

# Boston Sunday Globe

FEBRUARY 28, 2021

## At Madison Park, career paths stunted

Can Boston's lone vocational school salvage its beauty program — and itself?

By Meghan E. Irons  
GLOBE STAFF

The years have eroded the onetime grandeur of the beauty salon at Madison Park Technical Vocational High School. Inside the cavernous space, the dusty floor is buckling, the brown wash sinks look battered, and the aging furniture aches for replacement.

Even before the pandemic, the salon chairs were mostly empty. Few outsiders came there to get their hair and nails done for a nominal fee by

the Roxbury school's students who were mastering their craft. Not many educators and administrators from the Boston Public Schools headquarters around the corner, or the personnel at the police headquarters on nearby Tremont Street. Or even nearby residents looking to freshen up. "Nobody trusted us," said Klary Ruiz, a 2014 graduate who was in the school's cosmetology program.

Or perhaps they didn't know the students

were there, waiting. And they can be excused for that oversight, because the cosmetology program has long been an afterthought at Madison Park just as Madison Park has long been an afterthought in the Boston Public Schools. In many ways, in fact, the program is emblematic of the school itself and its longstanding struggles, including lagging attendance, missed internship opportunities, revolving door leadership, and, critics say, the serial failure to prepare students on

MADISON PARK, Page A10

## Vaccine from J&J approved for use

Millions of doses to be added, but some say more should have been ready

By Jonathan Saltzman  
GLOBE STAFF

Drug regulators cleared Johnson & Johnson's single-shot COVID-19 vaccine for emergency use Saturday, paving the way for the rollout of the third coronavirus vaccine in the US as highly infectious virus variants threaten to undermine progress against the pandemic.

The Food and Drug Administration authorized use of the vaccine, which Johnson & Johnson developed with Beth Israel Deaconess Medical Center, the day after a panel of independent scientific advisers agreed in a 22-0 vote that the shot was safe and that its benefits outweighed risks for people 18 and older.

In a statement, President Biden said the authorization is "an encouraging development in our efforts to bring an end to the crisis," adding: "There is light at the end of the tunnel, but we cannot let our guard down now or assume that victory is inevitable."

VACCINE, Page A4



CRAIG F. WALKER/GLOBE STAFF

Bobby Hughes with his daughter Teane Scott at her apartment in The Port neighborhood of Cambridge. Hughes's mother, longtime Port resident Wilma Allston-Hughes, died from COVID-19 on Christmas.

## In the shadows of progress

COVID widened the gulf between The Port and Kendall Square

By Hanna Krueger  
GLOBE STAFF

Nov. 17, 2020, was a momentous day in Kendall Square. Moderna — a little-known Cambridge biotech built on the long-unrealized dream of using the technique of mRNA insertion to create new drugs — announced that its coronavirus vaccine was 94.5 percent effective, joining its biotech behemoth neighbors Pfizer and BioNTech in the global race to end the pandemic. The triumph reaffirmed Kendall Square's enviable reputation as a hive of innovation and opportunity.



JOHN TILMACKI/GLOBE STAFF

The high-rises of Kendall Square loom over The Port.

That same day, just one block away from Moderna's headquarters, 83-year-old Wilma Allston-Hughes arose in the neighborhood she had lived in for over six decades. For much of that time, The Port, long known by its planning designation, Area Four, was considered among the least desirable spots to live in Cambridge. Now, gleaming office buildings and state-of-the-art labs have sprung up in all the vacant lots east of the neighborhood, making the maze of brick three-story walk-ups where Allston-Hughes lived an island

THE PORT, Page A8

## Digging in on Trump in the GOP trenches

In districts that backed him, no appetite for moving on

By Jess Bidgood, Liz Goodwin, and Jazmine Ulloa  
GLOBE STAFF

WASHINGTON — After a mob of Donald Trump's supporters violently attacked the Capitol on Jan. 6, a reckoning seemed inevitable for a Republican Party that had embraced him and spread his lies about election fraud.

### THE BATTLE FOR THE GOP

An ongoing series examining the growth and impact of radicalization in the Republican Party

Republicans like Representative Liz Cheney of Wyoming all but called him a traitor. Senator Mitch McConnell denounced him in scathing terms, and McConnell's allies warned that Trump would only turn voters off and weigh the party down, pointing to the embarrassing Senate losses in Georgia.

DISTRICTS, Page A12

### Case of the blahs

Sunday: Mostly cloudy.  
High: 42-47. Low: 37-42.

Monday: Much the same.  
Complete report, B14.  
Deaths, A17-27.

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Boston could again be pitched into a legal fight over racial equity in education after a newly formed parents group filed a federal lawsuit aimed at stopping the school system from considering ZIP codes as part of the exam school admissions process. B1.

The time has come to ditch some television traditions, says critic Matthew Gilbert, starting with the Golden Globes. SundayArts, N1.

## Given a second chance, Cora is 'all systems go'

By Alex Speier  
GLOBE STAFF

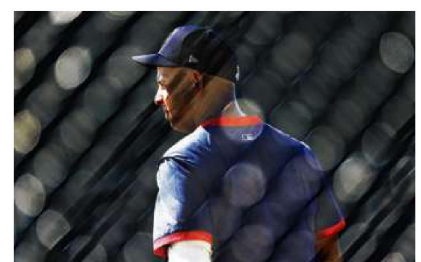
As Alex Cora pulled into Jet-Blue Park in Fort Myers, Fla., earlier this month, a wave of excitement washed over him. He was reminded of the early spring of 2018, his first season as Red Sox manager, when each day arrived with the electrifying sense of possibility.

The sense of renewal in Co-

ra's rehiring was hardly limited to him. He is both a reminder and promise of better times for a franchise coming off a last-place embarrassment, a dugout presence whose hand-in-glove fit with the Red Sox never went away.

"When we made the decision to bring him back, I thought there might be a little bit of an

CORA, Page C10



JIM DAVIS/GLOBE STAFF

For the Red Sox and returning manager Alex Cora, the season ahead holds promise and a chance for growth.



# SundayTravel

WITH: NEW ENGLAND DESTINATIONS

BOSTON SUNDAY GLOBE FEBRUARY 28, 2021 | BOSTONGLOBE.COM/TRAVEL



ADORE

## THE NEW TRAVEL REALITY: VACCINE REQUIRED

CHRISTOPHER MUTHER



You don't need to be Nostradamus to foresee how the travel industry plans to win back the trust and confidence of skittish vacationers who have scuttled plans for the past year due to COVID-19. It involves a needle, inoculation, and then proof that a vaccine has been administered.

Cruise lines such as Crystal, Saga, and Indigana-based river line American Queen Steamboat Company have announced that COVID-19 vaccinations will be mandatory for all passengers. Other cruise companies, such as Royal Caribbean, are experimenting with mandatory vaccinations. Soon that jab-to-travel requirement could become reality for airlines. A few have already said, or at least hinted, that it will be necessary to board. Countries that have been particularly vigilant about keeping coronavirus out of its borders are also likely candidates for requiring visitors to be vaccinated before entering.

"The key questions are: Will [the vaccine] be available, and will it be accepted as part of the new normal in traveling globally?" said

Some  
cruise companies  
are now  
mandating  
that passengers  
be vaccinated.  
Could airlines  
and countries  
be next?

Mark Cameron, an immunologist at Case Western Reserve University in Cleveland. "I don't think that's difficult to picture. If, hypothetically, France became a country that requires you to have proof of vaccination to board a plane, I think that's a step that people would be willing to take."

Last fall, not long after news that trials for Pfizer and Moderna vaccines were successful, Qantas announced that vaccinations would eventually be required for travel. Alan Joyce, CEO of the Australian airline, said the move would be "a necessity" when vaccines are widely available.

"I think that's going to be a common thing talking to my colleagues in other airlines around the globe," he told Australia's Nine Network last November. The interview immediately made international headlines. "We will ask people to have a vaccination before they can get on the aircraft... for international visitors coming out and people leaving the country, we think that's a necessity."

South Korea's largest airline is taking a similar, albeit slightly

MUTHER, Page N13

Dr. Anthony Fauci  
thinks vaccine passports  
are 'quite possible.'

## New life for old school buses (and their owners)

By Anna Fiorentino  
GLOBE CORRESPONDENT

Courtney Stutelberg knew, somewhere between Maine and Florida, when she looked down and the dash read 15 miles per gallon, that she'd picked out the perfect free-wheeling home. The willowy, brazen redhead, whose dad taught her how to drive a semi at age 13, doesn't regret much. "A lot of people are afraid to rely on themselves," she says. "On the road you have no choice." Her new digs may have already cost her transmission lines and a \$1,300 tow, but it's



Rom Rackey and Courtney Stutelberg in front of their skoolie.

good on gas for its size, and the wheels go round, the wipers go swoosh, and the horn goes beep. And if her previous four school bus conversions are any indication, she'll double her investment when this one sells. Stutelberg and her boyfriend, Rom Rackey, are really in it for the lifestyle, though — the freedom that comes with buying, moving in, fixing up, and selling these "skoolies." They're living the American dream on wheels and off the grid wherever the road takes them, until the next conversion, and providing the same for an increasing number of like-minded individuals taking

life on the open road. I first met the roadies walking back to my old Honda Accord, which at that time last fall was stuffed to the gills with clothes, my bike, and whatever else I'd shoved in for those two-week trips between my Maine crashpad and my Boston apartment, and on assignment in between. It was becoming less clear which was home, and, there in the parking lot of The Rack ski bar passing through Carrabassett Valley, I heard Rackey holler over, "Come say hi!" Making two new friends at that time was like hitting the

BUSES, Page N14



## How to be a good guest at your next rental house

By Diane Bair  
and Pamela Wright  
GLOBE CORRESPONDENTS

When the couple (who asked not to be named) headed home after renting their North Shore residence on Airbnb, they were feeling swell: They'd gone camping for the weekend, and had had a pleasant e-mail exchange with the 30-somethings who were renting their home. Their mini-vacation had paid for itself, and then some.

When they reached the driveway, that happy glow vanished: The yard

was festooned with pizza boxes, empty wine bottles, and assorted garbage, plus a platoon of raccoons who were hosting a late-night pizza party. Talk about a buzzkill.

"One of our house rules was: Leave the trash in the barrel in the garage; don't drag it outside," the woman said. "We live in the country. We. Have. Wild. life!"

A Cape Cod-based host was tidying up, post-rental, when he removed a plastic tablecloth — left behind by his guests — from the dining room table. Underneath it was a giant black scorch

RENTERS, Page N14



## Inside

VIPLOUNGE

HE'S A MOUNTAIN  
(AND MASS.) MAN

For Michael Chiklis, Boston  
will always be special.

N12





## Got a day with no plans? Enjoy a visit to Wickford, R.I., in winter

Here is the first in a five-part series of occasional stories highlighting quick trips — 100 miles or so — out of Boston.

By Diane Bair  
and Pamela Wright

There's plenty of pent-up desire to travel, to get out of town, to see and experience something different. But boarding a plane? Staying at a resort? Not so much.

Though we're eager to get out of the house, we still want to stay close to home. Enter: the day trip. Even a short getaway can do wonders to rejuvenate your spirits.

Here is the first in a five-part series of occasional stories highlighting quick trips — 100 miles or so — out of Boston. First up? Wickford, R.I.

### A village's rich history

"This is a village that reeks of wealth," says Tim Cranston, historian and president of Historic Wickford. "It speaks to how wonderful the situation was here."

We were walking through the village of Wickford, one of the oldest preserved Colonial villages in the country, boasting the largest collection of Colonial and Federal homes in the country that are still privately owned. The pretty enclave, set on Narragansett Bay across from Newport, its well-known neighbor, has nearly 100 historic homes,

many built by wealthy shipbuilders and sea merchants.

In fact, the entire town, filled with homes from the 1700s through Victorian times, is on the National Register of Historic Places. Visitors come to stroll the streets, take horse and carriage rides through the village, and to browse the cluster of well-curated, independently owned shops. It would be a great place for holiday gift-shopping, with a stroll along the cove, and perhaps lunch at one of the restaurants, say Wickford on the Water or Tavern by the Sea. The village, located on what was once an island, is especially pretty in winter when homes and shops are decked out in finery and twinkling lights. It's a delightful, step-back-in-time experience, plucked out of a snow globe, or a George Durrie landscape painting.

We love the vibe and the scenery, but it's the village's rich, interesting history that really intrigued us. Historic Wickford has developed a DIY walking tour, leading to 13 interpretive markers that offer a peek. (You can download a self-guided map at [www.histwick.org/walking-tour](http://www.histwick.org/walking-tour); maps are also available in shops and restaurants throughout the village.) It's a must-do for visitors.

We started at Gardner's Wharf at the end of Main Street and near the entrance to Wickford Harbor, where an in-

terpretive sign tells the story of the town's once-thriving oyster business. Shucking houses, like the prosperous Wickford Oyster Company, once lined the shores of Narragansett Bay, and 22 percent of the bay's bottom was leased to oyster barons during the early 1900s.

Earlier, during the 1700s through the mid-1800s, the harbor was a prominent commercial fishing port, and the second largest maritime community on Narragansett Bay. "Back in the day, this would have been loaded with boats," Cranston says. "It was a very important protected, deep-water seaport."

We walked Main Street, lined with center-chimney Colonials, to the grand Uppike House, originally deeded to Captain Lodowick Uppike, the founder of Wickford. The property later went to his grandson, Captain John Uppike, not the famous author but a prominent, wealthy person in his own right. Lodowick was a member of the Narragansett Planters, with large agricultural lands, forests, and plantations located throughout southern Rhode Island. It was he who developed the village, and sold lots to shipbuilders, sea merchants, investment bankers, and workers. During its shipbuilding and fishing heyday, the village was a bustling community. One interpretive sign shows a scene of Main Street, dubbed The Grand High-



PAUL E. KANDARIAN (TOP); DEB HARGIS

Wickford, R.I., one of the oldest preserved Colonial villages in the country, has nearly 100 historic homes.

way, during the late 1770s, filled with shops, horses, workers, and townsfolk.

During the Gilded Age, Wickford experienced another lucky turn of fate. "It was an ugly trip from New York to Newport for the top 400," says Cranston. So, Cornelius Vanderbilt and other investors built a small railroad into pretty Wickford Village and ran a ferry service back and forth from the village to Newport. Soon, Wickford was filled with prominent people heading over to Newport. And folks who weren't on the same level, say a Vanderbilt or Rockefeller, quickly discovered that they

could afford a place in the village. "From 1870 to 1920, nearly every historic house was bought, and often renovated, by wealthy visitors," says Cranston. It's another reason why Wickford remains so well-preserved. "A unique set of circumstances allowed Wickford to survive," Cranston says.

We passed the 1707 Old Narragansett Church and the site of the Quaker Meeting House, before stopping in front of the Black Mariners House. "I kept coming back to this house because I couldn't figure it out," Cranston says. After closely examining deeds and documents, he discovered it was owned by Dominic Smith, a former Black enslaved person. Many enslaved people worked in the Narragansett Planters' plantations. "But people wanted to get the most out of their investment," Cranston explained, "so they often taught their slaves different skills so they could be rented out." Smith was trained as a mariner, so when he was finally freed, he could make a living, and afford to buy a house. "On a ship it doesn't matter what your skin color is; you're all equal. You just want to make it home alive," Cranston said.

We returned to Main Street, passing shoppers and dog walkers, joggers and strollers, when Cranston pointed out the 1805 Ben Fowler Narragansett Bank, a larger, prominent brick building near the center of the village. "Nineteenth century historians wrote about the importance of the bank and the work Fowler did," Cranston said. "But they left out the fact that he bought it from his sister." Fowler's sister and her husband operated a small bakery in the back of the bank; when he died, she improved and expanded the business and eventually became a wealthy property owner and businesswoman. "There were lots of successful women in Wickford who were also very involved in the running of the village," Cranston said. "They had opportunities here that they didn't have in other places." The reason was largely a matter of practicality: The village needed to keep operating even when the men were out to sea. Also, there was a Quaker influence, a religion that believes in the equality of all persons. "Can you imagine a wealthy owner coming down from Boston to check on his ship?" Cranston asks. "Here are women running businesses and Black men owning property."

Long before the shipbuilders, sea merchants, and wealthy arrived, Wickford and its surrounding area was home to the Narragansett Tribe, which roughly translates as "The People of Small Point." We walked through the lovely Bush Hill Nature Preserve to a point overlooking an expanse of salt marshes and fields. It was here in the 1600s when the Narragansett met with English colonizers. An interpretive sign, featuring a painting by a member of the local Narragansett Tribe, depicts how life might have been during that time. We paused to take in the tranquil sight, then headed back into town, and back on the road.

Wickford is about 75 miles from Boston. For more information, visit [www.southcoastnrt.com](http://www.southcoastnrt.com) and [www.histwick.org](http://www.histwick.org).

Diane Bair and Pamela Wright can be reached at [bairwright@gmail.com](mailto:bairwright@gmail.com)

## Will vaccines give boost to international travel?

►MUTHER  
Continued From Page N11

more conservative, stance on vaccines. Jill Chung, a spokesperson for Korean Air, said there's a real possibility that airlines will require that passengers be vaccinated. But she said that's because governments are likely to require vaccinations as a condition for lifting quarantine requirements for new arrivals.

US-based carriers have not been as forthcoming on their policies, and many experts think it's unlikely that proof of vaccination will be required for travel within the United States for residents. Earlier this month, executives from several US airlines spoke out strongly against the CDC requiring testing for coronavirus in order to board domestic flights. The CDC has since dropped the idea.

Even the idea of requiring vaccination for airline employees has met with mixed reactions. United Airlines CEO Scott Kirby asked other carriers to join him in requiring airline employees receive the COVID-19 vaccine, but both Delta Air Lines and Alaska Airlines said that while they will encourage employees to get vaccinated, they will not mandate it. However those employees may not have a choice if they are working on international flights to countries that require a vaccine.

Dr. Anthony Fauci has weighed in on the idea of vaccine passports, telling Newsweek that he thinks it's "quite possible."

"Everything will be on the table for discussion," Fauci said.

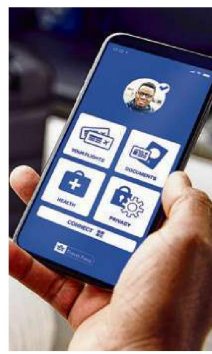
The concept of requiring vaccinations to visit specific countries is not

new. Several African countries require visitors to be vaccinated against yellow fever. Once vaccinated they're given what's commonly referred to as a yellow card, which allows entry.

Unfortunately, proof of COVID-19 vaccination won't be as simple as a card. Currently four major players claim to have the answer to the conundrum and are hoping that their digital health passports will become the international standard. IBM, Clear, the International Air Transport Association, and the Commons Project Foundation are all in various stages of testing or rolling out their digital passports. While all the apps will have multiple features, the common denominator is allowing authorized labs and test centers to securely share test and vaccination information, which would allow travelers to show proof of vaccination.

"This is something we were actually working on before COVID hit," said Perry Flint, a spokesman for the IATA. The organization's Travel Pass app rolled out this week. "The genesis goes back to trying to modernize processes. You go to an airport when you're traveling internationally and you're bringing out your passport three, four, five times. What if you could take that paper passport and basically get it onto your mobile device, your iPhone, or your Android, whatever. And you would just show that once and it would be linked to you biometrically and basically the systems would all recognize you."

Since the start of the pandemic, health has come to the forefront of the IATA app, with a focus on allowing it to link with an authorized lab to share a



A screen shot of the International Air Transport Association Travel Pass, an app that would store passport and health information to make travel easier.

passenger's negative COVID-19 test or a record of vaccination. Emirates has announced that it will be using IATA's Travel Pass App.

The global airline industry, which faces \$157 billion in losses through next year because of the historic collapse in demand, sees a digital health pass to certify passengers are COVID-free as the key to resuming international travel.

So far, the most popular choice among airlines is CommonPass, currently offered on select flights by United Airlines, Lufthansa, Virgin Atlantic, Swiss International Air Lines, and Jet-Blue. It uses a digital certificate down-

loaded to a mobile phone to show a passenger has tested negative for COVID-19. Users can then offer the certificate as proof of a negative test if the country requires it.

But not everyone is convinced that a standardized electronic vaccine passport will be so easy to pull off in such a short span of time.

"In some countries where you have nationalized medicine, you can track tests and vaccinations easily," said Ida Bergstrom, a Washington D.C.-based physician who specializes in immunization, vaccination, and travel medicine. "But for the United States, that's not the case. What is going to sync with the airlines or what's going to sync with these governments, and how's that going to play out? I can sort of see a disaster in the making. They've been talking about COVID passports since day one and I'm not sure the practicality of it."

There are other issues at play. A vaccination passport would restrict people from economically disadvantaged countries who don't have access to a vaccine. Making the process entirely digital could also be difficult for travelers who don't use mobile devices.

"It will take a significant amount of time to vaccinate the global population, particularly those in less advanced countries, or in different age groups, therefore we should not discriminate against those who wish to travel but have not been vaccinated," said Gloria Guevara, president and CEO of the World Travel and Tourism Council.

Health officials also continue to stress that even though an individual has been vaccinated doesn't mean they're safe from spreading the virus.

"We don't know what kind of immunity the vaccine actually confers," Bergstrom said. "Since I've been vaccinated, it's very unlikely I'm going to have a severe illness, but my lifestyle hasn't

changed a whole lot because my husband and children aren't vaccinated yet. So if I were to run off to, let's say Cancun, I can come back with COVID. Even though I wouldn't necessarily be at huge risk, I could give it to my family and then something could happen to them."

Whether or not airlines and cruise ships require a COVID passport may not matter if countries begin requiring it. Both Australia and New Zealand have been quick to lock down and halt international arrivals when coronavirus cases emerge. It's not difficult to imagine those countries requiring a COVID passport. Israel is issuing its vaccinated residents "green passports," which allows them to patronize gyms, hotels, and sporting events. It will also allow them to travel internationally where the country resumes flights. It seems like a given that incoming travelers will face the same rules.

Despite all the uncertainty surrounding health passports, a beleaguered travel industry is pinning its hopes on the vaccine and hoping that it, along with a continued multi-layered approach of mask wearing and social distancing, can help it get back on its feet. Expect to see more cruise companies, an industry that was flattened by the pandemic, require passengers to be vaccinated in order to sail.

After a year of very limited travel, John Lovell, president of Travel Leaders Group, is saying the words that few of us with dreams of exploring the world again want to hear.

"I do see vaccinations being required by many airlines, cruise lines, and even hotels in late fourth quarter of this year ... and beyond."

Christopher Muther can be reached at [christophermuther@globe.com](mailto:christophermuther@globe.com). Follow him on Twitter @Chris\_Muther.