One hundred years ago the city hired New London architect James Sweeney to make substantial changes to the façade of City Hall. The city fathers asked him to create a grander building to represent a city on the move. A city that believed in a great future for itself needed a City Hall that provided a grand image for that future.

But, in 2012 the change will come from the inside. A large number of citizens voted for change from within and New London has a new elected Mayor, a new, young administration, and an opportunity to take a new look at the long-range future.

Landmarks believes that the time has come again to seek the planning and development that will lead the city forward in the changing environment of the 21st century. Transportation needs are changing, public transportation is making a comeback as energy costs rise and highways become more overcrowded. Improved schools are an essential ingredient for all communities and especially for New London. Tourism is a growing industry in Connecticut and the city needs to examine ways to attract more regional and long-distance visitors to our attractions. With OpSail 2012 and a variety of celebrations around the War of 1812, we will be seeing more visitors. We need to be sure they have a memorable time and plan to return.
The horse and carriage still ruled the road in 1907 as is revealed in this postcard of Hodges Square. A unique fountain stood in the middle of the square waiting for the next horse & buggy to pass by. A large trough for the horses was on one side and additional fountains provided water for passing pedestrians and—two lower down—for small animals.

The fountain was cut from local granite and commissioned by Mary Turner Allyn Henry in memory of her father, Lyman Allyn, and her brother John Turner Allyn. When highway construction transformed Hodges Square the fountain was dismantled and given to the Lyman Allyn Museum.

Another feature of the historic square, according to Carol W. Kimball, was the W.B. Thomas Hose Company’s brick firehouse which was famous for its beautiful display of Christmas lights. The building was at the corner of Cole Street and State Pier Road and was demolished around 1970 to make room for the second span of the Gold Star Memorial Bridge.

Carol Kimball wrote a wonderful piece in *The Day* a few years ago reminding readers of how life has changed since the late 1940s. Hodges Square was a lively neighborhood at that time and youngsters roamed freely from the top of Williams Street by the museum and Coast Guard Academy through the park and neighborhood. They could catch a bus at Bullard’s Corner to downtown or Norwich. But more fun was to be had in the neighborhood. A favorite game was to wiggle through an Academy fence to get onto the grounds to watch football games, swim in the pool on hot Sunday afternoons or play basketball in an old field house with an uneven dirt floor. Sometimes they were chased out, but they always went back for more. A baseball field where the Senior Housing is today was used by the Academy teams for practice and by the local boys playing pick-up games. Riverside Park was a fabulous treat for winter sledding down the steep slopes and summer swimming, underwater tag, diving off the pole at the center of the dock, and a special treat - skinny dipping at night. For hang-out time there was a dairy bar at the bottom of Grove Street and Katzies had a popular pinball machine.

We can’t bring back those carefree days of youth, but we can reinvigorate Hodges Square for today and attract neighborhood residents, Conn College students and Academy Cadets to new and refreshed businesses around the Square. New planning, landscaping and maintenance efforts in Hodges Square would also create an attractive gateway to downtown for those exiting Route 95. Beautification in the area would encourage people to stop, shop, and revitalize the Square.

Did you know there is a bicycle path from the Square to bike—or walk—across the bridge? Do you know how to get to Riverside Park from Hodges Square? Guess what? Adelaide Street is now a two-way street leading directly from Hodges Square to Riverside Park. Why it was every made one-way is a mystery. Another mystery—why is there no signage to the park? That is easily solved with improved signage and a bit of clean-up to make the entrance more attractive and inviting.
In her *History of New London* Frances Manwaring Caulkins writes about the Second War with Great Britain, an event that will be commemorated in various venues this year, two hundred years after it was declared. British ships blockaded New London’s port for almost three years, making it impossible for much cargo to be brought in or go out. Anticipation was high in the city of worse things to come. To quote Caulkins, “It was generally expected that the enemy would enter the river, and attack the American squadron.…the specie of the banks was conveyed to Norwich, and the city emptied of women, children, and the more valuable portable goods.” But unlike in the Revolution, which had ended just 29 years earlier, the city did not experience much destruction this time. New London witnessed and participated in battles off Goshen Point (now Harkness Park) and Roger's Farm (now Ocean Beach), and our fishermen raided the farmhouse on Fisher's Island where the British officers had their laundry done, scoring some very nice linens.

When the war ended in 1815, New London was glad to resume maritime commerce and because several British officers had behaved decently throughout the conflict they were invited to a gala ball held at the Court House, which still stands today at the top of State Street.


---

**Connecticut College — 100 years**

With a grant from the Connecticut Commission on Culture and Tourism, Landmarks hired Conn College graduate Blake McDonald to prepare a survey of the “historic core” of the Connecticut College campus and trace its development through the past 100 years. The result is a fascinating document reviewing the many social and academic changes at the College through its architecture.

From the survey narrative:

One of the first acts by the Board of Incorporators was to engage the services of a landscape architect to create a plan for the college’s development. The Board chose the New York firm of the Olmsted Brothers, run by the sons of famous landscape architect Frederick Law Olmsted.

[With a detailed proposal by Olmstead in hand,] a general plot plan drawn up by architects Ewing and Chappell gave substance to many of the recommendations made by the Olmsted Brothers.

. . . The Ewing and Chappell plan, ...pictures a campus of gothic quadrangles inspired by the “tried and historic value” of such long-established universities as Oxford and Cambridge. On the south end of the site, a monumental and colonnaded College Hall linked to two academic quadrangles by a series of large terraces.

The Cumming Art Center reflects the changing world of architecture as well as life on the campus. Men were admitted to the college in 1969. President Shain declared: “a young American’s education, when it is shared with the opposite sex, is superior in its basic learning conditions to an education in a single sex environment”

Cummings Art Center opened in 1969. The product of a decade of planning, the College administration viewed Cummings Art Center as a valuable draw for a generation of students embodying the “modern renaissance” of the 1960s.
Are you passionate about New London? We appreciate all the generous contributions to our 2011 Annual Appeal, and if you haven’t noticed, we’re passionate about New London!

$1,000
Kathleen & Rick Barrett

$500 +
Charles W. Curtin
John & Sarah Steffian

$250 +
Anthony & Elizabeth Enders
Wick & Rodi York

$100 +
Mary & Chip Anderson
Harold Arkava
John B. Ashcraft
Laura Cordes & Chris Nelson
Art & Cecile Costa
John & Laurie Deredita
William Morse
Susan Munger
Brian Kent
Robert & Ronna Stuller
Abigail Van Slyck & Mitchell Favreau

$50. +
Evan Andriopoulos
John Philip Anthony
Mr. & Mrs. Armond Beaudette
Mary Beth Baker
Marion Bodde
Shane & Kristin Clarke
Tammy Daugherty
Mr. & Mrs. Russell DeMarco
Kevin Doyle
Edward Hammond
Rose Longo
Mona Harmon-Bowman
Peter Kreckovic
Sylvia Malizia & Fred Paxton
James C. & Ellen McGuire
Edward Murphy & Doris Edmond
Mr. & Mrs. Stanley Pugsley
Marian R. Shilstone
Morgan & Liza McGinley
Barbara Zabel & Thomas Couser

$50. -
Vincentia Belbruno

Marvin Berger
Kane Borden
Carol Booth
Sandra Chalk
Carol Corbeil
Barbara Dixon
Deborah Donovan
Linda English
Joseph Feinberg
Edith Gipstein
Lawrence Hall
Irene Jacey
Michele Kripps
Molly McKay
Mr. & Mrs. Peter Moore
Michael Passero
Hubert W. Ryan
Adam & Jean Sprecace
Martha Williams

Corporate/Business
Doherty, Beals & Banks
Hendel’s Inc.

The Rockets’ Red Glare

Five museums and historical societies in our region are collaborating on an exhibition to commemorate the bicentennial of the War of 1812. With artifacts from each of the partners: The Stonington Historical Society, Mystic Seaport, the New London County Historical Society, the New London Maritime Society and the Lyman Allyn Art Museum, the exhibit will share the stories of the impact of the War of 1812 on the region and the State.

“We’ve been working on planning and funding for this project for more that two years,” said project director, Edward Baker, Executive Director of the New London County Historical Society. Historian Glenn Gordinier of Mystic Seaport is the primary author of a book being published by the Historical Society as a companion history and exhibit catalog. “It is almost unheard of to have five separate organizations cooperating on a project of this scope. By combining our stories and collections we have created a major exhibit that will have a huge impact,” according to Gordinier.

During much of the war, commerce in the Sound was completely shut off; even fishermen were not safe leaving port. The same enemy, the British ship Macedonian, who had burned down New London and massacred sons, brothers and fathers at Fort Griswold just thirty years before, was visible every day patrolling the Sound.

The exhibit is scheduled to open just after Independence Day weekend, on July 6, 2012 at the Lyman Allyn Art Museum and will feature items from the collections of each of the partners on the project.
...and have for the past 101 years! In 1910 the training school for Coast Guard cadets was moved to Fort Trumbull but their long tradition of maritime responsibilities dates back to:

1761 New London’s first lighthouse was built on the site of the current Pequot Avenue Lighthouse. It was the 4th lighthouse to be built in the American colonies.

1789 The Lighthouse Establishment was founded to care for the lighthouses along navigable waterways.

1790 The Revenue Marine Service, a seagoing military service with duties to cruise the coasts, enforcing customs and navigation laws was founded. It was established to collect taxes from a brand new nation of patriot smugglers. When the officers were out at sea, they were told to crack down on piracy; while they were at it, they might as well rescue anyone in distress.

1791 President George Washington commissioned the first officer.

1838 Founding of the Bureau of Navigation and Steamship Inspection.

1848 Founding the Lifesaving Service

1876 the Revenue Cutter Service School began training aboard the cutter Dobbin, a topsail schooner. Home ported in Baltimore she set sail on the first training cruise in May, 1877.

1878 Dobbin was replaced by the 115-foot barque-rigged clipper Chase, known for its speed under sail.

1895 Chase was cut in two and lengthened 40 feet amidships to address a need for more space. This innovative solution illustrated the service’s growing reputation for “doing more with less.”

1889—1910 The Revenue Cutter Service school activities were mostly aboard the Chase and later the Itasca, a 190-foot barquentine-rigged cutter. She was the first Coast Guard training ship powered by both wind and a triple-expansion steam engine. They had no land-based facilities.

1910 the War Department turned over historic Fort Trumbull to the Revenue Cutter Service. The Army considered it antiquated and the decrepit barracks lacked even bathtubs. Most cadets continued to live aboard Itasca and land-based Fort Trumbull became a full separate institution: The U.S. Revenue Cutter Service Academy.

1915 Congress merged Revenue Cutter Service and Life-Saving Service to form the U.S. Coast Guard

1931 ground was broken on the current site for a new Academy on a beautiful hill top above the west bank of the Thames River and fine, Georgian-style brick buildings were built, drawing on the architectural traditions of West Point, Annapolis and New England’s elite colleges.

The U.S. Coast Guard Academy is the smallest and most specialized of America’s five federal service academies yet their responsibilities continue to expand as do the responsibilities of the entire Coast Guard Service. While most military services are either at war or training for war, the Coast Guard is deployed every day. With a decentralized organization and much responsibility placed on even the most junior personnel.

This very brief history doesn’t begin to tell the dramatic stories of the Coast Guard services to the country. They need a whole new museum to provide a canvas vast enough to include their enduring roles of maritime safety, security, and stewardship. New London Landmarks welcomes the United States Coast Guard Museum to New London.

Thanks to Wikipedia and “A Brief History” The United States Coast Guard Academy
DON’T MISS OUR ANNUAL MEETING:  
THURSDAY, FEBRUARY 23! 5:30—7:30
We’ll meet in the ballroom of Harbour Towers, this location in the old Carlos building is an ideal location to symbolize changes in New London.

As this goes to print there is much discord and concern in New London about the budget, the direction the city is taking and how to handle the social, political and management changes called for in the November voting. The only way forward is if we all work together seeking what is best for New London.

NEW MONEY FOR OLD PLACES
Board Member Chris Deveau and I attended an interesting conference last week, sponsored by Connecticut Preservation Action. The topics focused on a variety of building restorations that have transformed their neighborhoods with imaginative and often dramatic projects.

While outlining new Historic Tax Credits available through State and Federal tax credit programs, they also revealed the extensive economic benefits these projects bring to each community.

⇒ For every $1.00 in Historic Tax Credits, $5.00 in private investment is leveraged.
⇒ Over 3/4 of the economic benefits generated by this rehabilitation remains in the local communities
⇒ High-paying jobs related to the projects begin with construction, local purchase of materials; continue with the landscaping and furnishing of the new structure; and carry on with the new mixed-use businesses, residents and associated activities.
⇒ Historic rehabilitation is GREEN! Reuse of older buildings reduces waste and saves energy while preserving our cultural heritage.
⇒ Under used or unused buildings are put back on the tax rolls, creating jobs, attracting new business and providing new housing that is especially attractive to young people starting new careers.

The State of Connecticut is revising their tax credit programs and while the details are too complex to detail here, the State Historic Preservation Office has staff members ready to answer questions and lead people through the process of obtaining tax-credits for rehabilitation historic properties. It is a great program for private/public partnerships.

The conference was introduced by remarks from Deputy Commissioner Kip Bergstron from the Department of Economic and Community Development (DECD). He emphasized the fact the “architecture is Art” and that “every building has a story”, a story told on the street and as part of the streetscape. These stories define us as a people and tell us about our past. This is a story New London needs to take to heart. Imagine downtown without H.H. Richardson’s station. And then think about Bank Street without the Capitol Theater...the whole story of the street would change without that beautiful façade connecting the entire block from State to Golden Streets.

We have lost so many stories in New London, let us treasure all that are still with us as we walk down Chapel Street, or pause at that busy intersection at the top of State Street and see the renovations taking place on the 1784 New London County Court House.

New London has a glorious history filled with great stories of whaling and small, intimate stories of immigrant families building their own homes in neighborhoods like East New London. The people who wrote those stories live on when visitors learn about whaling history at the Custom House Maritime Museum or wander through the Coit Street Historic District between the Shaw Mansion and the Hempstead Houses.

Restoration projects and neighborhood improvement projects keep our history alive AND provide substantial economic benefits to the community.

PRESERVATION IS ECONOMIC DEVELOPMENT
If your New London home/building is at least 50 years old, it may qualify to receive an historic marker listing its date and original owner. The information gathered in this process aids in neighborhood preservation efforts.

Our volunteer title researchers study land, tax and water records, historic maps, and city directories to establish your building’s first

**Plaque Address**

**Name** ____________________  **Address** ____________________

**Day Phone** ____________________  **E-mail Address** ____________________

**Legal Owner (if different)** ____________________

**Approximate Date Purchased by Current Owner** _______  **Approximate Age of Property** _______

**Additional Information:**

**Membership Status:**  Yes ☐ No ☐

**Price of Plaque:**  
- $250.00 Non-member
- $235.00 Members
- $100.00

A non-refundable deposit of $100.00 is required with this application. Balance is due upon completion.

### Historic Plaques Completed

- **25 South Ledyard Street**
  - 1924
  - John P. Mansfield & Elisabeth D. Mansfield

- **80 Beckwith Street**
  - 1914
  - Louis & Claudia Brabander

If your Landmarks Whale Plaque on your home and it is fading, chipping or wearing away, we can have it restored for a fee to $100.00.

These are hardwood plaques, hand-painted with the historic information, but we realize they don’t last forever.

The program began in 1985 so some of these plaques have been “out in the weather” for many years. Let us know if restoration is in order.
Annual Meeting  
Thursday, February 23, 2012  
Harbour Towers Ballroom  
461 Bank Street  
5:30—7:30

Annual Events include special Awards:  
2011 Restoration Award  
Clifford Stone Award  
Rescue Award  
And

MOST ENDANGERED LISTINGS

Survey of Connecticut College  
The Historic Core  
In honor of their 100th Anniversary we have completed a survey of the fine campus architecture, tracing the history of the college through the architectural development of their campus. Sponsored by a grant from the Connecticut Commission on Culture and Tourism, it will be presented this evening.

Special speaker, David Bahlman, Director of Culture and head of the State Historic Preservation Office will discuss the latest developments in Preservation planning in Connecticut.

Please join the City Center District campaign to tell the Coast Guard that the City of New London loves the Coast Guard and appreciates their service to the country and the service of the Coast Guard Academy to the city.

Businesses all over town have these Valentine's cards. Please find them, sign them, and put them in a box to be delivered personally to: Admiral Papp in Washington, D.C. on Valentine's Day.

Join all Coast Guard lovers:  
Union Station—Sunday, February 12, 12:00 noon  
More Cards to Sign, Cake & Refreshments  
Be part of the BIG PICTURE!