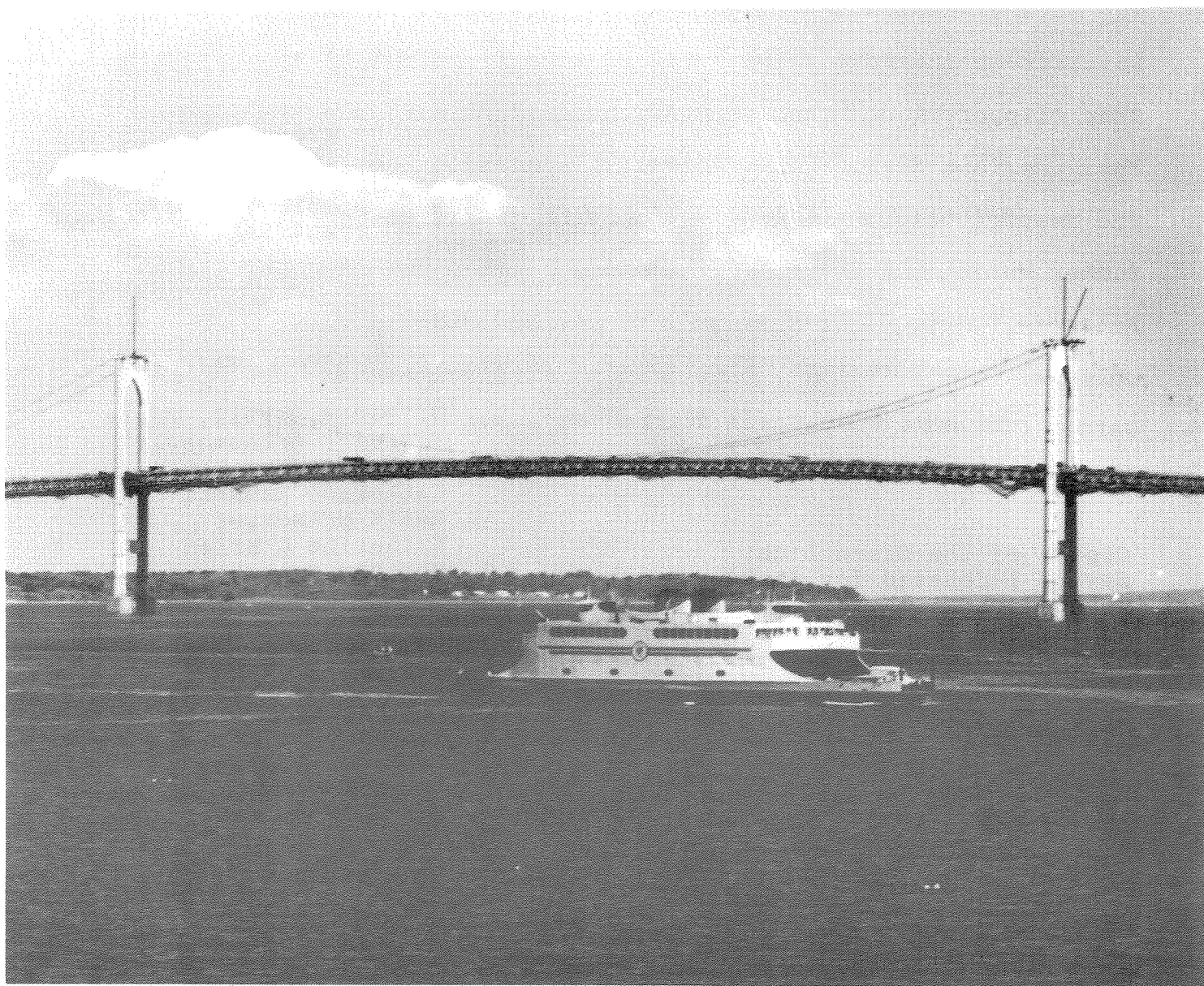


The
GREEN

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LIGHT

BULLETIN OF THE POINT ASSOCIATION
OF NEWPORT, RHODE ISLAND

JUNE 1989





The GREEN LIGHT

Vol. XXXIV -No. 3

JUNE 1989

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at Third Street Liquors.

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THIS YEAR OF 1989

This is a year of anniversaries. We have the founding of Newport three hundred and fifty years ago, the first shots fired in our War for Independence from Fort George on Goat Island, the 50th anniversary of the 1939 Oldport Days, and the twentieth year of the operation of the Newport-Jamestown Bridge. We hear of many other commemorations of historical events in other parts of our country.

As we celebrate these occasions, we get a renewed realization of our blessings of freedoms, with a government of our own choosing, no matter what its shortcomings.

Throughout our commemorative celebrations, let us not forget to give a prayerful thought to the many peoples throughout various parts of Asia, Africa, Eastern Europe, Central America, who are striving for the same things we enjoy daily, -- a government of their choice which will free them from oppression.

The Editorial Staff



ASSOCIATION MEETING

The general meeting of the Point Association on April 20th was rather sparsely attended. President "Pete" Peters presided, and chairpersons reported for their committees. There was a lively discussion on current pressure points.

John Lauth, chairman of the committee planning the Newport 350th Birthday Parade to be held on May 7th, spoke with enthusiasm on parades in general, and specifically on the city's birthday celebration. His description of the floats, bands, military and community groups and distinguished guests encouraged members to view the parade, which was later termed one of the best ever held in Newport.

PLANT SALE

A very successful Plant Sale was held on Saturday, May 20th at 101 Washington Street, the home of Anita McAndrews. Everyone enjoyed the socializing as well as the exchange of plants. It was a particular joy to see our former Pointer and beloved friend, Isabel Eccles.

Thank you Chairman Rosalys Hall and committee for arranging it and Anita for having us.

FAIR PROGRESS

This year the Point Fair will have another wonderful prize for the raffle. A very talented and generous Point resident has donated one of her handmade quilts. The raffle is getting underway and tickets will be available within a short time.

As you complete your spring cleaning, and once again come face-to-face with that truly unique gift you received from a favorite aunt or as a wedding gift, please remember the **White Elephant** sale. Your "treasures" may yet be able to find a home.

Once again, volunteers are needed to make this a **great fun** time for all. Please call me any evening at 849-3821, if you can help.

Melanie Aguiar

CALENDAR

Friday, June 2 -- Secret Garden Tour on the Point 1-4 p.m.

Saturday, June 3 -- Secret Garden Tour continued. 10 a.m. - 4 p.m.

Thursday, June 22 -- Point Picnic, 6 p.m. at 62 Washington Street

Saturday, August 19 -- A Day on the Point Fair. 10 a.m. - 5 p.m.

MEMBERSHIP NEWS

A warm welcome to our newest members:

John W. Calkins
Edna and Ralph Chilton
Bruce Crawford
Mrs. Harry Duane
Rose Marie Johnson
Alexandra Lindsay
Jack and Lois Kessler
Carol and Seymour Owens
Isabel A. Smith
Mr. and Mrs. Vincent Smith
Pamela and John Snyder
Louis A. Souza
Charles F. Weishar
Mrs. George Wheeler

We have a wonderful number of new members this year, and we'd like to know them better -- and we hope that they will become active in the Association. There are plenty of opportunities to get involved with the Point Fair in August (call Melanie Aguiar at 849-3821) -- and before that there's a chance to socialize at the Point picnic on June 22nd at Fisher Benson's, 62 Washington Street at 6 p.m. -- so please do join us!

Rowan Howard
Susanne Reynolds

BEAUTIFICATION COMMITTEE

The Beautification Committee has finished planting the strip between Marsh Street and the Connector Road. It is beginning to leaf out now.

Unfortunately a vandal rode a two-wheeled vehicle through four of the shrubs. They were replaced by Jim Pember at no cost. He has also replaced the evergreens which were ruined by dogs. We have decided to put in dog repellent plugs around the new tree. Chicken wire would make grass cutting difficult and would look tacky.

Margo Hawes Stapleton is giving us a large evergreen in memory of her parents, George and Garney Hawes. It will be planted in the strip.

We are planting a pineapple-shaped garden composed of marigolds and yuccas in the space where the azaleas were cut.

Mary Heins Rommel

POINT CLEAN-UP

At 9 a.m. on Saturday, April 29th, 10 of us "Pointers" got together at Storer Park to spruce up the Point for the 350th anniversary parade and other upcoming events.

Jack Martins had started this tradition a number of years ago, and we decided to pick up (literally) where he left off. We finished at about 11:30 with 24 extra large plastic bags of rubbish.

After all that work we gathered at the Rhumb Line and had a bite to eat. It was an enjoyable and useful morning's labor.

Thanks to Donna and Peter Flynn, John and Rowan Howard, Toni and Pete Peters, Brenda Gordon, Mary Del Allen and Loretta Goldrick.

We hope to do it again next year.

Taff Roberts

STICKER PARKING UPDATE

Many of the residents of the Point have commented on how happy they are to have the signs appear on their streets! The following streets have been included in the program to date:

Braman	Marsh
Bridge	Poplar
Cherry	Second
Chestnut	Thames (Poplar to
Cross	Marlborough)
Elm	Third
Gurney Ct.	Walnut
Madison Ct.	Washington

Three streets (Maitland Ct., Willow, and Van Zandt) are at the engineering office where signatures are being verified. Hopefully they will go to the Council for a first reading on May 24th.

Volunteers are needed to obtain signatures on petitions for the remaining streets. If readers are interested in including their streets in the residential sticker parking program, feel free to contact me. I have blank petitions for signatures.

Mary Lynn Rooke, Chairperson
Sticker Parking Committee

CONGRATULATIONS to the Sticker Parking Committee who stuck it out for two years to bring about sticker parking on the Point. It was a very demanding job requiring many hours of work. Stickers are now available at City Hall (\$1 plus showing your car registration). A resounding "thank you" to Mary Lynn Rooke and her committee.

AN OIL SPILL IN NARRAGANSETT BAY ?

Since the arrival of the report regarding the grounding and unprecedented discharge of oil by the tanker EXXON VALDEZ March 24th in Alaska, many have thought of a possible similar accident in Narragansett Bay. To the unasked question, "Could such an accident occur here?", the answer is YES, since the VALDEZ accident in 1989 is an almost exact repetition of one that occurred right off the coast of this island back in April 1924. Both accidents happened in broad daylight with excellent visibility; there were three others, however, for which dense fog was the principal cause.

The first was a grounding without any discharge of oil but which was characterized by a fourfold case of bad luck. That was the case of the Fall River Line steamer PLYMOUTH on Spindle Rock off Rose Island on June 20, 1894. Having been placed in service in November, 1890, she was then only three-and-a-half years old. At that particular time the PLYMOUTH was exactly on course southbound on the west side of the island but close to shore, intending to make a slow turn to port after passing the lighthouse. In addition to the fog, the captain suddenly found himself on a collision course with a northbound tugboat at the head of several low barges trailing off to the south for several miles and hidden by the fog.

To avoid colliding with the tug while crossing its bow, he had to begin turning while still abeam of the lighthouse, instead of getting completely clear of the island. As soon as the maneuver was begun, the incoming tide caught the bow of the PLYMOUTH and swung it farther than intended. In no time she was aground on the 20-foot square rock, just below the surface. Besides the fog and the unexpected tug and barges was the fact that the PLYMOUTH not only had run aground exactly at high tide but the point of contact where the hull

was ruptured was exactly under the engine room. As a result, the engine was thrown out of alignment and could not immediately be used after the vessel had been refloated a few days later, to move it the short distance to the dock in Newport where repairs were available.

The next incident, in which both a grounding and a large discharge of oil were combined, occurred April 21, 1924, when the tanker LLEWELYN HOWLAND ran aground on Seal Ledge, off Price's Neck. The captain had misread the chart for this area, believing that there was plenty of deep water on all sides. The boat slid up on the rock so that its center of gravity was supported, making it possible for a heavy storm the next day to swing the vessel around, thereby increasing the oil discharge greatly. At both Bailey's and Hazards Beaches the oil was so thick that the management at Bailey's laid a line of planks across the entire width of the beach below the seaweed line to keep the upper part of the beach as clean as possible. Also, cans of gasoline and containers of cotton waste were provided so that bathers could wash off the tar-like coating before coming ashore. Although the discharge of oil from the HOWLAND made both beaches useless for swimming throughout the summer of 1924, the inner harbor remained fairly clean.

On August 7, 1958 the early-morning collision between the 280-foot tanker GRAHAM, loaded with oil and inbound, and the much larger but empty tanker GULF OIL, outbound, marked the only incident in this list from which a loss of life resulted. Although there was no explosion, sparks from the collision caused the empty tanker to burst into flames. Some crewmen slid down a rope, others jumped from the bow deck down into the water; but after the flames were extinguished the Coast Guard reported that eight members of the GULF OIL were missing. The accident occurred in mid-channel between the

east side of Conanicut Island and the Fort Adams shore opposite. The thickness of the fog may be imagined from the report that a lifeboat lowered from the GULF OIL was lost from view from the bow deck when the lifeboat reached the water.

On August 7, 1960, at six a.m., the Sinclair Oil tanker O. W. THISTLE ran aground off Fort Wetherell, near the site of the fiery collision two years earlier. The principal damage from this incident was caused by the arrival 12 days later of hurricane "Donna". Much of the inner harbor was again covered with an oil slick; and such was the force of the wind that many houses along the waterfront were badly spotted. I believe that the THISTLE was eventually refloated, her hull repaired, and returned to active service.

If sailors by tradition are wary of starting long voyages on Fridays, then there is an equal need for the captains and crews of oil tankers to exercise extra caution on Thursdays. This research reveals the fact that all three of these dates of oil discharges--April 21 in 1924 (HOWLAND), August 7 in 1958 (GRAHAM-GULF OIL), and September 1 in 1960 (F.W.THISTLE)--fell on Thursdays. Even the recent date of the grounding of the VALDEZ--early Friday morning by Pacific Time on this past March 24--came very close.

Robert R. Covell



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Do any of our readers have copies of the February 1989 The Green Light? We were given a short count of that issue and the result is that we are down to one copy! We would even buy them back if you are willing to part with yours! Call the Editor.



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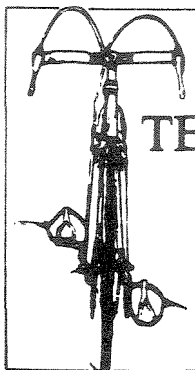
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THE PINEAPPLE: SYMBOL OF WELCOME
AND SHELTER

In the 15th century, that fruit we now call pineapple was known as the Annanus or pine cone, and later Pine Apple. The pineapple was, first, the emblem of confectioners. A painted or carved replica of the fruit hung above sweet shops throughout Europe.



Pineapples came originally from the West Indies. The fruit's tough outer rind protected it during sea voyages. A pineapple picked when it is green can be kept a long time. A cool storage area slows the fruit's ripening.

Oliver Cromwell, in 1657, was presented with a European pineapple grown under glass. The hothouse was a Dutch invention; formerly these fruits were fruited in a pineapple stove. Samuel Johnson, in 1775, described the fruit in his dictionary: "I first saw ye famous Queen Pine from Barbados presented to His Majesty Charles II."

This fruit has always been considered a delicacy. In Europe, in the 17th century, there was a pineapple "craze"; the fruit was idealized by the elite in the same manner in which Greek temples or Pompeian ruins were esteemed. It was called "Jove's Feast" by one poet. Pineapples were the costly and complimentary gifts given to kings and queens. The graceful shape of the pineapple was embroidered on velvets, carved in ivory and wood, cut from marble and alabaster. Painters and poets immortalized the fruit.

The pineapple was the "in" gift. It became the crowning ornament for revolving willow platforms, or silver epergnes, on the banquet tables of Europe. Windsor Castle, in England, has an intricate sterling epergne topped with a magnificent silver pineapple. The fruit symbolized wealth and perfection. In the English play, The Rivals, Mrs. Malaprop speaks of someone as the "pineapple of politeness".

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The "pineapple passion" accelerated. In American, the fruit was carved on furniture, stenciled on glass, painted on pottery, and stitched on quilts. When they could afford it, lovers exchanged pineapples because a gift of the fruit meant "You are perfect!"

Sea captains brought pineapples home to New England. A West Indian pineapple weighing 21 pounds was displayed in Boston in 1841. Throughout America, the pineapple became a food kept for special guests. Preservation of the fruit was tedious work: "Much boiling, and changing of syrup...it will keep for years and will not shrink."

If one was not lucky enough to have the real thing, pineapples could be contrived by following a recipe called Salomon Gundy (Salmagundi). This recipe calls for "one inverted china bason, one pound of butter, and bones of pickled herrings. This whole is raised above chopped roast chicken, turkey, ham, parsley, and herring".

New Englanders set carved pineapples on hitching posts, bed posts, and gate posts. Hunter House, the Colony House, and St. John's Rectory are just a few of the landmarks in Newport that have pineapples over the doorways. Newport's Preservation Society incorporated the pineapple in its seal designed by the John Stevens Shop.

New Englanders and Southerners proudly displayed their pineapples, keeping them for many months as centerpieces on dining tables.

The pineapple was set on the Barbados penny and on New England jelly and butter molds. By the 19th century, the image of the fruit in or on the house symbolized shelter and a warm welcome. Today the carved and painted pineapple is an adornment, a reminder of exotic places, sugary confections, sea voyages, homecomings, and hospitality.

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SEA CAPTAINS ON THE POINT

Newport is rich in buildings built before 1840 and nearly 100 of the 400 are located on the Point.

Many of these houses were occupied by merchant princes and sea captains, titles sometimes held by the same man.

After Middletown was formed in 1743, most of Newport's economic activity centered around the waterfront and what better part of town for these men to locate in than Thames and Water (now Washington) Streets which paralleled the harbor.

It is recorded that during the years 1810 to 1820 18 sea captains resided on Washington Street and not less than 21 on Bridge Street.

One of the early sea captains was a privateer by the name of John Dennis. His home now serves as the rectory for St. John's Church and is believed to have been built around 1740 by William Grafton.

Captain Dennis is the subject of an interesting little pamphlet published in the 1930's by the Old Stone Bank entitled "A Terrible Man of War".

We must remember that during the age of privateering, which began in the middle of the 17th century and continued for nearly a 100 years after, those ships which participated did so with the sanction of the crown.

Dennis's chief exploits as a privateer occurred during the 13 years between 1743 to 1756 and he was considered to be the leader in his profession.

Most of his adventures took place during his commands aboard the PRINCE FREDERICK and the DEFIANCE. The PRINCE FREDERICK (a 99-ton sloop) had completed one slightly successful cruise when he took command in 1743.

Dennis then collected a crew of 80 men to sail southward after Spanish prizes. He was very successful in capturing both Spanish and French goods and ships during several confrontations.

In the latter part of 1744, the ship was in Newport getting ready to be provisioned when one of her owners who was inspecting her stores, accidentally discharged a pistol which set off an explosion of some barrels of gunpowder. Three of the owners were killed, nearly all the stores lost, and the ship was not refitted for sea.

He then took command of the brigantine DEFIANCE, of 130 tons and 14 guns, which had just been fitted out for sea at Newport by John Tillingham, Henry Collins, Solomon Townsend, and Daniel Coggeshall.

Again he had several successful voyages bringing back to Newport prizes which included a vessel containing a cargo of \$30,000, 135 pounds of silver, many tons of copper, drugs, china and merchandise.

Back in his native port, however, he discovered that he had gotten the state of Rhode Island into great difficulty with the governor of Havana by bringing to Newport and selling into slavery (because of their mulatto complexions) 22 free Spaniards he had captured. His commission as a privateer was held up pending investigation of the matter. Thus his ship sailed without him under a new master.

The Spanish governor, in retaliation, captured one of Dennis's prize crews and threatened to treat them worse than slaves. The owners of DEFIANCE bought back the slaves and an exchange was effected.



THE DENNIS HOUSE AS IT APPEARED IN THE 19TH CENTURY

ADDENDA

The Steamer **PORTLAND**

He soon received another command on a 170-ton brigantine also named **PRINCE FREDERICK**. From Newport he sailed to the West Indies where again he harrassed French shipping.

Late in the year 1746 the government of Martinique outfitted a ship for the purpose of capturing Dennis and putting an end to his marauding. After a four hour battle, during which Dennis was wounded, he took his would-be captor captive and sailed with her proudly to St. Kitts.

In 1748 he received command of a new sloop, named the **JONATHAN**, which he sailed for the following eight years ... again conducting many successful cruises.

In 1756, a new and larger vessel especially fitted for him, named the **FOY**, sailed from Newport under his command and was never heard from again.

The Captain's family continued to live in his house and during the Revolution, Captain John Dennis's son, William, commanded in succession 13 privateers. There is no doubt that Rhode Island's wonderful privateering contributed to the establishment of the Colonial Navy.

Florence Archambault

In our December issue, we had an article by Donal O'Brien about the steamer **PORTLAND**. Its disappearance while en route from Boston to Portland, Maine, with 160 passengers, remained a mystery for over 90 years. In April of this year, the remains of the **PORTLAND** were discovered by a group of divers who belong to the Historical Maritime Group of New England. They will be working on the ship to try to discover why it foundered; but have no plans to salvage it. It will be treated as a memorial with the least amount of disturbance. The **PORTLAND** was one of the worst maritime diasters in the northeast and the snowstorm, in which it was lost, has become known as the Portland storm.

COME TO THE PICNIC!!

THURSDAY - JUNE 22ND
at 62 Washington Street

Come at 6 p.m. and bring your picnic supper plus chairs and watch the sun set.

Coffee and soft drinks will be served.

Myra Duvally of Washington Street was featured on the front page of the Newport Daily News in May. The article, with a color photograph, highlighted Miss Duvally's community services, especially the founding of the Benefactors of the Arts ten years ago. This organization supports a wide range of local art projects from theater to concerts, from art exhibits to school programs; focus is presently on interesting children in music and dance and becoming artists.

The Benefactors will sponsor an exhibit "Soviet Views Through The Eyes of Children", a traveling exhibit of works by Russian children, which will be in Newport beginning in December for three months.

Miss Duvally says her forte is raising funds for the Benefactors' projects. The **Secret Garden Tour** on the Point in June is their major fund raiser.

What a fine contribution to Aquidneck Island this Pointer makes!

Rose Favier of Washington Street was pictured in the Newport Daily News recently as she looked at a vase during a garage sale. She says, "No, I didn't buy it."

Gladys Bolhouse was in the news again, this time on Channel 6 TV. She was interviewed as part of a feature showing Newport; one of the Channel 6 series on communities in Rhode Island. It was only a quick view, but it was good to see Gladys there.

In May, Storer Park was the scene of a reenactment of the landing of early settlers at Coasters Island. Following the landing, participants and spectators in colonial costumes paraded to Spring and Barney Streets where a marker commemorates the location of the community spring used by early settlers. The event, a part of the celebration of the 350th anniversary of the founding of Newport, was produced by **Celebrate Newport's Cultural Heritage**. Pointers Rosalys Hall and George Gordon were in the Daily News photographs of the event.

Erika Bach, former Walnut Street resident and graduate of Rogers High School, was named to Phi Beta Kappa at the University of Massachusetts at Amherst. This honor society recognizes outstanding academic achievement. Erika is a Junior at the university. Acknowledgment of the naming appeared in the Daily News Honor/Awards column in April.

Newport This Week is presenting a series of historical articles as part of the celebration of Newport's 350th anniversary. Green Light staffer Florence Archambault is the author of the articles. Several have already been printed, and others will appear throughout the year.

Kay O'Brien's article "A Friend in Need" in the February 1989 issue of The Green Light was quoted in the newsletter of the Newport Hospital Auxiliary, which sponsors the emergency responder program described in Kay's article.

Kit Hammett

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WINING AND DINING ABOARD NEWPORT'S

"STAR CLIPPER"

It is great fun to ride the Old Colony and Newport Railway. The dining cars, and there are three of them plus a cooking car, are luxurious, taking one back into a time when Pullman travel was a real treat.

The decor is black, pink, and silver --- black plates, pink tablecloths --- and both food and service are near perfection. Drinks are offered upon boarding, and by the time you are meandering the East passage of Narragansett Bay, a paté is served. Just past Willow Street, we noticed a milepost telling us we were 69 miles from Boston.

We made our trip in the evening and, despite the rain, it was interesting. However, to see Aquidneck Island, and the changing shoreline more clearly, the noon excursion would surely be more scenic.

By the time the soup was served, we had passed old stonemasonry walls that had once supported a bridge over the railroad tracks. We were on the original two track system, passing the manual switch that put us on the main line. In the 19th century the express train from Newport had the responsibility of getting passengers to Taunton on time for their transfer to trains for Providence or Boston. Presently, plans for an extended train ride to Fall River are being discussed.

Dining on crisp salad, we passed the Naval Base, the Derেকtor Shipyard, and an apple grove where it is said the freight trains stopped and the engineers ate their lunch before proceeding to Newport's docks. Servings of steak or fish followed our salads, and Coddington Cove was beyond our wide windows. We saw orchards of wild cherry trees and a reforestation of new cedars. We chugged past the mussel farms where the farmers attach small shellfish to hemp ropes and tow the ropes into the bay. When the mollusks are grown they are drawn in, harvested, and sent to market.

The train stops at Cory's Lane to discharge passengers desiring to visit Green Animals and the Children's Museum. There is an extra charge for this.

The last mile and a half reveals a pretty seacoast of shrubs and wild flowers, sea birds and small animals. A Benedictine tower marking the Portsmouth Abbey stands above the woods. Sassafras, belladonna, and foxglove grow here, and, of course, the wild roses which give us the "rose hip".

Our destination was the northern end of the island where the train reversed its direction. On our return, approaching the boat basin, we saw a vine-covered pile of steel. This was the submarine net that protected Newport during World War II. After the war it was sold to a junk dealer who could not afford to transport it, and the net was abandoned.

By the time coffee and dessert were served we were approaching the Point and wishing it weren't so dark so we could see again those private gardens we had seen on our departure two and a half hours earlier. We wished too that the trip had been longer, because it was congenial, nostalgic -an adventure. This latter was made all the more agreeable by a jovial young train conductor with a twirled handlebar moustache. We were sorry we didn't ask his name because his comments on the passing scenery made the excursion that much more interesting.

We did inquire the chef's name. David Marx and his staff are to be congratulated for the fine meal they prepare enroute --- everything fresh, and a great deal of it!

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THE JAMESTOWN FERRY

Here are a few memories of ferry trips in the years before the ferry service was discontinued.

One Newporter recalls many Sunday afternoons when her father and younger siblings rode the ferry back and forth several times for a nickel each. Sometimes they left the ferry in Jamestown, and walked the beach, gathering shells and rocks. Then they paid another nickel to return to Newport.

Still another person remembers the delight of taking an evening ferry to watch the Fall River Line steamer come down the bay to dock at Long Wharf. It seemed like a floating palace, with lights gleaming from long rows of windows. The large boat made waves that rocked the ferry, adding excitement to the trip.

A Rogers graduate of the 1920's recalls that pupils who lived in Jamestown commuted by ferry. When they stayed for school dances or home parties, they had a kind of curfew, for they had to catch the last ferry at 11:30 p.m. or stay with friends.

A Pointer remembers that her sister used to visit from Virginia with her small son and daughter. Wearing white sailor suits purchased here in Newport, the youngsters reveled in spending afternoons on the ferry, back and forth - for a nickel, of course!

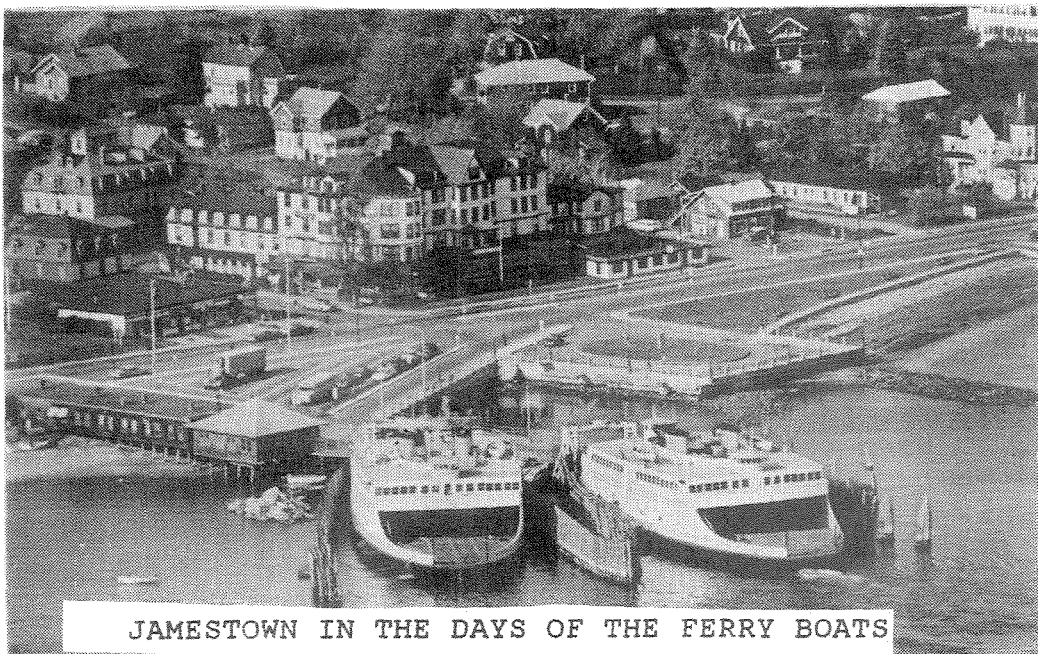
Kit Hammett

From NEWPORT by W.C. Brownell in Scribner's Magazine, August 1894.

(reprinted in Tales of the New England Coast, compiled by Frank Oppel)

". . . The Point too is part of the old town and is rather neglected which it should not be. It is somewhat inaccessible, and anyone who lives there or inhabits the neighborhood for the summer has need, perhaps, for a horse and trap of some kind. But it has its advantages and qualities all its own. To begin with it is very far removed from the artificial summer life. One may live there as much in retreat as in Jamestown. Land is very cheap and if I were tempted to build in Newport, I'm not at all sure that I should not select some site on the water's edge in this region. One could have his fill of still-water bathing, his cat-boat and row-boat and a certain measure of seclusion wholly consonant with the most delightful out-of-door activity and within easy reach of whatever is attractive in the town itself. . ."

Later he compares Newport harbor to the water view from the Athenian Acropolis. He says the Greek panorama is the nearest approach to the sensation produced by the Newport Harbor.



JAMESTOWN IN THE DAYS OF THE FERRY BOATS

THE NEWPORT BRIDGE - 20 YEARS AGO

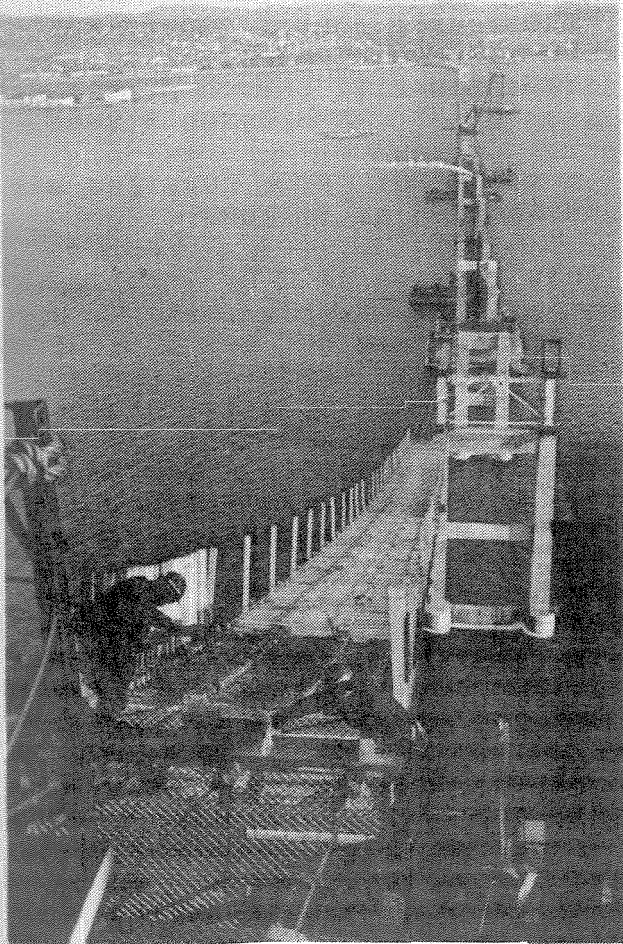
The 20th anniversary of the opening of the Newport-Jamestown bridge will be observed June 28th. Present-day Pointers, who lived on the Point those two decades ago, recall the long months of preparation and building of the bridge.

The James Dunns of Chestnut Street lived at Dyer's Gate on Third Street, and lost their home to the bridge approach. Margaret Dunn recalls the anxieties of months and months of waiting to hear if their house would be requisitioned. It was. They had five months to find a new home, and as they wanted to stay on the Point, it was a difficult time. They succeeded in finding the Chestnut Street house, in which they have lived for the past 20 years.

Their Dyer's Gate house was on the old farm, and fruit trees from the early years still produced delicious peaches and other fruit -- all lost to the bridge.

Mrs. Dunn remembers that the state authorities had informed them that their house would be requisitioned, but they did not know when until they received a letter stating that the state would buy the house - at a predetermined and satisfactory price - as of the date of the letter, and that since the state now owned the house, the Dunns must pay rent of \$100.00 a month while they stayed in the house. It turned out to be five months of rental, an arrangement they still think of as unusual.

Kit Hammett



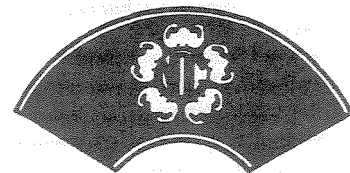
THE BUILDING OF THE
NEWPORT-JAMESTOWN BRIDGE

ANOTHER ANNIVERSARY TO CELEBRATE

The first event in the American Revolution occurred 225 years ago. On July 9, 1764 the British Navy 8-gun schooner **Saint John** was fired upon from Fort George on Goat Island.

The schooner had been sent here to curtail the smuggling operations that were the basis of Rhode Island's economy. The governor, Stephen Hopkins, realized that if smuggling were stopped it would precipitate a depression. He gave orders to fire on the **Saint John**. Although the schooner was hit several times, it managed to escape.

There is a bronze plaque on Goat Island commemorating the **Saint John** incident.



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MEMORIAL FOUNTAIN TO

JAMES THOMSON DOUGLAS

The **Benefactors of the Arts** will dedicate a fountain in memory of James Thomson Douglas in Eisenhower Park at 11 a.m. on July 5. You are cordially invited to attend the ceremony.

James Thomson Douglas brought hoped-for things to pass -- on our Point, on Brenton Point, throughout Newport, and beyond.

With Mary Rommel, he is especially remembered on the Point for his work on the Beautification Committee which provided trees, plants and the much desired effect of open spaces.

To such a one as James Thomson Douglas, a fountain is a fitting tribute. Do come to the dedication on July 5th in Eisenhower Park on Washington Square.

The Benefactors of the Arts



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SUMMER MUSIC SERIES AT ST. JOHN'S

The fourth annual Sacred Music Series will begin on July 2 at the Zabriskie Memorial Church of St. John the Evangelist, Washington Street, Newport.

A series of large services has been scheduled as follows:

July 2: Mass in C by Antonio Lotti

July 16: Mass for Four Voices by Thomas Tallis

July 30: Mass No. 14 (Coronation) by Mozart

August 13: Mass in Honor of St. Nicolai by Haydn

August 27: Mass in A by Cesar Franck

Alternating with the larger services is a series of shorter Masses:

July 9: Mass in F by J. L. Battmaun

July 23: Missa Marialis - Plainsong

August 6: Mass by John Merbecke (1549)

August 20: Service Mass by Geoffrey Shaw

An octet of mixed voices will be the choir for the large services; a different combination of voices will be used for the smaller services. Instruments, in addition to the 1894 Hook and Hastings organ, will accompany the Lotti, Mozart, Haydn, and Franck Masses.

St. John the Evangelist is a traditional Anglican Church. The above services begin at 11 a.m.

All are cordially invited to attend the Series and all other services by the Rector, the Rev. Henry G. Turnbull.

W. Robert Foreman
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PRESSURE POINTS

LONG WHARF MALL CONCEPTUAL DESIGN

Rumors abound about the proposal of private property owners (Marriott, et al) in the Long Wharf area for an improvement of "streetscapes" and circulation efficiency.

William Pressley, a Cambridge, Mass. landscape designer, has been hired at a considerable sum (\$50,000) to develop a conceptual design plan to extend from the Goat Island Causeway to the Gateway to Colony House on Washington Square, including Perrotti Park and Long Wharf. (Harbourwalk in Boston is reputed to be his landscaping design and that is a beautiful public waterfront area.)

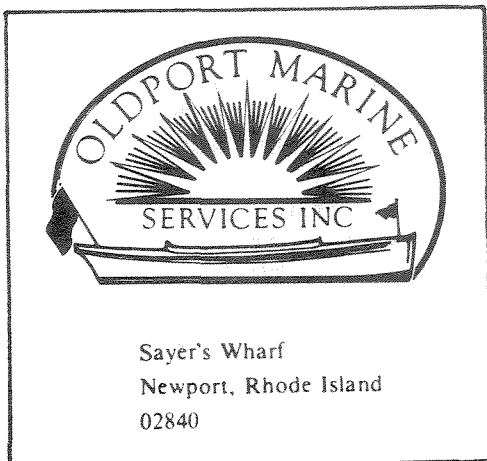
A video and finalized design plans will be available in June.

This Gateway-Long Wharf area is the first sight of many visitors to our City-by-the-Sea and any well-designed landscaping would be welcome as long as the city street areas remain the property of the people of Newport.

CSO FACILITY "NO CAUSE FOR ALARM"

Have you taken a walk down to inspect the deepest hole on the Point?

Recent articles chronicled the lead-contaminated water and oil-saturated soil problems at the Combined Sewer Overflow Facility. The problems are in the process of being resolved by the City.



STICKER PARKING

REMINDER: Proof of residency and your car registration are needed to obtain your parking sticker.

Having a Party? Impromptu gathering? Then you need to know this information concerning "Special Events."

"492.13 SPECIAL EVENTS Any resident on a Residential Parking Street who sponsors a special function or event, which special function or event shall be limited to five (5) hours in duration, shall notify the Newport Police Department at least 24 hours in advance as to the address of the function, approximate duration of the function and an estimated number of vehicles to be present."

Call City Hall for a translation!

SPRING CLEANUP CONTINUED

Even though the Point area has had its annual Spring Cleanup Day, let's remember to take our Goff Sticks along when we're taking an evening's stroll. Our park areas are looking better than ever!

The Green Light article on the John Goff Sticks was mentioned recently in a Daily News column, so perhaps we've initiated a citywide "fad"!!



Also, let's remember to cleanup after our dogs on daily walks and to keep them on a leash.

COLONIAL COOK'S CORNER

A recent inquiry to the Boston Globe's Ask the Globe column, "Where did doughnuts get their name?" got the following reply:

The tasty pastries came to America with the Pilgrims, who, having fled religious persecution in their native England, spent some time in Holland, where the Dutch taught them how to deep-fry dough. The rounds cakes of fried batter, about the size of a walnut, were called "nuts of dough." The holes, according to Down East folklore, began to appear in the middle of the last century as the cakes increased in size.

Donuts, as we know them today, come in varied shapes and with many embellishments. One has to only go into a Dunkin' Donut shop to realize the varieties that are available. There is, however, nothing like a freshly fried plain donut. The following are recipes handed down from some old New England cooks.

DOUGHNUTS *

1 cup sugar
1 TBS melted butter
2 eggs
1 cup sour milk
1 level TSP saleratus (soda)
Little nutmeg
Flour to roll
Cut and fry in deep fat.

DOENUTS+

Three eggs
Six spoonfuls of sugar
Butter the size of an egg
One cup milk
One teaspoon of pearlash (soda)
and spice to your taste.
Enough flour to stiffen.

Another donut recipe calls for the addition of ginger.

DOUGHNUTS+

One cup sugar
One cup milk
Lard and butter size of English walnut.
One egg
Two teaspoons baking powder
One level teaspoon ginger
Cinnamon to taste
One salt spoon salt
Flour enough to roll

Rub butter and sugar together, add milk, salt, spice and egg, beaten well. When frying, as soon as taken from the fat, plunge in boiling water quickly to clear of fat.

* From A Rhode Island Rule Book by Leah Inman Lapham, 1939.

+ From The Colonial Cupboard published by the NHS, 1931.

A more modern and quicker recipe which I made quite often for my children when they were growing up calls for simpler ingredients.

CINNAMON DONUTS

One can refrigerated biscuits.
Oil for frying
Equal amounts of cinnamon and sugar.

Cut holes in center of biscuits with an inverted liquer glass. Place both rings and holes in about one inch of hot oil in frying pan. Fry on one side until brown. Turn and fry other side. Remove to paper toweling. Pat gently to remove some of the oil. Shake in bag containing sugar and cinnamon.

These donuts are very good but must be eaten up as they don't keep very well.

Florence Archambault



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Beautification _____ "The Green Light" _____
Membership _____ Plant Sale _____
Point Fair _____ Potluck Supper _____
Publicity _____ Raffle _____

Other Interests _____

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The Point Association

P.O. Box 491 Newport, R.I. 02840

POINT GARDEN CONTEST - 1989

We hope all will join in this worthwhile event. It's a joy to the gardeners but also to everyone passing through the Point.

To compete, the garden must be visible from the street. Judging will be in August. For further information call Mary Rommel at 847-7779.

The categories are:

Driveways	Porches
Side Gardens	Steps
Window Boxes	Cooperating
Along Foundations	Neighbors
Front Yards	All Season
Around Trees	Smallest window
Walkways	box
Fence Garden	Backyards
House Fronts	All around House
	New Garden

In addition, there are special awards for commercial establishments.



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