

PS: because for 10 years I have cared that you know what I am up to, I enclose a piece just in which takes Gloucester, and the poems so much from where I feel they were made that, despite Dorn's way-out style I hope you and Ruth might enjoy it!

28 Fort Square
Gloucester, Saturday
June 12, 1960

My dear Mr. Brooks:

Many thanks for the chance to go over this new Lane painting. (I hope typing it on a separate sheet as enclosed will prove as useful as numbers wd.)

At first I thought Lane might have been using the scene to make a type-of-ship point - but I have noticed, as you would know, that he tends anyway, in his paintings, to vary a harbor scene by trying to get in several kinds of boats or schooners or brigs etc.

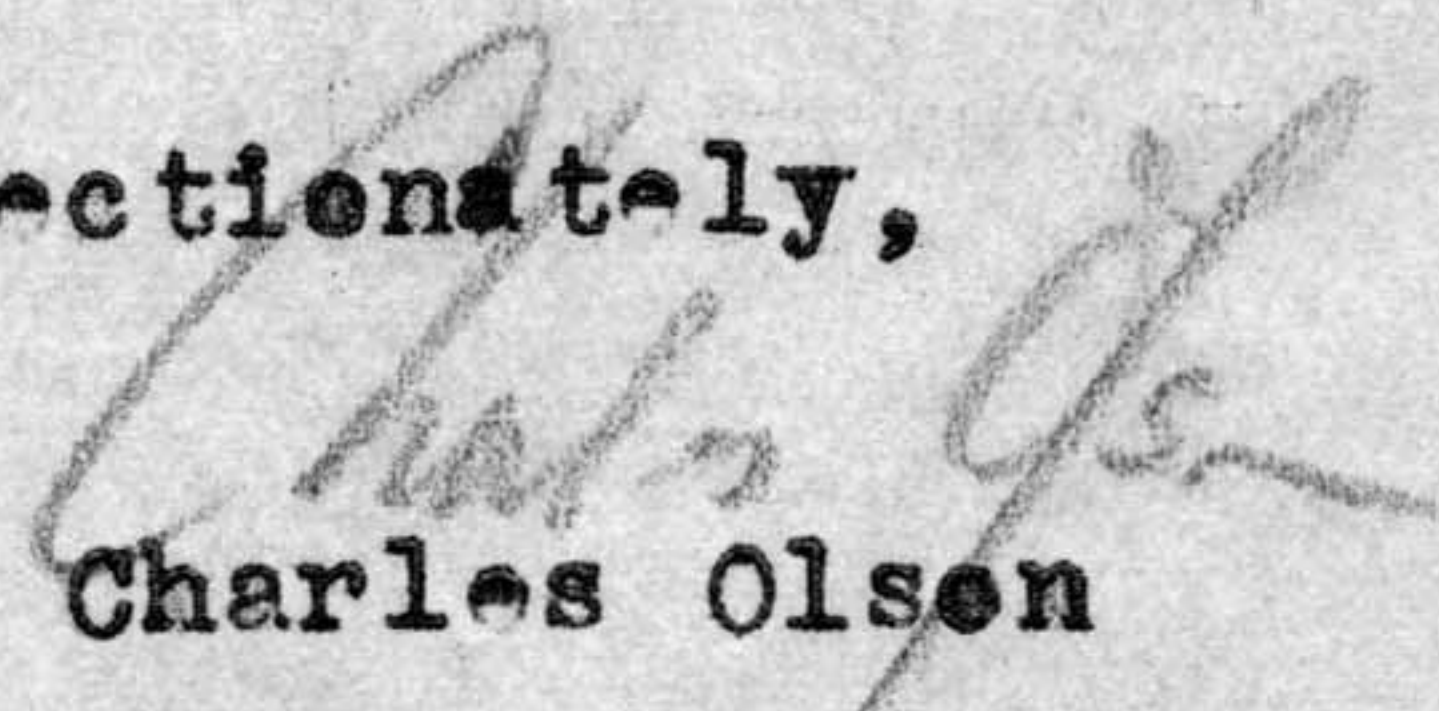
It might be interesting to the Newark people to realize that the date of their painting - 1847 (I assume that it is so marked by Lane himself?) - is a stunner in Gloucester's history as well. In fact, I'm tempted to think Lane may at least be showing off his sure knowledge of vessels by showing, in the center, the two new styles just at that time speeding up the schooner:

the first half-clipper, the Daniel D. Smith, 48 tons, was built 1846 and the first clipper, the Romp, 50½ tons, was built the year of the painting, 1847.

Also, Gloucester that year was fully squared away from the low ebb of 1840, and the new fishing for halibut on Grand Bank and Georges, especially Georges that year 1847, had meant 3 million pounds which sold for about \$70,000. Shipwise, Gloucester had registered that same year 1 ship and 9 brigs in foreign commerce and 357 vessels total of 17,548 tons. The RailRoad had opened the year before, and it is therefore a fair date to say was a birthdate of the Gloucester which dominated the rest of the 19th century into the 20th. She went swinging from close to the day he sat there and made this 'View'.

It was very great to see you both again and I hope I may again soon.

Affectionately,


Charles Olson

The painting is a view of Harbor Cove, Gloucester, Massachusetts as seen from a wharf at the corner of Duncan and what is now called Rogers Street, looking across to the "Fort" (at that date already the 1794 Federal "Fort Defiance" in ruinous condition), with the outer harbor beyond, including both the 'horns' - of Eastern Point on the left in the painting and Mussel Point, & possibly Norman's Wee, on the right (behind the 'Neck' of Fort Point or Hill, as then so called).

Eastern
Pt.
Light

Ten Pound
Island
Light

(Norman's
(Wee?)
Mussel Point

"THE FORT" and its 'Neck'

a bark
off tip of
Rocky Neck

a sleep
("stone sleep",
says Gordon Thomas)

lumber coaster
of topsail sch.
rig

schooners
/square/ /pink/
stern/ stern,
& possibly
a clipper/

brig berthed at
probably Wm Parsons Jr.'s
of that date, or John
Somes' Wharf

probably a schooner
building, by gambrel

house or shed of wharf: the wharf itself seems to be either
Captain Frederick Low's Wharf of that date, or,
if Mr. Lane's angle was more to the West, Wm Collins'
(he is looking about 16 degrees West of true SOUTH)