January 27, arriving in Los Angeles at 10:00 p.m. EST. Qantas departed L.A. at 8:45 p.m. West Coast Time, with an hour's welcome touchdown in Honolulu. Arrival in Sydney the morning of the 29th doesn't mean the trip took two days (it consumed almost 24 hours of travel). The various time zones account for the apparent elapsed time.

We put up at the Menzies Hotel. Jane Bragdon of Massachusetts and I shared a spacious room. We dined the first evening at the Coachmen Restaurant on a superb dinner with appropriate wines. The next morning we began a "Full Day Australian excursion, including the Koala Sanctuary and Kangaroo Point." We arrived by "cruise vessel" at Melvy's Wharf on the Hawkesbury River for lunch. That evening we dined at the lofty, slowly revolving Summit Restaurant. Mozart's "Marriage of Figaro" at the famous opera house capped the day. Sunday morning, January 31, a champagne breakfast aboard a "cruising vessel" around Sydney Harbor ended the 2-day pre-study break.

January 31 through February 5 we were at Women's College, University of Sydney. Each day's highlight was a series of lectures, "Introduction to Australia," by Dr. James Waldersee, a rare combination of wit and scholar. Other lecturers discussed Australian architecture, ballads and the aborigines. Guided city tours and Botany Bay walks relieved sedentary lectures. Daily from 5:30 we enjoyed a pre-dinner 'happy hour' in Commons before eating in the cafeteria. We had private rooms but shared bathrooms.

From February 6-13 we were at McGregor College, Darling Downs Institute of Advanced Education, Toowoomba, Queensland. We arrived by bus after a plane trip from Sydney to Brisbane.

The far-flung campus attracts a student body of 7,000. Dorms were 1-story red brick structures. Jane and I lodged in Building K. We each had a large private room and shared the linking bathroom. Commons, complete with TV, stocked the makings for tea. A fully equipped laundry at the end of each building, plus an outdoor clothesline, added to our comfort.

Classrooms were on the top floor, Communications Building. The week's theme was Australian Journalism from its beginnings down to "Media Barons and Rupert Murdoch." All four lecturers had newspaper and broadcasting backgrounds. The senior lecturer was a brilliantly witty Englishman.

"Desk Top Publishing" was the feature of the program. Twenty-one of us contributed to our publication, "The Laughing Jackass". My effort was an Elderhostel advertisement. The wonder of it was that we'd done it all on computers. It was also a gratifying first for the Department.

Extra-curricular activities included a bus trip to Brisbane's TV station, atop Mt. Coottha. A tour of the garden for the handicapped had an impact on all the senses. A day at Toowoomba's Transportation Exhibition began with a parade of camels, an early Australian transportation experiment in the vast desert area and went on through the horse and buggy era, to the beginnings of motorized transportation, down to today. A 1926 Ford sedan, a rumble seater, and a 1930's Essex sedan recalled happy youthful memories.

Lunch was served in the Education Building cafeteria style; we could eat up to AUS\$5 worth free. Breakfast and dinner were in the mess hall of our quadrangle. The ritual pre-dinner wines flowed without stint. The week ended with an elegant farewell dinner at nearby Davis College.

The bus trip from Toowoomba to Lamington National Park revealed another aspect of Australia as we began climbing 3,000 feet to O'Reilly's in the park. "Wildlife of the Australian Bush - the 'Big Scrub'" described our program. It was offered by the University of Queensland's Australian College for Seniors, the equivalent of our Elderhostel, and we enjoyed meeting our Australian classmates.

O'Reilly's is a private, for-profit lodge offering deluxe to modest accommodations. We occupied the latter so Jane and I didn't spend much time in our tiny room, but we had all outdoors to offset the slight inconveniences. The rainforest was only a stone's throw from the lodge.

From February 13-20 we were privileged to be instructed by an outstanding faculty. The senior lecturer for applied geology, University of Queensland, led us by talk and film through his area of expertise. A PhD in zoology conducted us through the rainforest, both day and night, on "searches for life" walks (minutiae of the forest). Another zoologist was our mentor on dawn and daytime bird walks. An author, and retired head of the Department of Botany, University of Queensland, helped us identify rainforest plants. His wife did the same for fungi. The park's chief ranger warned us of the damage to the system being done today.

The week was an enthralling unfolding of the development of the area (by lecture, film, and field trips) from its volcanic beginnings, through the ice age, the influence of the aborigines, down to the European impact. Lectures and films took place in the modern theatre in O'Reilly's main building. Although Glen Threlfo was not on the official program, he proved to be one of our most remarkable lecturers. A self-educated ornithologist and photographer, his film on the local birdlife was so compelling I bought his recently published first-attempt, Sharing a Dream. He opened his book with this dedication: "This book is dedicated to God the designer, the Creator and Life Giver.***" and concluded with Psalm 36, vs. 5-9.

Upon our return to Sydney I was met at the airport by an Australian friend, his young son and daughter. After an overnight stay they drove me to the airport Sunday morning where I rejoined the group, February 21, for the flight home. We returned to Los Angeles via Tahiti where we lay over for an hour. Due to the time zone changes I saw two sunrises that morning, something of a mystical experience. About 20 hours after the Sydney departure I arrived in Boston near midnight.

The cost? \$3344, all-inclusive, payable in three unequal monthly installments. Now that I've tested my endurance abilities, my sights are set on China for next year. There's a fascinating course on.....

Margaret Ballard

P.S. Since writing the above I've read The Fatal Shore by Robert Hughes, a soul-searing recital of Australia's beginnings as England's penal colony; the marvel of it is that today the country is said to be the most law-abiding one in the world.

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ARCHITECTURAL SURVEY

This summer will find teams made up of two persons wandering the streets of the Point, armed with clipboards. Do not be alarmed -- this is not a reevaluation project for tax purposes nor a survey to enlarge the powers of Newport's Historic Commission.

Rather, it is the result of a grant awarded to the Newport Historical Society to do a comprehensive re-survey of all the buildings in the Point and Hill sections of the city funded by the Rhode Island Historic Preservation Commission and the City of Newport.

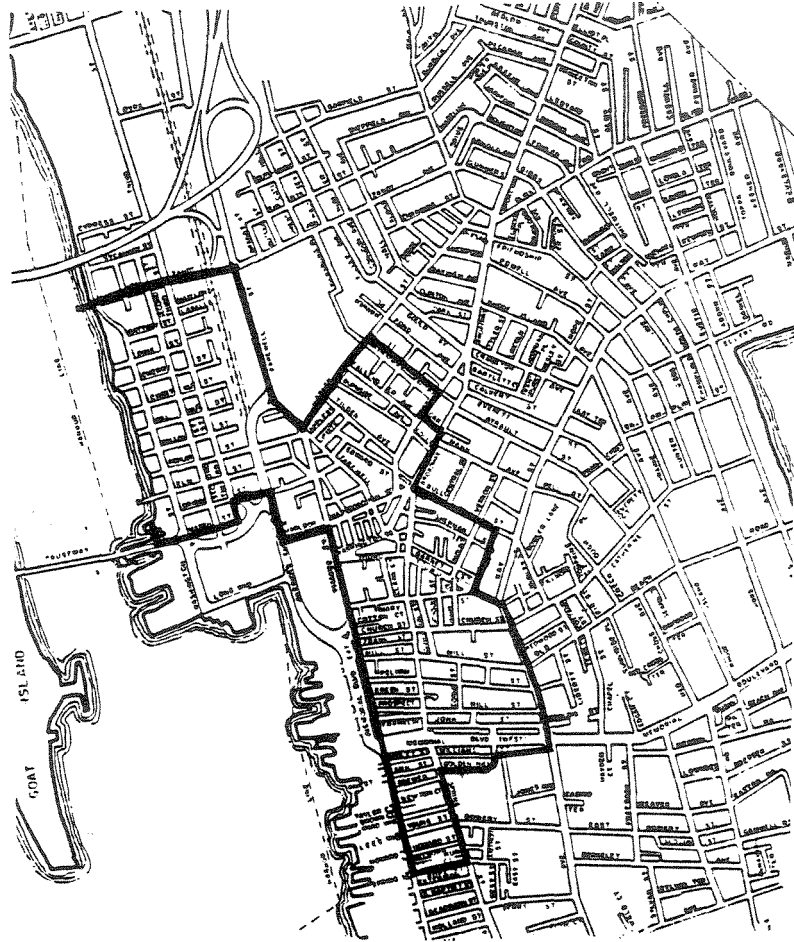
The last historical survey of this area was done in the 1970's and was incomplete in many ways. The results of this survey will be entered into the Society's computer and form a data base for the use of future researchers of specific houses. This will provide easy access to the material at the Society on any given house in the Newport Historic Landmark District.

The Society has engaged Pat Sheehan as the project coordinator on the basis of her experience in conducting surveys of this type and her work with the Rhode Island Preservation Commission. This architectural survey will be the first in Rhode Island done by all volunteers, who have been attending training classes the entire month of May.

The survey is scheduled to begin on June 1 and will consume more than a year until its completion in August of 1989. Volunteers are only concerned with the outsides of the buildings and will not ask to view interiors. In addition to filling out the forms designating the types of architecture, some surveyors will be photographing the exteriors of the buildings.

When the survey is completed and entered into the computer, homeowners and researchers should have a much easier time researching these buildings. It is an ambitious undertaking for any organization -- but a welcome one, indeed -- and a great contribution to Newport's architectural heritage.

Florence Archambault



Newport National Historic Landmark District

PLANT SALE

Congratulations to Rosalys Hall and her committee for the very successful plant sale. The home of Anne Reynolds was an ideal place to hold it. In spite of the very threatening weather, the elements held off until the plants were sold. Thanks to all who helped.

Editor's Oversight

In the last issue, we neglected to thank Donna Maytum and her committee for a most enjoyable Pot-Luck Supper. Apologies!

Old-timers on The Point are familiar with quantities of little-known facts about places, people, events dating back through the years. But those who have more recently moved to The Point are not so well informed but are interested, and have many questions about this historical area.

Now -- here's a chance for some to ask questions, and for others to share answers. This column will appear in the Green Light from time to time, depending on interest of our readers.

To start us off, here are a few questions:

- Why is the house on Poplar Street, near the railroad tracks, called "Kate Smith House"?

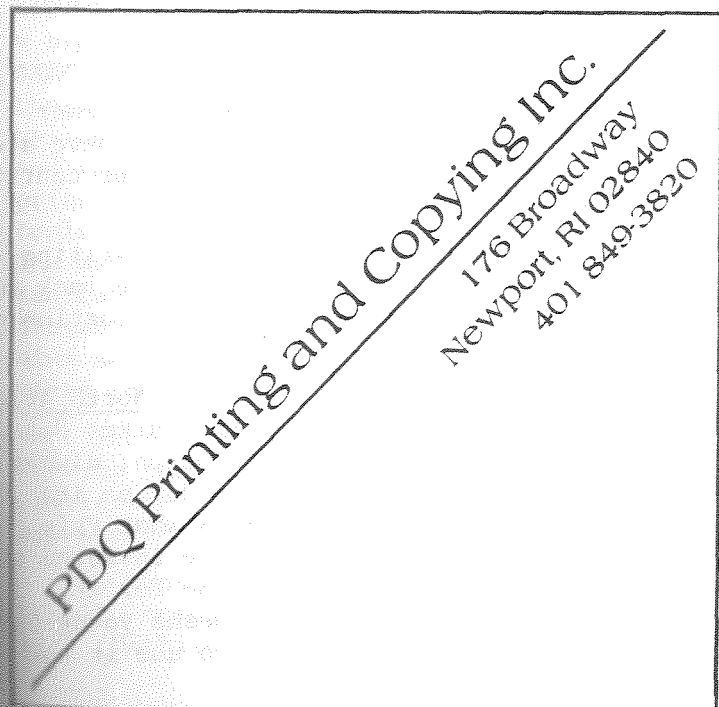
- Why is the "courtyard" of the house on Third Street opposite Sycamore Street called "Dyer's Gate" - and what is that meaning of the word "gate"?

- What was the "Queen's Hithe" and where was it?

- Who named the streets on the Point that have tree names -- and why?

Drop a card to the Editor with a question, an answer, or an interesting bit of Point history to share. (Box 491, Newport, R.I. 02840) Answers (we hope!) in the next issue.

Kit Hammett



Among several exhibits scheduled at the Naval War College Museum throughout the summer are the following that should have a special appeal for Newporters:

1. "Lighting the Way" is the name given to a collection of 30 model lighthouses made by Robert Dennis of Middletown.
2. A collection of post cards, imprints, and artifacts on loan from the Coast Guard Academy Museum -- together with the photo-art of Wally Welsh, author and illustrator of Lighthouses of Rhode Island.
3. On Flag Day, June 14th, the exhibit "Naval Flags of the Revolution" will open, featuring the flags flown by Naval vessels during the Revolution; it will consist of models, prints, paintings, and imprints.
4. The first week in July there will be "The Perrys of Newport: A Navy Family of the Young Republic", an exhibit that will focus on various members of the Perry family.

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COOK'S CORNER

Today is sunny, the sky is clear and we look forward to all the bounty summer has to offer. We try to go to the beach early, spread the blankets, arrange the sand chairs and cover the picnic hampers until we have had that wonderful dip in the waves.

Always included in the hamper is a thermos of iced tea. Any way you brew it and any way you serve it, summer isn't summer without iced tea.

Lynette Harvey, a frequent caller and a member of the Board of Directors of the Nina Lynette Home on Washington St., shares her iced tea recipe that her family has used for many years.

Iced Tea

1. Squeeze the juice of a large lemon or 2 small ones into a large container or pitcher.
2. Add 1 cup sugar and mix well.
3. Add 2 quarts boiling water.
4. Anchor 7 tea bags in the mixture plus 1 tsp. whole cloves. Steep until mixture is cool. Squeeze out teabags and store tea overnight.

Note: To anchor teabags, scotch tape tags of teabags to outside of container allowing bags to hang in mixture and make removal of bags easy.

Picnic Squares (Recipe from Raisin Box)

- 1 package (16 oz.) seedless raisins
- 2 cups water
- 1/3 cup brown sugar
- 2 TBS. cornstarch
- 1/2 tsp. cinnamon
- 1/2 tsp. nutmeg
- 1 TBS. vinegar
- Triple recipe of pie crust dough
- Milk, sugar, and nutmeg for topping

Boil raisins in the water for 5 min., then add rest of filling ingredients. Cook the mixture until thick and then let cool.

Make a triple recipe of pie crust. Use 1/2 of it rolled out to cover a cookie sheet. Spread with raisin filling.

Cover with the other half rolled out on a pastry cloth.

Pinch edges together to seal.

Prick top with fork, brush top with milk or sour cream.

Sprinkle with nutmeg/sugar mixture.

Bake at 450° for 15 min., then 375° for 30 min.

The perfect oldfashioned potato salad for your next picnic

- 1 1/2 lbs. potatoes (4-5 medium)
- 3 large eggs, hardboiled, shelled and coarsely chopped
- 1/2 cup celery
- 1/3 cup sliced green onions
- 1/2 cup chopped red pepper
- 1 tsp. snipped fresh dill (optional)
- 3 TBS. chopped parsley
- 2/3 cup mayonaise
- 1/3 cup sour cream
- 3 TBS. white vinegar
- 1 TBS. prepared mustard
- 1/4 tsp. salt - 1/2 tsp. pepper
- lettuce - paprika

1. Cook potatoes in 1" boiling water, covered, until tender, about 20 min. Cool. Peel.

2. Cut potatoes into 3/4 in. pieces. In a large bowl, combine potatoes, eggs, celery, onions, red pepper, dill and parsley.

3. In a small bowl whisk remaining ingredients except lettuce and paprika.

4. Fold into potato mixture thoroughly but gently.

Line a salad bowl with lettuce, fill with potato salad. Sprinkle on paprika.

Serves 6

One Potato, Two Potato....

One pound fresh raw potatoes equals about 3 medium--makes 2 cups mashed--makes 2 1/2 cups diced--makes 3 cups, peeled and sliced--is enough for 3 servings potato salad.

We will see many menus this summer featuring Scrod. What is Scrod? There are many answers. The following is our contrition to the argument.

According to Fannie Farmer, writing in 1896, "A young cod, split down the back and bone removed, except for a small portion of the tail, is called scrod."

Alan Davidson's scholarly North Atlantic Seafood tells us that the Parker House, a famous old restaurant in Boston, always had the freshest fish of the day on its menu. The manager never knew what this would be on a given day. So he invented the word scrod as a catch-all name for it. Altho scrod now officially means young cod, it is historically correct to use it for young haddock too.

Sarah Plum

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LETTERS TO THE EDITOR

Dear Editor:

Thank you (and especially Dorothy Sanschagrin) for the great write-up in your April issue. Deserved or not, it was nice to be eulogized while still alive to appreciate it.

The houses here in "Deerfield" are being built by the Amish who are driven here from the Lancaster area in a big red truck and are returned the same way. They are very colorful in their straw hats, striped shirts and galluses. They are excellent workmen and very cheerful & smiling. To my surprise, they use all the modern building tools but are not allowed to own them. The married men sport bushy beards to indicate their marital status. When they finish the houses here and leave, I will miss seeing them scampering over the steep roofs.

Incidentally, there are no fat Amish working here -- all slim & trim. Diet and abstinence, I guess. Must be a lesson here somewhere!

I miss all my friends in Newport & hope to come back for the Rose Island picnic. Mathilda agrees with me.

Virginia Wood

Dear Virginia:

Thank you so much for the Green Light bulletin article! I found the whole publication very interesting and congratulate you on all your efforts. It made me want to come to Newport! Happy Spring and thank you so much.

Best wishes,

Demi

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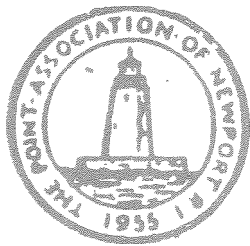


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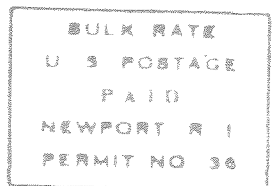
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