HERITAGE LANDSCAPE AND RESOURCE PLANNING REPORT AND RECOMMENDATIONS

PRESTON CONNECTICUT

prepared by Oakfield Research for

the Preston Historical Society

and the

Connecticut Trust for Historic Preservation

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Cover Photographs: Ella Hill grave marker, Poquetanuck Village Cemetery
Poquetanuck streetscape
Farm fields and stone wall, Burdick Road

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Supplementary Materials submitted with this report

- Reading the Land
- Preservation Guidelines for...Historic Burial Grounds and Cemeteries (on CD)
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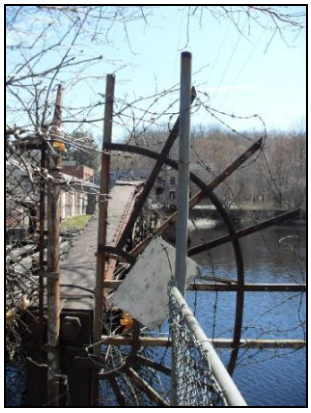
Introduction

Heritage landscapes are special places created by human interaction with the natural environment that help define the character of a community and reflect its past. They are dynamic and evolving; they reflect the history of a community and provide a sense of place; they show the natural ecology that influenced land use patterns; and they often have scenic qualities. This wealth of landscapes is central to each community's character, yet heritage landscapes are vulnerable and ever changing. For this reason it is important to take the first step toward their preservation by identifying those landscapes that are particularly valued by the community – a favorite local farm, a distinctive neighborhood or mill village, a unique natural feature or an important river corridor.

A model for this type of inventory and evaluation has been created by the Massachusetts Department of Conservation and Recreation (DCR) and successfully applied to the needs of 108 communities in that state over the past 8 years including the Quinebaug and Shetucket Rivers Valley National Heritage Corridor. The Preston Historical Society, interested in undertaking a similar survey and planning initiative, won funding from a Historic Preservation Technical Assistance Grant from the Connecticut Trust for Historic Preservation and engaged the firm of Oakfield Research to conduct a heritage landscape assessment following the Massachusetts model. The goals of the program are to help communities identify a wide range of landscape resources, particularly those that are locally significant and unprotected, and to provide communities with strategies for preserving heritage landscapes. An additional benefit of the program is to increase the level of localized information available to statewide preservation and planning agencies.

The methodology for the Heritage Landscape Inventory program is outlined in the DCR publication *Reading the Land*, which has provided guidance for the program since its inception. In summary, each participating community appoints a Local Project Coordinator (LPC) to work with the consulting team. The LPC organizes a heritage landscape identification meeting during which residents and town officials identify and prioritize those landscapes that embody the community's character and its history. This meeting is followed by a fieldwork session that includes the consultant, the LPC, and knowledgeable community members. The group visits the identified priority landscapes and gathers information about community history and issues.

This Report is the final product of the process. It outlines the community's landscape history; discusses broader land planning issues identified by the community; describes the priority heritage landscapes and issues associated with them; and concludes with preservation recommendations. Report appendices include bibliography and source list, historical reference material, and an annotated master list of all the heritage landscapes identified at the community meeting. Supplementary publications and materials are included with the report, to provide Preston with more extensive information on specific issues and preservation tools.



Part I
Preston's Heritage Landscapes

PRESTON'S LANDSCAPE THROUGH TIME

Preston is located in the southeast quadrant of Connecticut, across the Thames River that forms part of its western boundary, from the city of Norwich. On the north it is bounded by the Quinebaug River and the town of Lisbon. Griswold and North Stonington border it to the east, and Ledyard to the south, partially defined by Poquetanuck Cove which empties into the Thames.

Geological evidence suggests that by the end of the last glacial period, about 15,000 years ago, much of Preston's topography had been determined by a prehistoric route of the Quinebaug River, flowing through the center of town from northwest to southeast and depositing much of the sand and silt that makes up Preston's best farmland. Indiantown Brook and the Amos Lake/ Avery Pond drainage are remnants of this glacial river. Evidence of earliest Indian activity and occupation extends along this watershed and includes a number of likely hunting and camp sites. By the time of first contact with Europeans, the area was included in territory occupied by the Pequot and Mohegan peoples, Algonquian tribes who had occupied the Thames River watershed for at least 10,000 years. The Mohegans had built a substantial permanent settlement across the Thames from Poquetanuck Cove, and maintained additional camp sites, associated primarily with fishing, around the periphery of the Cove. During the same period the Pequot occupied a permanent camp at Mashantucket, in the vicinity of the present tribal reservation in Ledyard but likely incorporating some of the better crop land in Preston's southeast corner.

Nominally established in 1687, Preston's boundaries have fluctuated significantly over time, with the town's western third (Long Society and Poquetanuck) remaining part of Norwich until 1786, while the town's northeastern bounds encompassed most of the land that is now Griswold until 1815. Long Society and Poquetanuck, together with Preston City, developed over the 18th and 19th century as residential centers, but otherwise the town largely retained its rural and agricultural character even through the 20th century. Even today, large swaths of farmland stretch the whole length of the town on a north-south axis along Route 164, as well as in the vicinity of Miller Road. The vitality of these lands is evidenced by the fact that many of the town's earliest homes are associated with them: families came to Preston to farm originally, and stayed on the farms in Preston for more than two hundred years.

Preston's industrial development focused on Indiantown Brook, from its first exploitation for grist milling in the 1680s, to providing power for the Hallville Mills until 1963. A manufacturing and commercial center developed at the head of Poquetanuck Cove, where waterpower, land and water transportation, and proximity to the market town of Norwich resulted in development of the village of Poquetanuck. Beyond Poquetanuck, transportation for agricultural products, manufactures and people followed the present Shetucket Turnpike (Rte. 165; a turnpike from 1829-1833); the Norwich-Westerly Road (Rte 2) and Middle Road; the Hallville-Poquetanuck Road (Rte 2A) and a north-south roadway tracing in part the line of present Jewett City Road (Rte 164).

As of 2003, approximately 80% of Preston consisted of undeveloped or agricultural land, with low-density residential areas concentrated in the vicinity of its two main intersecting highways, Routes 164 and 165, and between Routes 2 and 2A in the southwest corner.

A succinct history of Preston's development was recently prepared by Richard Youngken as part of a 1995 report for the Connecticut Historical Commission. It cannot be improved upon in the limited space of this report, and is therefore reproduced in full as Appendix B.

COMMUNITY-WIDE HERITAGE LANDSCAPE ISSUES

The current national economic slump presents Preston with one unexpected benefit: due to the limited development currently taking place, both in the town itself and associated with the casinos beyond its borders, Preston has a rare window of time in which to examine town-wide and site-specific issues and landscapes that will continue to be impacted and, in some cases, destroyed if future development is not wisely managed. This report recommends a number of new initiatives, but it also highlights the need to revisit some of Preston's past heritage landscape decisions and activities.

Preston's Heritage Landscape Identification meeting, attended by interested residents including many representing town boards and local non-profit organizations, was held on June 3, 2009. During the meeting, residents compiled a lengthy checklist of the town's heritage landscapes. As the comprehensive list was being created, attendees were asked to articulate the value of each landscape and identify issues relating to its preservation. The annotated checklist is included as Appendix E of this report.

Topping the list in terms of community concern is the **Norwich State Hospital** property and plans for its reuse and development. The group agreed, however, that extensive and ongoing work by numerous state and local committees and consultants made further investigation as part of the present project redundant. Rather, it was decided to recognize here the significant impact that any development of the property would have on Preston as a community, and to reemphasize the importance of treating this property as an important, integrated historic landscape in preservation planning.

Beyond the state hospital, residents emphasized broad issues related to heritage landscapes and community character. These issues are town-wide concerns linked to a range or category of heritage landscapes, not just to a single place. In Preston, four issues dominate:

- destruction of **stone walls** and lack of protective mechanisms to preserve them;
- impacts of high traffic volume and speed on **scenic roadways**, especially in the corridor between Mohegan Sun (Montville, village of Uncasville) and Foxwoods (Ledyard) casinos;
- limited knowledge and lack of protection for **archaeological sites including cemeteries** townwide;
- concern for preservation of **farmlands and farming**.

The issues associated with farms and farming will be examined later in this report.

The **stone walls** that define field and property boundaries and the stone foundations that are the only visible remains of many historic homes and farm complexes are integral features of Preston's landscape, loved by many residents but taken for granted by others. They are described by Robert Thorson, UCONN geologist and coordinator of the Stone Wall Initiative, as part of New England's "cultural commons" – features that embody the region's long land use history and represent the labor, pride of ownership, and aesthetics of its occupants. Thorson's SWI website identifies the immediate and long-term threats to stone wall survival including strip-mining, stone removal, and natural dangers; succinctly categorizes stone walls into three categories (abandoned, heritage, and new/ rebuilt); and offers a range of management and preservation options which are immediately applicable to Preston's situation.

Planners and preservation advocates are encouraged to consult the SWI website (http://www.stonewall.uconn.edu), but an abbreviated version of the site's management recommendations is included as Appendix D of this report.

Participants at the community meeting brought up **scenic roadways** under a number of designations. They were cited as "winding roads"; specific ones such as Northwest Corner Road and Miller Road were noted for their scenic qualities; and the Hallville-Poquetanuck Road (Route 2A) was singled out as most threatened by overuse. The State of Connecticut (DOT Scenic Roads Advisory Committee) defines a scenic road as one:

- that passes through agricultural land, or
- on which is located a historic building or structure on the State or National Register of Historic Places, or
- affords vistas of notable geologic or natural features.

A majority of Preston's roads fall into one or more of these categories, including long stretches of each of the state highways, but there is only one state-designated Scenic Road in the town: the portion of Route 164 extending from the Griswold town line to south of the intersection with Route 165 at Preston City.

The 2003 Preston Conservation & Development Plan identifies 31% of the roadways in Preston as being state roads, which come under state statute Sec. 13b-31c, designation of scenic roads: *The Commissioner of Transportation, in consultation with the Commissioners of Environmental Protection and Economic and Community Development, may designate state highways or portions thereof as scenic roads. Any alteration of a scenic road shall maintain the character of such road when so designated, if practical.* Sixty-nine per cent of Preston's roadways are town roads, and as such are eligible for local legislation.

During discussion, a number of participants noted a lack of attention and protection given to Preston's rich **archaeological heritage**, which ranges from extremely early pre-contact sites to the cellarholes of the town's first settlers and the physical remains of three hundred years of industry. The State Archaeological records include 110 site files from Preston, a relatively large number, but almost all of the identified sites are located in the southern tier of the town, and only sixteen of them date to the post-settlement period.

One fieldwork participant commented that archaeological sites receive scant attention from preservationists and planners because they have no "visual appeal" – being largely subsurface. On the other hand, archaeological sites are intrinsically appealing as a form of buried treasure. Each of these attitudes presents both issues and opportunities. Appreciation for and protection of the fragile sites and the rich cultural information they contain requires a combination of community – especially landowner – education, and sensitive municipal planning. **Cemeteries and graveyards** are a particularly vulnerable subset involving both archaeological sites and stone walls.

PRESTON PRIORITY LANDSCAPES

Based on information gathered at the community meeting, attendees identified a group of priority landscapes for the consulting team to focus on through field survey, documentation and planning assessment. Each of the priority landscapes is highly valued and contributes to community character. Each is subject to some or all of the community issues described above. While two of the landscapes – Long Society and Poquetanuck – have been listed on the National Register of Historic Places, none has any form of permanent protection except those areas that fall under jurisdiction of the Conservation Commission and wetlands regulations.

The landscapes which were given priority status by Preston's community meeting represent a range of scales and types of resources. Each demonstrates the multiple layers of significance that are common to heritage landscapes. Natural and cultural features, individual and civic histories, combine to present property owners and concerned citizens with a complex combination of present-day issues and opportunities.

The descriptions and recommendations that follow are intended to be first steps and constructive examples for what needs to be an ongoing process: to identify what is valued and irreplaceable in the community, and develop strategies that will preserve and enhance Preston's landscape heritage.

Long Society Meetinghouse and Village

Description: The Long Society derives its name from the more than ten-mile length of this easternmost parish established in Norwich in 1716. The present heritage landscape focuses on the site of the Society's meetinghouse and cemetery, a two-acre parcel of land northeast of Long Society Road, just across the Preston town line from Norwich. The parcel and buildings are owned and maintained by the Second Ecclesiastical Society of Preston, a private group founded in 1963 with the express purpose of maintaining and curating the meetinghouse and its collections as a museum. The meetinghouse is under a ninety-nine year lease to the Preston Historical Society that assists with its maintenance and holds meetings in the building on an irregular schedule.

The Long Society Meetinghouse was listed on the National Register of Historic Places (NR) in April, 1976. It has drawn the attention of scholars and architectural historians for many years, due to the pristine Colonial "broadside" meetinghouse style that it embodies in simplest rural form. The meetinghouse is cited in the registration papers as the only example remaining essentially unaltered in Connecticut, and one of perhaps a dozen in the country. Ironically, this building postdates the Colonial Period (1816-1819) and was likely constructed as a reproduction of the original meetinghouse on the site, which was in deteriorating condition when the Society voted to erect the present building.

The NR registration gives only a brief nod to the graveyard surrounding the meetinghouse, although it has received extensive study. It contains 154 inscribed tombstones, the earliest

dated 1727, as well as a large number of unmarked field stones. “It is a sight not to be missed,” according to gravestone authority Dr. James Slater. Gravestone inscriptions have been transcribed (1967; updated 1991) and entered into an international database (www.findagrave.org). The work of a wide variety of noteworthy colonial stone carvers is represented in the Long Society graveyard, including Peter Barker, Josiah Manning, David Lamb Sr. and Jr., Benjamin Collins, Elijah Sikes, the Johnson family and the Lamson family of Massachusetts.

From a social and historic perspective, the Long Society parcel derives much of its significance from being the core of one of Preston’s earliest settlements. It is therefore worthwhile to consider the larger heritage landscape associated with Long Society when weighing the area’s issues and opportunities for preservation. What was once known as Long Society village includes a cluster of buildings and landscapes ranging from the intersection of Brickyard Road and Long Society Road, to the latter’s northern terminus at Route 165. Earliest of the documented properties in the vicinity is the c. 1723 William Pride farm at 15 Long Society Road, just south of this heritage landscape area. Documented historic buildings and features within the area include:

- the Asa Benjamin house and shop, c. 1785, Long Society at head of Brickyard Road;
- site of the Philip Harvey house (c. 1771 house burned; current structure on lot is recent) at northeast corner of Brickyard and Long Society;
- the “toll gate” farm likely built by William Morgan c. 1765, 54 Long Society Road;
- Long Society Meetinghouse, 1816-1819, Long Society Road;
- Long Society graveyard, use documented 1727 to late 19th century, 154 inscribed stones, numerous unmarked field stones.

In addition to these, the area includes

- small, single story cottage, SE corner of Brickyard and Long Society Roads, described by Hall (1998) as a “little house” belonging to the Harvey family, possibly c. 1800;
- site of shop between above house and Long Society Road;
- number of residential properties, both sides of Long Society Road, that reflect the continued use and development of the village during the 19th century;
- site of brick schoolhouse opposite meetinghouse, later Town House, now incorporated into larger Senior Center building;
- site of horse sheds and hearse house, vicinity of meetinghouse;
- site of tannery in operation by 1800, vicinity of Bates Pond;
- Bates Pond, named for the James B. Bates family; a large wetland area dammed and engineered into an ice pond with four ice houses; in operation 1885-1944;
- old milestone west of Toll Gate Farm.

<u>Issues:</u>

- The early date of the Long Society’s National Register listing means that, by today’s standards, the level of documentation is not up to par, especially for the building’s immediate surroundings.
- The Meetinghouse receives almost no funding, recognition, or visitation.
- The Meetinghouse lacks on-site parking, sanitary facilities, and handicap accessibility – all features that would be expected of a museum site.
- There is no Local Historic District designation and thus, no form of permanent protection for any of the buildings and features within the neighborhood.

- The heritage value of the Long Society neighborhood is obscured by extensive used car and junkyard operations that exist within feet of the meetinghouse property.
- The streambed of Bates Pond, a significant filtration site to reduce leaching of automotive contaminants into the Thames watershed, is polluted by the contaminants, and its ecology is further threatened by the effects of past beaver activity and present spread of a large colony of *Phragmites*, an invasive grassy reed.

Recommendations:

- Long Society's National Register status should be enhanced to that of a District, rather than the single structure now recognized, including most if not all of the features listed above. The Historical Society, together with the Second Ecclesiastical Society, is encouraged to hire a consultant to work with the town and state CCT to further document the district's resources and define its boundaries in correlation with current assessor's records
- The town should make every effort to designate Long Society Village as a Local Historic District. This designation provides a high level of protection for historic buildings and landscape features. It is also a necessary qualification in order for the town to attain Certified Local Government (CLG) status, which in turn will provide needed funds for public building preservation and rehabilitation.
- The Historical Society should review the status of all buildings, monuments and landscapes within the district, and develop a set of recommendations to guarantee permanent preservation of these irreplaceable features.
- The Society should inform neighboring landowners of the historic value of their properties - perhaps by sharing copies of historic house records with them - and provide them with information concerning the procedures and benefits associated with Preservation Restrictions.
- The Second Ecclesiastical Society and the Preston Historical Society are encouraged to work together to promote the Long Society meetinghouse and cemetery as a visitor destination. A number of low-budget actions would raise the site's visibility and make it more likely to be self-sustaining.
    - Consider altering the name of the Second Ecclesiastical Society to make it clear that this is a civic historic preservation group rather than a religious organization.
    - Encourage every visitor to the site, especially those who are given special tours, to make a donation – perhaps by handing each one a donation envelope with printed information about how the money will be expended.
    - Meet with staff/ officials at the Senior Center across Long Society Road, and engage them in the neighborhood's history, emphasizing the Center's past uses as school and town hall. Work toward a formal agreement concerning use of the Center's parking and sanitary facilities.
    - Reach out to other organizations in the region or the state, such as historic churches and heritage groups, whose members might be interested in touring or visiting the meetinghouse site.

See comments in Part II of this report concerning cemeteries.

Poquetanuck Village and Cove

Description

"There is probably not another tract of its size in Preston that has so much of interest involved in its history as this small area," Marion Hall wrote in *Preston Early Homes and Families*. She was specifically describing Shingle Point Road, but the same could be applied to the entire area of Poquetanuck Village. Today the village presents the single most environmentally, socially, and historically challenged neighborhood in all of Preston, concentrated in a compact area of perhaps 80 to 100 acres.

For over two hundred years Poquetanuck, sited on a navigable but sheltered tidal cove with two brooks to provide waterpower for a variety of enterprises, was a center of commerce and industry that served the surrounding communities of Preston, Norwich and New London (Ledyard). As early as 1707, a forge had been constructed near the mouth of Forge (now Joe Clark) Brook, and 15 years later another ironworks was built on Poquetanuck Brook. Sawmills, a grist mill, blacksmith and cooper shops drew on the same power sources in succeeding years, providing services and products for the area's farmers and merchants. This small pre-industrial center developed into a complex village in the course of the 18th century, with houses, shops, taverns and mills dating generally between 1740 and 1800. Many of the houses were built with shop- or work-space beneath or at one end of the family's living quarters and the buildings stood close together, fronting tight against the street for ease of access. An Episcopal parish was established in the village in 1734 and that denomination dominated village religious life for the next two centuries.

Beginning during the Revolution and into the Federal Period, Jonathan Brewster father and son made the first attempts to expand and "modernize" the mills on Poquetanuck Brook, but apparently were not successful. The Lucas family, who bought up the mills and water rights at mid-century, achieved what former owners had not and, over the course of the next four decades, they effectively transformed the village into a mill town, purchasing older buildings for worker housing, expanding the mill itself, building their own houses, funding construction of a social hall for workers and residents, and supporting other local industries such as Mathewson's sawmill, from which they bought cloth boards. Village stores served not only the needs of the Lucas mill workers, but Hallville residents as well, and a trolley line was laid along Main Street in 1904, running between Norwich and Westerly, Rhode Island.

The Lucas woolen mill at the head of Poquetanuck Cove burned to the ground in 1912. This marked the end of an era in Poquetanuck. Although the mill was subsequently rebuilt by another owner, the Lucas family sold off most of its holdings in the village. An indication that the impact was permanent is the small percentage of 20th-century buildings within the historic district: of 51 resources listed, only 12 are of 20th century construction, and these include the 1920 post office and the 1926 Airproof Rubber Company building that stands on the Lucas mill site.

Poquetanuck Village has been listed on the National Register of Historic Places as a historic district since 1995. A total of 51 buildings were inventoried as part of the registration process, but no other features are listed, although the village cemetery and remains of mill dams are mentioned in the narrative. The registration form summarizes Poquetanuck's historic significance, characterizing it as a *well-preserved, cohesive, and densely built concentration of primarily 18th and early 19th century village residences which are representative of a small scale New England coastal trading and manufacturing center and a vernacular interpretation of building techniques and architectural styles.*

The registration form acknowledges that there is more to the area than its obvious man-made resources, going on to observe that [*although Poquetanuck Cove was] a commercial area in the west end of the village during the period of significance, [it] is now primarily a natural resource of great prominence.* Preston's 2003 Conservation and Development Plan characterizes the cove as an "estuarine embayment", where salt and fresh water mix to form a nutrient-rich environment providing excellent habitat for fish, shorebirds, and other aquatic organisms. As a tidal wetland area, the cove and its shoreline receive some protection from state and federal coastal regulations and water quality protective mechanisms. The pressures on Poquetanuck Cove and its adjacent land surfaces, however, are great. *The fact that [the Cove] is part of the corridor that connects two casinos makes land within the coastal boundary attractive and valuable from a development perspective*, the 2003 Plan observes, and goes on to point out that Poquetanuck is in the unenviable position of juggling multiple and often conflicting land uses*. [The area] includes commercial, medium-density residential, and industrial land uses, and contains transportation and utility infrastructure.* Nevertheless, Preston has successfully protected a number of open space parcels along the Cove and is working cooperatively with the abutting town of Ledyard, in efforts to mitigate the environmental stress of dense land use.

Issues

- Threats to archaeological resources:
    - gravelling operations eliminate pre-contact sites
    - lack of knowledge of resources results in unintentional destruction during municipal and private building projects
    - erosion around Cove shoreline exposes and washes away pre-contact and historic features
    - yard waste dumping on Joe Clark Brook disturbs early mill site
- Threats to village life:
    - High-speed travel by large vehicles such as busses and RV's is dangerous; discourages pedestrian traffic
    - Unwelcoming environment depresses real estate market and discourages home improvement/ historic preservation
    - Few local institutions remain, such as schools, shops, restaurants, small businesses
- Threats to historic resources:
    - No municipal funding or maintenance for Poquetanuck Village Cemetery
    - Lack of economic stimulus to restore/ preserve historic structures
    - Traffic vibration deteriorates buildings and road surfaces

Recommendations

Despite all these issues, Poquetanuck is a charming neighborhood in a beautiful location. It could be a drawing card for Preston as a whole, showcasing both the town's long history and

enviable environmental setting. Few villages in Connecticut reflect so clearly the state's mixed heritage of land-based and seafaring history; of commerce, industry and agriculture coexisting within a compact space, while retaining echoes of the Native peoples who first valued its rich resources. Poquetanuck has great potential for once again becoming an enviable place to live and a delightful place to visit, but hard decisions will need to be made and new partnerships formed for that to happen.

Focusing on the immediate vicinity alone, the single most effective and efficient way to counteract a majority of the issues and threats to Poquetanuck is to develop a bypass road around the village. This is not a new idea, having first been proposed by the State in the 1970s and extensively studied in 2001 and following years. Preston residents were intensely antagonistic to the idea, citing its disruptive and destructive impact on undeveloped lands north of Poquetanuck.

This report encourages the town, concerned landowners, and state officials to return to the table to reconsider this initiative, which has apparently been back-burnered by all involved. The improvement to the village of even a short by-pass would be immediate. A smaller alternative route would have less impact on surrounding undeveloped lands and be more cost-effective.

In addition to this recommendation:

- The town should apply to have Route 2A, at least from Harris Fuller Road, designated a State Scenic Highway. It should institute such local ordinances as possible – either voluntary or regulatory - to slow traffic through Poquetanuck Village.

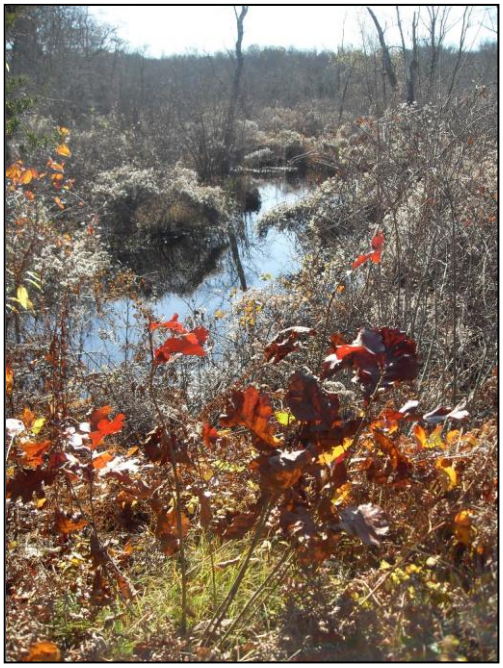
- The town should make every effort to develop further protective mechanisms for Poquetanuck Village, either by establishing a Village District such as the one at Preston City, or a Local Historic District.
    - State-mandated Village District regulations seek to *preserve unique village areas, enhance their sense of place, and promote a thriving attractive environment for small scale businesses....Development of these villages with mixed residential and limited business uses, with detailed design review, will add an incentive for investment...in measures to protect the historic qualities of the village* [quoted in Preston Zoning Reg. 11D].
    - Local Historic District designation provides a higher level of protection for valued historic buildings and landscape features. It emphasizes preservation of the built environment over encouragement of any particular use or development. Local Historic Districts are overseen by a commission largely made up of residents of the district itself, not municipal or state appointees. While the LHD regulations tend to be more strict, establishment of an LHD is a necessary qualification for the town to attain Certified Local Government (CLG) status. CLG designation, in turn, can provide needed funds for public building and landscape preservation and for rehabilitation.

- The Historical Society or a newly appointed Historical Commission or Historic District Commission, should review the status of all buildings, monuments and landscapes within the district, and develop a set of recommendations to guarantee permanent preservation of these irreplaceable features. It should make an effort to inform private property owners of the values associated with Preservation Restrictions, and it should develop a priority list of civic and public buildings and landscapes – notably the

Poquetanuck Village Cemetery and the Old Poquetanuck Cemetery – that should be similarly protected.

- A municipal cemetery commission should assume oversight or responsibility for maintenance of both Poquetanuck cemeteries, as well as those in other parts of Preston.

Indiantown/ Shewville/ Poquetanuck Brook



Description

The brook variously known as Indiantown, Main, Shewville, Hall's and Poquetanuck – referred to in this report simply as Indiantown Brook – is the major streambed within the Thames Drainage Basin in Preston. Its historic and cultural significance is reflected in the number of discrete names that identify its changing functions from its source in the Amos Lake watershed to its discharge into Poquetanuck Cove. Its 10-mile length, much of it through undeveloped countryside, also makes it a vital ecological feature of the town, as well as of neighboring Ledyard and North Stonington. Indiantown Brook waters some of Preston's best farmland, in the vicinity of Preston Plains, and it drains a broad watershed while filtering runoff through the wetlands that border most of its length. The streambanks of the brook are under the jurisdiction and management of a wide array of public and private owners including the Mashantucket Pequot Tribe, the Connecticut Department of Environmental Protection, the Towns of Preston and Ledyard, and numerous private individuals. *(above photo of Mathewson Mill pond remnant)*

Indiantown Brook exemplifies the historic interdependence of nature and culture more clearly than any other landscape in Preston. Both Avery Pond and a historically smaller Amos Lake are natural great ponds, in existence during known human occupation of the area. A swath of important pre-contact archaeological sites from the Paleo-Indian Period (about 12,000 years ago) forward have been documented along the drainage both in Preston Plains and Ledyard's Cedar Swamp area, and along the uplands bordering Poquetanuck Cove (see discussion of this area elsewhere in this report). These sites reaffirm the continuous importance of the drainage as valuable habitat for migrating waterfowl and small mammals – and hence as a hunting environment for early occupants of the area. In later pre-contact periods the more level uplands and rich soils especially south of Avery Pond are thought to have been cultivated by Native peoples who became the Mashantucket Pequot tribe.

Since the time of Preston's earliest colonial settlement, Indiantown Brook has been relied upon to provide waterpower for an assortment of pre-industrial agricultural processing mills (saw-, grist- and fulling mills were all constructed along the brook before the end of the 18th century) and 19th century manufacturers adapted the brook to provide increasing supplies of waterpower into the 20th century. Adaptation consisted primarily of damming the brook to create a series of mill ponds for individual manufactures. Additionally, gaining control of feeder brooks and wetlands upstream, such as Main Brook entering Preston from North Stonington, where a 19th

century dam created Lake of Isles to serve as a “reserve” pond for Preston’s mills, improved the reliability of the water supply.

A chronology of mill-related activity at numerous Indiantown Brook locales, researched by Jason Mancini and slightly edited for this report, is included as Appendix C.

Of all the mill sites that used to dot Indiantown Brook, Hallville is the only one where industrial structures are still standing, although current occupants do not use the mill’s waterpower infrastructure. Hallville became a National Register Historic District in 1995, its boundary encompassing the factory buildings and associated waterworks; worker and manager housing on Hallville Road and Route 2A; Hallville Pond and Indiantown (“Hallville”) Brook downstream to the intersection of Routes 2 and 2A.

The remains of other manufactures on Preston’s six Indiantown Brook sites – called *mill privileges* because the miller was granted a “privilege” to withdraw water from the stream for power – as well as the mills’ ancillary structures, dams and access roadways, plus four additional sites in North Stonington and Ledyard, together present an important body of industrial archaeological material. Many of these sites appear to have fair to good site integrity, with numerous features apparent from even a brief surface survey.

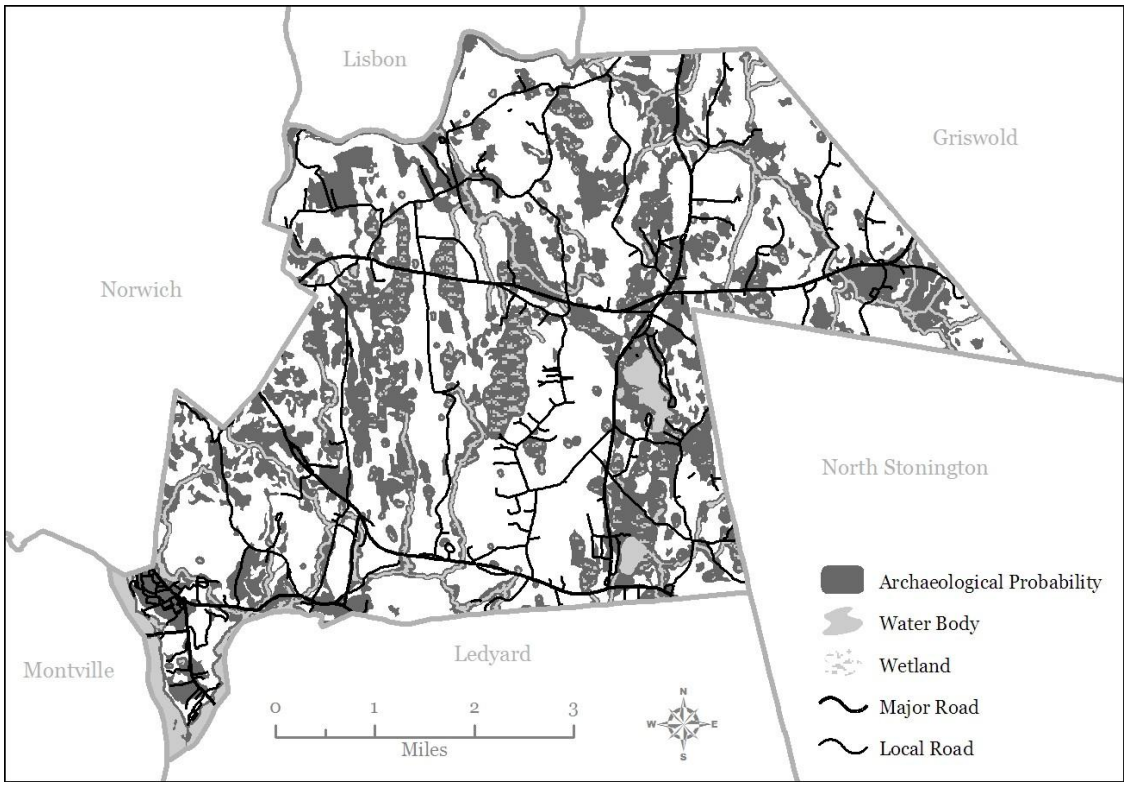
Following the demise of each mill, the water power components including dams and sluiceways were either destroyed or allowed to deteriorate. Consequently today, Indiantown Brook provides what may be more thorough water filtration than it did before industrialization: areas that had been dredged and/ or controlled for mill ponds and reserve ponds have developed into post-industrial wetlands, distinguished primarily by the remnant dams that mark their lower end. A particularly clear example of this is Matthews Mill pond, which can be seen from the utility right-of-way that crosses the brook over a defunct dam and causeway. While there are undoubtedly adverse effects of industrialization as well – almost every mill discharged some form of natural or chemical pollutant downstream – it is worth noting that a 1987 water quality assessment, quoted in Preston’s 2003 C & D Plan, rated most of the brook, including Amos Lake and Hallville Pond, as “B” quality on a scale of A to C. Only Poquetanuck Cove was evaluated as lower (surface) quality. The present limited pollution of the brook may be partially a result of the same stream capacity and rapid flow that made Indiantown Brook a valuable industrial power source to begin with.

Issues:

- Archaeological site protection:
    - sand and graveling operations threaten pre-contact site integrity and remove archaeological evidence. One example of this is a state-registered site within a quarry area near Poquetanuck Village.
    - The Mashantucket Pequot Tribe owns 50% of the commercial-zoned land in Preston’s southeast corner, and their parcels include a sizable percentage of what is potentially the richest pre-contact archaeological area in the town. In the past, the Tribe has demonstrated a high level of support for research, and sensitive protection of Native American resources. It is not clear that they would feel a similar commitment to preserving later, industrial sites, and they have indcated that they would be unlikely to agree to placing Preservation Restrictions on their land.
    - In Ledyard, although Indiantown Brook is largely within the boundary of the Mashantucket Pequot Tribal Reservation, the tribe actually owns property on only

one bank of the brook, for only a portion of its length. The ownership of this area is presently in flux.

- Lack of knowledge about the historical significance of the brook and its sites.



"Archaeological Probability" map of Preston generated by Green Valley Institute, 2006. While this is a good base map, it is too simple to be useful for planning purposes, only indicating presence/absence of factors that might have influenced precontact inhabitants to occupy a particular area, and ignoring historic-period archaeological sensitivity altogether.

Recommendations:

- Reconnaissance level survey of these sites is highly recommended. While many New England brooks have been sites of varied manufacturing activities, Indiantown Brook's mill sites are significant because of their co-location on one waterway over the full span of Anglo-American waterpower exploitation. They have the potential of contributing to our knowledge of a long time-span of human manipulation of natural resources for economic purposes.
- Together, Preston, Ledyard and the Mashantucket Pequot Nation need to work to better protect the long stretches of undeveloped land that border Indiantown Brook, both for environmental and heritage reasons. Worth exploring are:
    - acquisition in fee of parcels as conservation land/ open space;
    - encouragement of conservation easements for privately owned parcels;
    - review of zoning mechanisms such as the one currently in place for Amos Lake, with consideration of how they might be applied to the longer brook landscape and environment.

Priority Landscape Theme: Farmland and Farming

Description

From its founding, Preston has been essentially a farming community, over the centuries relying on the rich soil of its plains and the easy transportation of goods and produce to nearby market towns. Today, Preston's active farms are some of the town's most significant heritage landscapes, with features including houses, barns, stone walls, field patterns and herd walks that embody a history and way of life that has essentially been lost in many other communities. The 20th, and even more the 21st century have brought new and serious challenges to this land-based economy, threatening the survival of traditional farms while presenting unusual opportunities for exploitation of new agricultural niches.

The heritage landscape team chose to focus on three historic farms as examples of different issues concerning farms and farming and different ways of responding to the issues at hand. Each farm is profiled separately below, although many heritage issues apply to Preston's farms in general.

Maple Lane Farms was established in 1791 on a 97-acre tract bought by John Morgan. The main farmhouse, at #57 Northwest Corner Road, is thought to have been built that year, with a small, older house attached to it soon after, as a rear ell. The Allyn Brown family, present owners, are only the fourth family to have farmed the property in two hundred years. According to Hall (1998), the property had essentially been abandoned by 1849, when the Myer family *[re]cleared the land, built buildings...and set out the maple trees along the road.* Just over a century later, Allyn Brown III repeated the process, returning the land to active farming and maintaining a popular extended-season farm store.

The Browns have experimented with a variety of cash crops since that time. Today, they are growing fifteen varieties of apples as well as blueberries, raspberries and Christmas trees as pick-your-own crops, since these products are not commercially successful if harvesting and transport costs are factored in. Beyond these market staples, however, Maple Lane Farms has developed a unique agricultural niche, planting 100 acres to black currant bushes and retooling their farm stand into a state-of-the-art bottling plant for black currant juice, which is distributed nationwide.

Maple Lane Farms includes 150 acres of cultivated fields and of woodlands, including a number of farm ponds and other microenvironments that provide habitat for wildlife ranging from deer and turkeys to fisher cats and woodchucks. Apart from the John Morgan house, other housing, farm and commercial buildings are of recent date, but fields and roadways surrounding the 1791 farmhouse are defined by historic stone walls and lined by full-growth sugar maples that gave the farm its name. It is these property-defining features that make Maple Lane Farms a heritage landscape; that make Northwest Corner Road a scenic roadway, and that provide the type of scenic vistas highly valued by Preston's residents.

The most significant *farming* issue emphasized during the site visit to Maple Lane Farms is the extremely high cost of equipment needed to adapt to new crops demands and to meet state and federal requirements. The most immediate *landscape* issue appears to be the deteriorating condition of the 150-year-old sugar maples lining Northwest Corner Road. Loss of these heritage trees will permanently change this scenic roadway.

The long list of cultural resources associated with Hellgate Farm is a reflection of the importance of Miller Road as a focus of the historic farming activity along the well-drained ridge between Myers Brook and Hewitt Brook drainages. The present 500-acre dairy farm, owned by Gary Piszczek, is comprised of two earlier farmsteads: the Shapely Morgan farm (235 Miller Road) begun in the 1790s, and the Isaiah Main farm with a house (130 Miller Road) of which a portion dates to ca. 1810. In addition to these two buildings, other known cultural resources include:

- site of two post-and-beam barns (dairy and horse) with sheds, across street from Morgan house; destroyed by arson 2008.
- site of 1793 pest house (smallpox quarantine building) set at edge of field, west side Miller Road; chimney still visible late 1900s; said to have been occupied by an Indian family later in 19th century;
- rural cemetery including 5 inscribed stones and numerous unmarked fieldstones; said to include graves of smallpox victims and Indians;
- historic planting fields and pastures, both sides Miller Road; some still in use, others in varying stages of reversion; many defined by stone walls and/or windrows.
- Hellgate Road, an abandoned roadway between Miller and Brickyard Roads. Hall et al (1998) write: *Hellgate itself is two huge rocks standing straight up with barely room between them for a cart.*
- foundation of building once belonging to Standish family on Hellgate Road west of Myers Brook.
- farm buildings associated with Isaiah Main house, including garage, two silos, milk house, two barns (oldest 1953) and two pole barns or shelter sheds.

The Piszczek family, who immigrated to the United States in the early 1900s, followed a pattern common in southern New England, where Polish families removed themselves as soon as possible from port cities to rural farms, often establishing milking herds to provide dairy products for nearby towns. Hellgate Farm was one such enterprise, always having been a dairy since its purchase by the Piszczeks, who were one of eight families living along the southern stretch of Miller Road in the 1940s. Today, Gary Piszczek and his family are the only residents of the area. He maintains a herd of 40-60 Holsteins and plants 30 acres to corn and alfalfa for cattle feed. The Isaiah Main house and outbuildings are in use, but the Shapely Morgan Cape-style cottage is not occupied, and its yard is overgrown.

The most significant *farming* issue raised at Hellgate Farm is lack of available, good quality crop land in Preston. Mr. Piszczek noted that most really productive cropland is still in use “if it doesn’t have a house on it by now.” He went on to comment that resident landowners who are still willing to lease portions of their land for agricultural use are the “unsung heroes of farming today.” The most pressing issue affecting the farm’s *landscape* heritage is the challenge of maintaining and protecting the historic resources of a large, privately-owned property, especially as those resources become unnecessary to or unused by the farming operation. The recent arson and total destruction of an early 19th century post and beam barn, located next to the empty Morgan house, is a dramatic case in point, as is the neglected cemetery. Specifically, Mr. Piszczek cited the costs of capital maintenance for historic buildings, liability insurance, and taxes, and indicated that fire insurance is unprocurable for old barns.

The Cox Farm at 8 Old North Road includes 72 acres fanning out from a large two-story farmhouse built by Moses Meech in 1768. Despite numerous alterations to the house over two centuries – from the addition of a Palladian window, to removal of the central chimney, addition of a rear ell, and vinyl siding – this house retains its solid historic character. The building's south-facing orientation and the line of the old road clearly curving past the front door are further evidence of this property's antiquity and significance in the community. The farm includes two barns, one of which is a large, late 19th century dairy barn; four pole barns or shelter sheds, and a milk house.

Moses Meech sited his house and farm buildings to overlook gently rolling planting fields, 35 acres of which are still planted to alfalfa and silage corn, while another 10 to 15 acres of pasture are in reversion. The Crary – now Cox – family has operated this farm for the past 150 years, with the present generation specializing in breeding heifers for the dairy business. A recent outbreak of salmonella, transmitted in wild turkey droppings from flocks feeding in the farm pastures, devastated the herd, which has not been replaced.

The most significant *farming* issue identified at the Cox Farm is the difficulty of capitalizing major investments such as herd renewal, and the challenge of paying taxes on what is largely non-producing land. The most significant *landscape* issue is inter-generational protection of farmland and open space, especially in this area of Preston adjacent to Route 164, where significant single-family housing development has been occurring over the past decade.

Recommendations

Preservation of agricultural landscapes means preservation of the farming activities; otherwise, it simply is the preservation of land as open space. There are instances in which changing technology sometimes requires modifications to existing farm structures or the addition of new ones. It is important to know what the features of an agricultural setting are and which features the community treasures in order to make a case for preservation of these settings.

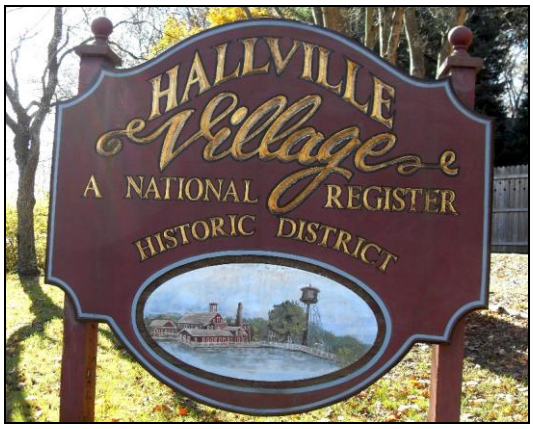
There is a battery of tools available to farmers and the community from state and federal agencies concerned with protecting Preston's agricultural heritage. The following list simply highlights some of the more important measures that have proven effective to meet the needs of agricultural protection in Preston.

- Create an Agricultural Commission, a standing committee of town government created through vote at Town Meeting. This Commission would represent the farming community, promote agricultural-based economic opportunities, and work to protect and sustain agricultural businesses and farmland.
- Prioritize parcels presently under Chapter 490 for potential future acquisition or permanent protection. The need to pay fair market value makes it challenging for the town to effectively act on this right, but state grants under the Community Investment Act can assist with this process.
- Strengthen public-private partnerships to preserve farmland through purchase of Transfer of Development Rights (TDRs) or Conservation Restrictions (CRs).
- Develop partnerships with land protection organizations including the Avalonia Land Conservancy, to purchase development rights on farms or to assist a farmer in the restoration of historic farm buildings in return for which the owner would be required to donate a Preservation Restriction (PR).

- Make information about Connecticut Department of Agriculture programs including the Farm Transition Program available to farmers(encourages diversification of existing farm operations and expansion of local product marketing), and the Agriculture Viability Grant Program for towns (technical assistance, capital project funding).
- Adopt Open Space Zoning (also known as Cluster Zoning), as recommended in Preston's 2003 Conservation and Development Plan, which serves the dual purpose of allowing landowners to develop their property, while protecting substantive parcels of open space.
- Document historic farms that are considered critical to the character of Preston's community using standard Commission on Culture & Tourism survey forms.
- Remind developers and new residents that Connecticut has a right-to-farm law (CGS, Sec 19a-341) which protects the rights of farmers to carry on farming activities that may be considered a nuisance to neighbors. Enact this law as a local ordinance.
- Explore Community Supported Agriculture (CSA), a partnership between a farm and a community of supporters. Community members cover a farm's yearly operating budget by purchasing a share of the season's harvest. This relationship guarantees farmers a reliable market, while assuring the members high quality produce, often below retail prices.

In addition to the farm-specific issues, Preston's agricultural landscapes are in need of many of the same protections recommended elsewhere in this report. Specifically, see comments concerning:

- Completing Preston's historic resources inventory including structures, sites, and landscapes;
- Stone wall documentation and preservation;
- Local Historic Districts;
- Maintenance and protection of rural cemeteries.



PART II

BUILDING A HERITAGE LANDSCAPE TOOLKIT

EIGHT TOOLKIT BASICS

As our communities undergo rapid land use changes, heritage landscapes are particularly threatened because they are often taken for granted. There is a broad variety of resources that communities can call upon to protect these irreplaceable resources. Below is a checklist of the basics. Each is discussed further in the following sections.

1. Know the resources: Inventory
We cannot advocate for something until we clearly identify it – in this case, the physical characteristics and historical development of the town's historic and archeological resources. The necessary first step is to record information about the resources at the Connecticut Commission on Culture & Tourism, Historic Preservation and Museum Division (CCT).

2. Gain recognition for their significance: National Register Listing
The National Register of Historic Places is the nation's official list of cultural resources worthy of preservation. Listing brings a number of benefits including recognition, consideration when federally- or state-funded projects may impact the resource, eligibility for tax credits, and qualification for certain grant programs.

3. Engage the public: Outreach, Education and Interpretation
In order to create a community of advocates, we need to raise public awareness and broaden the base of support. This includes developing opportunities to learn about and celebrate the places and history of the town, as well as to care for them.

4. Think in context: Comprehensive and Open Space Planning
It is important that Conservation and Development Plans as well as other planning initiatives address heritage landscapes as vital features of the community, contributing not only to a unique sense of place but also to environmental, recreational and economic health.

5. Develop partnerships: The Power of Collaboration
Protecting community character, respecting history, and promoting smart growth are interrelated concerns that impact heritage landscapes and require collaboration across a broad spectrum of the community. This includes communication among town boards and departments and between jurisdictions, as well as public-private partnerships.

6. Defend the resources: Zoning, Bylaw and Ordinance Mechanisms
Effective and innovative preservation tools exist in the legal and regulatory realm. These range from a wide array of zoning, bylaw and ordinance mechanisms, to incentive programs and owner-initiated restrictions on land use.

7. Utilize the experts: Technical Assistance
Regulations and creative solutions for heritage landscapes are constantly changing and emerging. Public and private agencies offer technical assistance with the many issues to be addressed, including the Connecticut Trust for Historic Preservation, the CCT, and the Quinebaug and Shetucket Rivers Valley National Heritage Corridor through the Green Valley Institute.

8. Pay the bill: Funding Preservation
Funding rarely comes from a single source, more often depending on collaborative underwriting by private, municipal, regional and state sources. Each town also has a variety of funding sources that are locally based and sometimes even site specific.

PRESTON'S TOOLKIT: Current Status and Future Additions

Concern for heritage landscapes is not new to Preston, although specific preservation action in some areas has lagged behind community interest and study. What follows is a review of the tools that Preston already has in place, as well as a look at a number of additional tools. The tools already in place for Preston provide a good foundation for heritage landscape preservation, but their efficacy as protection for the town's natural and cultural resources can be significantly improved by strengthening existing measures and putting others in place. There are numerous additional avenues and creative approaches that Preston should explore in developing a multi-pronged strategy for preservation. Municipal staff and members of the town's boards and organizations need to be alert to new opportunities and creative partnerships that will help to preserve heritage landscapes throughout the town.

These tools should be considered in combination with specific recommendations discussed for Preston's priority landscapes.

1. Know the Resources: Inventory

- Local volunteers have been participating in the state-sponsored **Connecticut Barns Survey**. To date they have recorded barns and other agricultural outbuildings in approximately a third of the town, and anticipate that the survey will be completed within the next year. Documentation should be as thorough as possible, following the guidelines available on line from the survey (www.connecticutbarns.org).

- Develop a **town-wide inventory** of Preston's historic structures and heritage landscapes, filling in gaps in earlier work and filing the results with the state CCT. Registering historic resources with the state is an important protective measure, bringing them under the cultural resource protection guidelines applied to all development and construction projects that involve state or federal funding. Although Marion Hall and other local historians have done excellent work documenting the history and ownership of many Preston homes and municipal buildings (as in the 1998 publication *Preston: Early Homes and Families*), a surprisingly small number of Preston's historic structures have been recorded on standard survey forms with the state historical commission.

- Develop a **predictive archaeological sensitivity map** to insure that planners and town departments take into consideration the numerous sites and areas of Preston that are likely to contain significant precontact and historic archaeological resources. The Green Valley Institute prepared an "archaeological probability" map of Preston within the past few years, but its parameters need to be further refined to be a useful planning tool for the town.

- Conduct a **surface survey and collections inventory** of all known archaeological sites and materials in Preston not already recorded with the State Archaeologist. The same protections apply as above – *but only if the resources are state-registered.*

2. Gain recognition for their significance: National Register Listing

- The Preston Historical Society was organized in the 1960s and almost immediately took on the challenge of protecting the Long Society Meetinghouse. Among other results, their effort resulted in designation of the meetinghouse as a National Register property in 1976.

- In 1995 the Connecticut Historical Commission supported Preston's preservation efforts by conducting a partial survey of the town's historic and architectural resources. This survey resulted in successful nomination of Poquetanuck Village, Hallville, and Preston City as National Register Historic Districts.

- The **Long Society registration should be amended** to include information on the entire property including the cemetery, if not the broader District recommended in this report.

- Following completion of the town-wide inventory recommended above, the Historical Commission should review Preston's resources and determine whether other buildings, districts, or sites should be **nominated for National Register** status.

3. Engage the public: Outreach, Education and Interpretation

- The single most effective and least expensive form of outreach to raise awareness of Preston's heritage resources is through the **publications and activities of the Quinebaug and Shetucket National Heritage Corridor** of which Preston, together with Norwich, are the two southernmost towns. At the moment this is a largely missed opportunity. Active involvement in the Corridor will include a number of features:
  - listing in National Park Service on-line guides and brochures;
  - inclusion in the "walk" and "wild" tours prepared by The Last Green Valley;
  - participation in the annual Fall Walking Weekend, when visitors should be encouraged to explore one or more of Preston's heritage sites: the Long Society Meetinghouse; Poquetanuck Village and Cove, Preston City and Northwest Corner Road;
  - interaction between Preston's preservation and conservation advocates and those from other Corridor towns.

- Opportunities to reach out to young people should be explored through the formal **school curriculum** and through opportunities for supervised work or research on town properties. Recent examples of this include the community service projects undertaken by Boy Scout Troop 75. These are very effective ways to keep the values and needs of heritage landscapes in the public consciousness for students and parents alike.

- At present, there are a number of markers around town drawing attention to a range of heritage landscapes.
  - A section of Route 164 has a state "Scenic Highway" sign.
  - Hallville, Preston City and Poquetanuck each has signage identifying its status as a National Register Historic District, but the signs are not consistent.

- The grassy plot adjacent to the Old Library/ Historical Society building has a detailed but difficult to read sign identifying the site of General Samuel Mott's home.
- An informal and nearly invisible sign hangs near the corner of Rte 164 and Cooktown Road, commemorating the site of the Separatist Meetinghouse.

Development of a **historic marker program** to provide consistent interpretive signage throughout the town will send consistent messages to residents and visitors alike, concerning the value Preston places on its heritage landscapes, and reinforce their wide geographic and chronological range.

4. Think in context: Conservation and Development Planning

Preston's Planning & Zoning Commission published the current *Town of Preston Plan of Conservation and Development* in December 2003. This thorough study and its recommendations were the results of four years' research and preparation. Work on the next plan, due to be issued in 2013, is already underway.

A number of significant changes have impacted Preston's heritage landscapes since the *Plan* came out, including the town's acquisition of Norwich State Hospital lands, and the nationwide economic downturn that has led to reduced real estate activity and lower property values, among its myriad other effects.

Other aspects of Preston, however, have seen little change since a 2000 community survey solicited resident input on preservation/ conservation and development issues. Fifty-seven per cent of Preston respondents identified the town's agricultural character as their favorite landscape feature, while 91% identified the "country living atmosphere" as a vital element in their desire to live in the town.

Ironically, these same respondents were much less willing to use public funding for heritage landscape protection. Only 40% agreed on funding preservation and protection efforts for scenic farm areas, while less than 20% thought expenditures for historic and archaeological resource protection might be worthwhile.

These low numbers highlight a vital need for "historical consciousness-raising" among Preston residents and landowners. The town's voters and governance boards – as well as developers – need to understand that Preston's country living atmosphere is rooted in the large number of ancient farms, fields, roadways and archaeological sites that literally define its landscape. These features are at the heart of Preston's successful future development, and their preservation and promotion needs to become a top priority for the community and its leaders.

Protection and support of heritage landscape resources should be a highlighted objective of Preston's 2013 *Plan of Conservation and Development*.

5. Develop partnerships: The Power of Collaboration

Involvement of even one or two representative commission or committee members with partnerships that extend beyond the town leverages Preston's efforts by providing broad-

based support, extensive technical assistance, and powerful advocacy. Where partnerships do not now exist, they should be sought out and encouraged. Among the most obvious of Preston's current or potential partners in the furtherance of heritage landscape protection are:

- Town of Ledyard concerning Poquetanuck Cove and Indiantown Brook;
- Avalonia Land Conservancy to protect open space and heritage landscapes;
- Connecticut's Department of Environmental Protection for farmland and open space concerns;
- Connecticut Council on Culture & Tourism for support with cultural resources survey, inventory, and protection;
- Quinebaug and Shetucket Rivers Valley National Heritage Corridor for cooperative outreach and historical programming;
- Mashantucket Pequot Tribal Nation and its Museum and Research Center – as well as Ledyard – for protection of Indiantown Brook.
- Coordinate data collection with Pequot and Mohegan archaeologists, and collaborate with the two tribes to fund research and interpretive activities.
- The Thames River Basin Partnership, a wide range of municipalities and conservation organizations as well as regional, state and national environmental partners, for guidance and advocacy where heritage end environmental concerns coincide.

6. Defend the resources: Zoning, Bylaw and Ordinance Mechanisms

Village District Zoning: In 2001 the Town of Preston approved the addition of Village District Zoning to its zoning regulations (Section 11D), and at the same time established the Preston City Village District, to guide and encourage mixed residential and business use of the area while protecting the village's character as defined by its structures and properties. A *Preston City Village District Booklet* was developed to serve as a handbook for residents and community officials. This highly useful and informative publication includes a rated property inventory, with regulations and design standards.

Local Historic Districts (LHDs) are local initiatives and the strongest form of protection to preserve special areas with distinctive buildings and places. Contrary to National Register listing, which provides minimal protection for historic landscapes and structures, local designation can be tailored to specific community needs, and often protects private investment by enhancing property values. Preston is well aware that one of the keys to economic development of the town as an attractive residential community is the preservation of its rural and small town character. Establishment of Long Society as a Local Historic District would exemplify and protect that character.

Special Focus: Scenic Roads

Scenic roads are an integral part of the historic fabric of the community, and are highly valued by Preston residents and visitors alike. Roads must also accommodate modern transportation needs and decisions regarding roadways are often made with travel and safety requirements as the only considerations. Furthermore, much of what we value about scenic roads – the stone walls, views across open fields and the many scenic historic buildings – is not within the public right-of-way. The preservation and protection of scenic

roads therefore requires more than one approach, and begins with understanding the distinction between state and town scenic roads.

State Scenic Roads

Connecticut has over the past several years designated several sections of its rural two-lane state highways as Scenic Roads. This designation not only encourages sightseeing along the road but helps preserve it from modifications that would detract from its appearance, such as rerouting or widening.

A potential state scenic highway must abut significant natural or cultural features such as agricultural land or historic buildings and structures which are listed on the National or State Register of Historic Places, or afford vistas of marshes, shoreline, forests with mature trees, or other notable natural or geologic feature which singularly or in combination set the highway apart from other state highways as being distinct. The Highway shall have a minimum length of one mile and shall abut development which is compatible with its surroundings. Such development must not detract from the scenic or natural character or visual qualities of the highway area. Guidelines for requesting designation may be found on the SOT website, at http://www.ct.gov/dot.

Town Scenic Roads

Connecticut's Town Scenic Highway Statute authorizes a town's legislative body to adopt a scenic road ordinance to protect its town roads from improvements that would impair their scenic character. An ordinance would:

- designate specific town roads or portions or roads as scenic and/or designate the power to designate scenic roads to the Planning Commission or Planning and Zoning Commission, prescribing the criteria for designation, and
- specify what alterations or improvements are prohibited or permitted under certain conditions for designated scenic roads

There is a considerable variety among the ordinances that have been adopted by the 39 towns to date: Ashford, Bethany, Bethlehem, Bridgewater, Brookfield, Coventry, Danbury, Easton, East Haddam, Essex, Fairfield, Falls Village, Granby, Greenwich, Groton, Guilford, Hamden, Harwinton, Kent, Killingly, Killingworth, Lebanon, Ledyard, Mansfield, New Milford, Newton, North Stonington, Norwalk, Redding, Ridgefield, Sharon, Shelton, Sherman, Simsbury, Southbury, Stonington, Wallingford, Wilton, Woodbury and Woodstock. Some recommended publications relating to the preservation of historic and scenic roads include *Design Guidelines for Rural Roads*(1998), prepared by the Dutchess Land Conservancy and *Saving Historic Roads, Design & Policy Guidelines* (1997), by Paul Daniel Marriott. Other helpful references are listed on the CT Trust website, at http://www.cttrust.org/index.cgi/150.

An additional benefit of local scenic road designation is the possibility of introducing or requiring what are termed “traffic calming techniques” in roadway planning and maintenance. Such techniques are often more subtle, and less intrusive, than installing stop signs or traffic lights. Cautionary and informative signage, improvements to street lighting and roadway aesthetics, providing on-street parking areas, all work together to slow traffic on thickly settled roadway areas, while use of scenic guard rails and retaining historic pavement widths, contours and verges, at the same time they are supporting the road’s visual heritage, also discourage high speed travel along open stretches between Preston’s villages. A traffic calming plan was, in fact, developed by the state DOT for Poquetanuck Village, but it has not been implemented.

- Complete an inventory with descriptions and photo documentation of each of the roads in Preston considered to be scenic, including the character-defining features that should be retained.
- Post attractive road signs that identify the scenic roads in town.
- Coordinate procedures between Highway Department and Planning & Zoning Commission.
- Consider a Scenic Overlay District which may provide a no-disturb buffer on private property bordering on scenic roads or adopt flexible zoning standards to protect certain views. Such bylaws would apply to the landscapes bordering state scenic roads as well as to landscapes bordering town roads.
- Develop policies and implementation standards for road maintenance and reconstruction, including bridge reconstruction, which address the scenic and historic characteristics while also addressing safety. This is an important public process in which the community may have to accept responsibility for certain costs to implement standards higher than those funded by the Connecticut Highway Department. Such standards should have a section addressing the way in which the local Highway Department maintains roads; for example, requiring a public hearing if any new pavement width is to be added to a town road during reconstruction or repair. Policies can be adopted by local boards having jurisdiction over roads, or can be adopted at Town Meeting through a bylaw. In developing policies consider factors such as road width, clearing of shoulders, walking paths and posted speeds. A delicate balance is required.

Special Focus: Cemeteries

The Town of Preston has an estimated 20 public and private graveyards, nearly all of which face preservation and maintenance issues. There is no municipal cemetery commission. A number of the town's larger cemeteries, including Preston City, Poquetanuck, and the Jewish cemeteries on Middle Road and adjacent to the State Hospital, are owned and/or maintained by separate cemetery associations. The associations rely on income from trust funds to support maintenance activities, but a majority of the town's burial places are inactive, receiving no new income from sale of burial plots, and even those that do indicate the income is insufficient to cover growing expenses. Many small family cemeteries are located on private property and rely on the good will of the landowner for maintenance and protection. Town-wide issues associated with cemetery preservation include:

- incomplete documentation of graves and inscriptions;
- vandalism of headstones and cemetery walls;
- theft of headstones and wall stones, especially capstones;
- natural deterioration and weathering of stones;
- careless mowing and yard maintenance that damages stones;
- lack of funding for maintenance and preservation.

It is important that Preston's residents become broadly aware of the historic value and fragility of these "documentary" landscapes, and work together to respect and protect the graves of the people who have built the town over three centuries. A complete CD of the 2002 publication *Preservation Guidelines for Municipally Owned Historic Burial Grounds and Cemeteries* accompanies this report and provides wide-ranging guidance and advice. It is further recommended that Preston:

- Establish a municipal Cemetery Commission to coordinate and manage cemetery preservation throughout the town;

- Develop a town-wide Friends group to monitor conditions and assist in maintenance of these valuable sites;

- Complete the inventory of graves and inscriptions currently underway (this is a good project in which to enlist Scout labor);

- Seek professional assistance to develop a town-wide cemetery preservation plan, taking into consideration the varying needs and conditions of public and private graveyards. Barring paid professional help, the Association for Gravestone Studies website (www.gravestonestudies.org) includes extensive information and advice as well as helpful contacts.

7. Utilize the experts: Technical Assistance

- AGvocate is an important statewide initiative begun in 2009. The program is designed to strengthen the region's "farm-friendliness" by assisting towns to establish agricultural commissions, review farm tax programs, plan farmland protection and establish right-to-farm ordinances. The program, which is looking for new participants as of late December 2009, can be contacted by calling Jennifer Kaufman at 860-450-6007 (Agvocate@yahoo.com) Involvement with this program would give Preston a leg up on protecting and planning for its farms.

- The Green Valley Institute has provided Preston with a set of planning tools, in the form of GIS map layers, that are equally valuable to natural and cultural resources. These include maps of the town's agricultural lands, as well as a predictive map of Preston's archaeologically sensitive areas.

- American Farmland Trust (AFT), with the assistance of the Connecticut Department of Agriculture as well as Connecticut Farmland Trust, has developed a guide to assist landowners, land trusts and communities identify options available to help protect and conserve farmland. The guide, *Conservation Options for Connecticut Landowners: A Guide for Landowners, Land Trusts & Municipalities*, is available by calling the CT Department of Agriculture's Farmland Preservation Program at (860) 713-2511 or the AFT at (860) 683-4230.

- Archaeologists and researchers at the Mashantucket Pequot Research Center and with the Mohegan Tribe are highly knowledgeable and interested in the cultural resources of the Preston area. Their input is invaluable for completion of the recommended historical and archaeological resource surveys.

- The Circuit Rider program, a cooperative program between the Connecticut Trust for Historic Preservation and the National Trust, in addition to helping with immediate preservation problems, works with communities to inform them about tools and resources available to help preserve for the future. These tools include financial and economic development incentives, tax credits, grants, historic districting, local ordinance

options, and other tools. The Circuit Riders work with many statewide and national preservation organizations to provide the widest range of information possible.

8. Pay the bill: Funding Preservation

Funding for preservation projects is an important aspect of implementing strategies to protect heritage landscapes. There are local, state, regional, national and non-profit funding programs and resources that can assist communities in preservation and land conservation-related issues. The availability of such assistance varies from year to year and private property is not always eligible for funding. Preston would do well to consult with a Connecticut Circuit Rider (see above) for a full range of options. Examples of funding sources include, *but are by no means limited to*, the following:

Local Funding Assistance

- Municipalities can establish **land acquisition funds**, increasing their revenue from sources such as an annual fixed line item in the municipal budget; income from forestry, farming and leasing of town-owned land; gifts and bequests; grants and foundation funding.

- Preston currently has a "Fee in Lieu of Open Space" provision in its Planning & Zoning subdivision regulations. The resultant fund is earmarked for open space conservation.
    - It would be useful for the town to clarify who has jurisdiction over this fund, and spell out the procedure for accessing the monies in it, which can provide useful leverage money for grant applications.

State Funding Assistance

- Towns that have a local historic district bylaw may apply for **Certified Local Government (CLG)** status which is granted by the National Park Service (NPS) through the CCT. At least 10% of the CCT's yearly federal funding allocation is distributed to CLG communities through Survey and Planning matching grants. To become a CLG, the town completes an application; after being accepted as a CLG, it files a report yearly on the status of applications, meetings, and decisions; in return the town may apply for the matching grant funding that the CCT awards competitively to CLGs annually. Presently 18 cities and towns in Connecticut are CLGs. **NOTE:** CLG status is dependent in part on a municipality having at least one Local Historical District as evidence of the community's commitment to historic preservation.

- Funding for a variety of preservation projects, primarily for municipalities and non-profits, is available through the Connecticut **Council on Culture and Tourism.** Further information on these programs is available on the agency website.

- The state Department of Environmental Protection (DEP) administers a number of financial support and grant programs, including the **Open Space and Watershed Land Acquisition Grant Program.**

- The Connecticut DEP also administers grants from the **National Recreational Trails Program** which can provide up to 80% funding for construction of new trails, maintenance and restoration of existing trails, purchase or lease of equipment,

acquisition of trail easements, and developing trail access for people with disabilities. www.ct.gov/dep/cwp.

- Connecticut's Department of Agriculture administers a number of valuable farmland and farming assistance programs including the **Farm Transition Program** available to farmers (encourages diversification of existing farm operations and expansion of local product marketing), and the **Agriculture Viability Grant Program** for towns (technical assistance, capital project funding). www.ct.gov/doag/cwp.

Regional and Federal Funding Assistance

- **Quinebaug and Shetucket Rivers National Heritage Corridor** provides mini-grants to member towns, supporting preservation of heritage landscapes including projects involving sustainable agriculture, river clean-ups, open space planning and natural resource conservation.

- **The Trust for Public Land** (TPL) is a national, nonprofit, land conservation organization that conserves land for people to enjoy as parks, community gardens, historic sites, rural lands and other natural places. TPL helps communities identify and prioritize lands to be protected; secure financing for conservation; and structure, negotiate and complete land transactions.

- The **National Trust for Historic Preservation** offers a variety of financial assistance programs. Based on the availability of funding, the National Trust awards more than $2 million in grants and loans each year for preservation projects nationwide.

  In addition to the state-administered federal funding programs noted above, Preston should consider applying for the following:

- **Preserve America** is a federal initiative that recognizes communities that protect and celebrate their heritage, use their historic assets for economic development and community revitalization, and encourage people to experience and appreciate local historic resources through education and heritage tourism programs. Preston, optimally working with other communities in the Quinebaug and Shetucket National Heritage Corridor, may want to pursue Preserve America designation. Designated Preserve America communities are eligible for technical assistance and matching grants related to heritage tourism. Eligible grant activities include research, documentation (e.g., historic resource surveys and National Register nominations), interpretation and education (e.g., signage, exhibits and itineraries), planning, marketing and training.

Conclusion and Implementation

Preston's residents have a strong sense of place, defined by the town's varied natural features and the historic land use patterns that grew out of them. Preston is the first town in Connecticut to undertake a community-based heritage landscape assessment, and it is well-positioned to set an example of landscape protection efforts in the region. It has already begun to document and evaluate its most significant buildings and natural areas. It must now also look beyond these traditional resources to the landscapes, streetscapes, rural roads, neighborhoods and other natural and cultural assets that define the community's character. Like most municipalities, Preston is facing multiple pressures for change that will have permanent impact on land-based uses and natural resources, especially its remaining farming areas. Special places within the community that were once taken for granted are now more vulnerable than ever to change.

The community planning process and this report are critical tools in identifying the rich and diverse heritage landscapes in Preston and in developing creative preservation strategies and partnerships. Preston will have to determine the best ways and sequence in which to implement the recommendations discussed above. The town would do well to form a Heritage Landscape Committee, as described in the publication *Reading the Land* that accompanies this report. Alternatively a Historical Society subcommittee might be formed, composed of members with particular interest in and knowledge of landscape protection, including conservationists, ecologists and archaeologists as well as local historians and preservationists.

Landscapes identified in this report, especially the priority landscapes, will benefit from further documentation in accordance with state historical commission guidelines. The documentation in turn will provide an information base for the local publicity needed to build consensus and gather public support for landscape preservation.

There are no quick fixes for the challenges of managing growth and funding preservation. Many of the recommended tasks and approaches will require cooperation and coordination among a number of municipal, regional and state partners to be successful. They will require time and a good dose of patience as volunteer schedules, legislative procedures, and funding cycles try to mesh.

Circulating this Report is an essential first step. The recommendations should be presented to the Board of Selectmen. Copies of the report should be available on the town's web site and distributed to town departments and boards, particularly Preston's Planning & Zoning Commission and Conservation Commission. It will also be useful for the Second Ecclesiastical Society, the Avalonia Land Conservancy, the Mashantucket Pequot Research Center and other local and regional organizations. Finally, a reference copy needs to be easily accessible in the town library. All of these circulation efforts will broaden citizen awareness, and result in increased interest and support for Preston's heritage landscapes.

Finally, the project team suggests that the following recommendations be the top three priorities for Preston as the town works to protect the character of its community:

1. **Register Preston's historic structures and archaeological sites with CCT.**
2. **Enact a local Scenic Road Bylaw.**
3. **Make farming and farmland preservation a high priority in all planning and zoning deliberations.**

Appendix A
Selected Books and Sources

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1968 *Preston Early Homes and Families.*

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Larned, Ellen D.
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Lowenthal, Larry
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2003 *Town of Preston, Connecticut Plan of Conservation and Development.* Town of Preston Planning & Zoning Commission, December 2, 2003.

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1995 National Register Nomination: Poquetanuck Village
1995 National Register Nomination: Hallville
1995 National Register Nomination: Preston City

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1766 Moses Park; 1777 Bernard Romans; 1792 William Blodget; 1796 Daniel Soltzmann; 1811 Moses Warren; 1854 Henry Walling (New London County); 1930 CT Soc. of the Colonial Dames (Ct Indian Trails, Villages and Sachemdoms)

APPENDIX B
Historical Overview

from *Historical and Architectural Resources of Preston, Connecticut*
[Richard C. Youngken for the Connecticut Historical Commission, 1995]

Description

The town of Preston is located in New London County, in the southeastern region of Connecticut. Bordering towns include Norwich and Montville to the west, Voluntown and North Stonington to the east, Griswold and Lisbon to the north, and Ledyard to the south. The town is 31.3 square miles in area. A semirural or suburban town, it has many residents who work and shop in Norwich, the nearest urban center. Farming remains an important part of the town's economy. Commercial activity is focussed on a few small retail centers and individual stores along the maj or highways. Industry is concentrated in the Hallville section, where a brass foundry and an electric motor repair and sales business are located.

The topography of Preston is primarily the result of glacial action during the last ice age, about 25, 000 years ago. The glacier scoured the bedrock, an igneous rock known as Preston Gabbro, rounding the contours of the hills. The numerous hills of Preston are low, generally under 350 feet in height, with one hill over 500 feet in the extreme eastern end of town. As the glacier receded, glacial till, a mixture of rocks, sand, gravel, clay, and silt was deposited. These deposits range in depth from a few inches to more than 10 feet.

Post-glacial lake deposits west of Preston City and at Preston Plains created level areas suitable for intensive farming. Amos Lake, a 105-acre lake near the border with North Stonington, is a remnant of a once-larger post-glacial lake. The village of Preston City is located just north of the lake.

The many small streams in Preston drain into the Thames River or its tributaries, the Shetucket and the Quinebaug. The Quinebaug River forms the boundary between Lisbon and Griswold. Then flowing southward, it bends sharply westward to the Shetucket River. This section of the Quinebaug defines the border between Preston and Lisbon.

Broad Brook and Choate Brook empty into the Quinebaug. The Shetucket River runs southward to the Thames River and comprises part of the boundary between Preston and Norwich. The East Side section of Norwich occupies a portion of the land on the east bank of the river, however. The Thames River, a drowned estuary which the Shetucket enters, forms part of Preston's western border. A narrow strip on the east side of the river, the Laurel Hill district, belongs to Norwich. Poquetanuck Cove, entering the Thames on the east side, forms part of the boundary between Preston and Ledyard. A long, winding cove, it is fed by several streams, the largest of which is Poquetanuck Brook. The village of Poquetanuck lies at the head of Poquetanuck Cove, about two miles from the Thames River.

The plant and animal life of Preston is varied. Woods cover much of the town. These represent second-growth forests which have gradually covered abandoned fields. The dominant species are oak and hickory. Atlantic white cedar is found in the Cedar Swamp between William Miller Road and Branch Hill Road. White-tailed deer and small game are numerous. In the course of the survey, cottontail rabbits, ruffed grouse, squirrels, opossum, chipmunks, and other wildlife were observed. Freshwater fish such as trout are found in the streams of Preston, while the waters of the Thames and the lower Shetucket host a variety of species of fish, such as striped bass, shad, alewives, eels, and menhaden. Poquetanuck Cove is rich in shellfish.

The soil and geography of Preston have influenced its historic development to a large extent. Agricultural use of the land has been conditioned by soils and topography best suited for livestock grazing and corn production. Numerous streams provided waterpower for industrial development. In earlier times, the Thames River provided access to distant markets. Railroads and highways have since displaced waterborne transportation. Remarkably, Preston retains much of its earlier rural character despite residential development since World War II. The historical development of the town is traced below.

Settlement

The earliest inhabitants of the area which is now the town of Preston were Native Americans. At the time of the first European exploration, the Pequot tribe controlled most of Eastern Connecticut. In the 1630s, English colonists began settlements on the Connecticut River. The colonists soon came into conflict with the Pequots. The Pequot War, 1636-1637, resulted in victory for the English and their allies, the Mohegan tribe, a sub-group of the Pequots led by Uncas. The home territory of the Pequots was claimed by the English as spoils of war. The remainder of the Pequot territory, including the present towns of Norwich and Preston, was retained by the Mohegans. The surviving Pequots were either enslaved to colonists or placed under the supervision of Uncas. Although Connecticut's major centers of Native American population in the historic period were outside Preston, a small number continued to live in Preston into the 20th-century. Impoverished, they managed to eke out a subsistence living by hiring out their labor or producing baskets and woodenware for sale.

In 1646, New London was settled by colonists from Massachusetts. The first English settler within the bounds of modern Preston was Jonathan Brewster. In 1650, Brewster acquired land from Uncas at the mouth of Poquetanuck Cove on the Thames River, later called Brewster's Neck. Here he established a trading post to deal with the Mohegans, who had a fortified village, Fort Shantok, on the opposite shore of the Thames River. Brewster's Neck was within the borders of New London. When the territory on the east side of the Thames River was split off from New London in 1705 to form the town of Groton, Brewster's Neck was included. In turn, the section was included in Ledyard, when that town was created from the northern portion of Groton in 1836. In 1872, the area was transferred to Preston by act of the General Assembly.

Norwich was founded in 1659 at the mouth of the Connecticut River by settlers from Saybrook. The original territory, purchased from Uncas, was roughly square in plan, with each side about 9 miles long. This included a strip of land on the east side of the Thames, Shetucket, and Quinebaug Rivers, part of which is now in the town of Preston. While fields were laid out on the east side of the rivers early in the history of the settlement, permanent occupation did not take place until after King Philip's War of 1675-1676. Following the war, the Indian menace over, settlement began in earnest.

As Norwich settlers moved eastward across the Shetucket River, a number crossed the boundaries of Norwich to land farther east, still in the possession of the Mohegans. In October 1686, 19 persons petitioned the General Court for the incorporation of a new town. This was granted in January 1687. On March 17 of that year, Owaneco, son of Uncas, deeded the area of the new town to the English inhabitants. Preston received its name from the English home of the Park family, early settlers. The town then included most of the present town of Griswold and the eastern half of the present town of Preston.

The settlers of Preston were English colonists who migrated from already established towns, the most prominent of which was Norwich. This was primarily an internal migration of families within the colony of Connecticut, many of whom were children or grandchildren of immigrants from England. More desirable land tended to be settled first, particularly that around Preston Plains and to the west of Preston City. The English character of these settlers is evident in their surnames: Amos , Avery, Crary, Meech, Park and others. Place names within the town often reflect these early names or those of later settlers.

Town government had much the same form as today. The major town officers were the townsmen, later called selectmen, and the recorder, later the town clerk. Other town officials such as fence viewers, branders, and surveyors reflected the concerns of a rural, agricultural community.

An important function of town government was to establish and maintain a Congregational church. Until 1818, public taxes were used to support the church and to pay the minister, s salary. Attendance was mandatory. Town meetings as well as religious services were held in the meetinghouse. Preston selected a site and began construction of its meetinghouse in 1693. In 1698, the Reverend Samuel Treat was ordained as minister and served for 46 years.

The Congregational church served as the nucleus around which the present village of Preston City developed in the 18th- and early 19th-centuries. The present church building, dedicated in 1887, is the fourth on the site since 1693. The center of religious and town activities, Preston City evolved as a

settlement loosely clustered about a major crossroads of north-south and east-west highways. In reality a rural village, Preston City came to boast a few stores, a cemetery, a blacksmith shop, a district school, a library, and a number of residences. In 1812, the Baptists built a church here, reinforcing the function of Preston City as an important center of activity within Preston.

A second village within the town of Preston, Long Society, had its origins in the beginning of the 18th-century. As early as 1698, the residents of Norwich living east of the Thames, Shetucket, and Quinebaug Rivers petitioned the General Assembly for permission to establish a new Congregational society. These settlers faced not only the difficulty of a long journey to the church in Norwichtown, but also the problem of fording the rivers, a dangerous and arduous task when they were in flood. The General Assembly refused the petition. Sixteen years later, however, it granted a new request. The new society, the fifth in Norwich, stretched from the head of Poquetanuck Cove on the south to the northeast corner of Norwich, at the border with Plainfield, on the north. It was called the Fifth Society or East Society from its position, or Long Society from its configuration. The first settled minister, Jabez Wright, served 56 years, from 1726 until his death in 1782. A small village grew up around this meetinghouse also. By the late 19th century, this included a district school, a blacksmith shop, and a number of residences. The meetinghouse, built as a replacement of the first, was constructed in 1817.

In 1786, Long Society was transferred from Norwich to Preston by act of the General Assembly. The Fifth Ecclesiastical Society of Norwich became the Third Ecclesiastical Society of Preston. Preston's boundaries now extended to the banks of the Thames, Shetucket, and Quinebaug Rivers. The northern portion of Preston had been a separate ecclesiastical society as early as 1717, when it was created by act of the General Assembly. This Second Society of Preston, or North Society, was incorporated as the town of Griswold in 1815. A portion of Long Society north of Broad Brook, which had been attached to North Society in 1744, also went with Griswold.

The result of these complex transactions was that Preston's boundaries had altered dramatically by 1815. The geographical center of the community shifted towards Norwich to the west. Long Society was now nearer both the center of population and the geographical center of the town. Town meetings, which had been held at Preston City, were moved to the Long Society meetinghouse in 1856. In 1889, town meetings were moved across the street to the former district school, a small brick schoolhouse. This building functioned as the Town House until the construction of the present Town Hall off Route 2 in 1974.

With the annexation of Long Society to Preston in 1786, the village of Poquetanuck became part of the town of Preston. Unlike Long Society and Preston City, which had their origins in the location of meetinghouses there, Poquetanuck developed around industrial activities centered on the two brooks that flow into the head of Poquetanuck Cove and was influenced by the establishment of an Episcopal church and parish early in the 18th century. A gristmill was established here in 1685. About 1707, Samuel Whipple established an ironworks on Forge Brook, now either Cider Mill Brook or Joe Clark Brook, at the head of the cove. This location was actually in the town of Groton at that time. In 1725, Walter Capron established an ironworks on Poquetanuck Brook in the town of Norwich. Other activities soon followed. Shipbuilding, the export of potash and other products of the countryside, and a variety of handcrafts flourished. Saint James Episcopal Church moved to the south of the village in the late 18th century, just south of the border between Norwich and Groton, later the division between Preston and Ledyard.

The most notable vessel built in Poquetanuck was the *Lady Strange,* built by Jeremiah Halsey in 1786, the year in which Poquetanuck became part of Preston. This was a vessel of unique design, lacking frames, the "ribs" that were used in conventional construction of the period. The ironworks was replaced by a cotton mill in the early 19th-century; it continued in use until destroyed by fire in 1912. This thriving community offered a post office, school, and several stores in the 19th- and early 20th-centuries. In 1929, the small portion of the village that lay in Ledyard was added to Preston by act of the General Assembly.

Hallville, to the north and east of Poquetanuck, is a small mill village of mid 19th-century date. The property had been purchased by William Kimball in 1814 and a carding mill established here. The Hall Brothers company began woolen manufacture here in 1863. Besides the mill complex itself, there remains the dam and bridge, and a number of workers' houses, as well as a social hall.

After the annexation of Long Society by Preston in 1786, rapid growth took place on the east bank of the Shetucket across the river from downtown Norwich. This trend was facilitated by the construction of a toll

bridge over the Shetucket in 1817, and the incorporation of the Shetucket Turnpike Company in 1829, which operated an improved toll road from Norwich to Voluntown. Rapid expansion of Norwich as an urban center in the 19th-century led to concomitant growth on the Preston side of the Shetucket. In 1850, Norwich developers purchased a tract of land on the west bank of the Thames River. A bridge was built across the mouth of the Shetucket in 1853 to give access to the new development, which quickly became a residential suburb called Laurel Hill and was ceded to Norwich by act of the General Assembly.

By the late 19th-century, many urban centers had begun to absorb outlying towns. In southeastern Connecticut, both Norwich and New London attempted this in the closing years of the 19th-century. In 1897, Norwich tried to annex the entire town of Preston. The state legislature put the issue to vote in both towns, and the measure failed. A similar attempt by New London to absorb Waterford in 1899 also failed. In 1901, however, residents of the "Bridge District" of Preston succeeded in breaking away from Preston and affiliating with Norwich. The East Side, as the new section of Norwich was called, extended from the west bank of the Shetucket River to the fringes of the village of Long Society.

Aside from Preston City, Poquetanuck, Long Society, and Hallville, a number of other small clusters of settlement existed in Preston. These developed around family holdings, and were named after specific families. Swantown is an area on Swantown Road in the eastern angle of Preston. Asa Swan bought an earlier gristmill here in 1758. Today there is a small cluster of homes here. Corning Town, on Corning Road, was a small residential area inhabited by the Corning family and their relatives; it is now within the Norwich town boundaries. Cooktown was a small village centered around the woolen mill of the Cook family, on Cooktown Road east of Preston Plains Road (Route 164). Only two associated houses remain, along with extensive ruins.

On Brewster's Neck, at the mouth of Poquetanuck Cove, there was a small group of homes in the mid-19th-century. These were near the railroad drawbridge of the Norwich & Worcester Railroad over the mouth of the cove. The location came to be known as the Drawbridge, a name still current among residents today, long after the drawbridge was replaced with a fixed bridge. In the early 20th century, there was a dance hall here known as Happyland. This name is also applied to the area, although the dance hall has been gone about 50 years. Summer cottages built in the neighborhood have since been converted to year-round residences.

Except for the areas later incorporated into Norwich, Preston experienced little growth in the 19th- and early 20th-centuries. As with many rural communities, Preston witnessed an outflow of its rural population to urban centers or to Western farmlands. There was in-immigration as well, particularly of recent European immigrants from northern European countries. Some inflow of "Yankee" stock from other area towns also occurred. The basic ethnic character of the town appears to have been relatively stable.

Demographic change seems to have accelerated in the early 20th century. An increased outflow of older established families was matched by an influx of new immigrants. From rural European backgrounds, the new arrivals helped maintain the established character of Preston by continuing to farm the land. Italians and Poles made up a substantial portion of the newcomers. Also notable were Jewish farmers, who began to settle in Preston shortly after 1900. The Jewish Agricultural & Industrial Aid Society, Inc. of New York, assisted many of Preston's Jewish population by extending loans for land acquisition.

Agriculture

The primary economic activity in the town of Preston has been that of agriculture. Landforms, soil types, and climate have influenced the agriculture practiced in Preston. Human factors impacting agriculture have been available marketplaces, transportation, and the state of technology in food preparation and preservation. Farming has in turn profoundly influenced the landscape of Preston. Farmhouses with outbuildings such as barns, silos, and sheds comprise the bulk of Preston's standing historic and architectural resources. Field patterns and layouts, fences, and growing crops or grazing livestock form the context in which farm buildings can be understood. Farmlands as well as farm buildings are essentially artifacts of human occupation and use, and are recognized as part of the cultural resource of rural areas such as Preston. The Preston Plains area of the town represents a significant rural cultural landscape of farmsteads dating to the 17th-century.

Although the very earliest settlers of Preston probably were at a subsistence level at first, the growth of both New London and Norwich as seaports and urban centers had profound influence on towns such as Preston. By the early 18th century both towns, New London at the mouth of the Thames River and Norwich at the head of the river, had become major ports in trade with the West Indies. Exports from the towns included many products of field and forest: horses, cattle, mules, salt beef and pork, barrels, shingles, clapboard, and much else besides. Poquetanuck village played an early and significant role in the export trader providing the area with a port facility close at hand. Preston, well-suited for the grazing of livestock and with a good supply of timber, prospered from participation in this trade. Furthermore, the growth of an urban population in Norwich and New London meant a ready market for foodstuffs in the towns.

Although farm production for market was certainly well-established by the 18th century, farms in Preston were non-specialized until well into the 19th century. Food and other goods were produced for domestic use as well as for the marketplace. This general farming was typical of Connecticut agriculture until the second half of the 19th century. Many farmers also practiced a craft in order to provide additional income to the family. Crafts included traditional rural handwork such as blacksmithing, coopering, harness-making, and tanning. Small sawmills and gristmills were also set up to process local lumber and grain. Some Preston farmer-craftsmen achieved high levels of skill in trades such as cabinetmaking, clockmaking, and gold or silver smithing.

In the Federal period, approximately 1790-1820, the local economy flourished. Evidence of this can be seen in the many fine Federal style houses in Preston City and outlying farmsteads. One innovation which did occur in this period was the introduction of Merino sheep for wool production. According to local tradition, the first Preston farmer to raise Merino sheep was Robert Stanton Avery. These were apparently part of the shipments made from the Iberian peninsula during 1810-1811. Sheep raising prospered until the Civil War, when falling prices caused its collapse.

In general, the rural economy of Preston began to decline when Midwestern farmlands were opened up by the development of canals and railroads, beginning with the Erie Canal in 1825. As more productive farmland in the Midwest and West came into production, less productive and smaller Eastern farms began to disappear, and many local farmers migrated West. The Meech papers in the Preston Historical Society Archives provide some insight into this trend. In 1837, young Charles Lamb Meech made a journey to Missouri. Charles Lamb, almost certainly a relative living in Missouri, wrote him:

> ... you had better come up here and see us and see the country look round I will go with you and show you some of J Lamb's lands and see what the prospect is ....
> .. . The prairie lands are called good by some. Some do not like prairie lands, they are good for timothy grass, first rate if the soil is good ....

Meech decided to stay; however, his father refused to loan him money to purchase land. A financial panic was underway and many banks were failing. Meech returned home and took up farming in Preston. In addition to farming, he also patented two inventions, one a device for regulating the depth of a plough, the other an improved mouthpiece for wind instruments!

For many young men, farming was unattractive. E.T. Barstow, a student at Yale, wrote somewhat apologetically to his uncle Joshua Barstow in 1846:

> Allow me to say here, as I am on the subject of farming, that I think agriculture one of the most pleasant and honorable pursuits in which I could engage, but you will doubtless say that young men are notional and that I should not find it so very pleasant after all when I was once harnessed into the business. In which remark there is doubtless much truth.

Although farming experienced difficulties in the 19th century, it continued to be the mainstay of the local economy. General farming rather than specialized production continued to be the rule through the 19th century. A good description of farming in Preston can be found in *Nine Dollars Per Month and Board: Reminiscences of Lewis R. Peckham, 1882-1967*. Remembering his boyhood at the close of the 19th century, Peckham writes:

> The occupant plowed a few acres of his rough, rocky side hills with oxen and grew potatoes, hay, and always a piece of field for grain. Two acres was considered a big field.

> No one produced many potatoes; the base of the operation was cattle and corn, and a great part of the land was in pasture – poor pasture at that. Every farm kept a flock of hens that searched for bugs, ran wild, and laid a few eggs in the spring. These flocks foraged for most of their food, having only a little corn thrown to them in the evening to keep them near the house because fox, skunks, and hawks preyed upon them if they wandered too far. They roosted in trees or elsewhere at night, finding shelter where they might in case of a storm ... .
>
> Farmers who lived near suitable water were apt to have geese. They supplied not only meat to sell but, when plucked, feathers for sale for use in pillows. A few hogs, fattened on home-grown corn, were butchered in the late fall - the farmer salting down a barrel of pork for his own use and selling the surplus. Every year or two a pair of fat oxen would be sold for beef and replaced by a pair of steers raised on the farm. A pair of calves, for oxen four years later, was then started.
>
> Many of the old-timers raised rye. The grain was threshed with a flail, and when mixed and ground with corn, it became the well known "Rye and Injun" that was used for brown bread. Buckwheat was grown to a lesser degree. Turnips, cabbage, parsnips, onions, pumpkins, and apples supplied food through the winter.
>
> The old timers practiced diversified farming. For although he had his regular crops, he was willing to pick up a stray dollar wherever he could. A dollar received for honey, cord wood, rye straw, eggs, or meal at the local mill was worth as much as one taken in through the regular channels.

This traditional pattern of farming began to change in the late 19th- and early 20th-centuries. In 1889, local farmers gathered at the Preston City Congregational Church to organize the Preston City Grange, No. 110. While many joined to take advantage of the discounts offered at designated stores with the presentation of a "trading card", members also supported the Grange's goal to improve rural conditions. Books on agriculture were donated to the public library, community affairs were discussed, and samples of Indian corn were sent to the 1892 Columbian Exhibition in Chicago. Despite this initial enthusiasm, the Grange became dormant in 1899. On revival of the Grange in 1905, it once again took an active role in encouraging improved farming practices, and in the betterment of rural life in general.

The reorganized Preston City Grange sponsored a Farmers Institute. Day-long meetings were held at which information about the latest developments in the field was disseminated. The Farmers Institute eventually evolved into a buyer's cooperative. Another innovation sponsored by the Grange was the Farm Bureau, which functioned to educate farmers as well as to lobby before the state legislature.

Shortly after the turn of the century, Jewish farmers began to settle in Preston, attracted by the depressed prices of farmland. This phenomenon was a regional one in eastern Connecticut. Assisted by the Jewish Agricultural & Industrial Aid Society Inc., Jewish farmers contributed substantially to the dairy and poultry industries of the town and region. Improved refrigeration and transportation was another important factor in the success of these industries locally. Two dairies were established in Preston in the 1940s: Broad Brook Dairy and Preston Dairy. These processed locally produced milk for consumption. The production of milk remains an important part of Preston agriculture, although herd sizes are larger, the number of farms are fewer, and modern technology is being used.

Another important development in local farming in the 20th century was market gardening. One of the pioneers was Lewis R. Peckham (1882-1967). In 1922, in partnership with his brother, he began raising pansies from seed. He formed a new partnership, Spearpoint Gardens, in 1925 with Kenneth Rose and the partners specialized in raising celery. Peckham became known as the celery king. Up to five greenhouses were in use producing for market. Other market gardeners in Preston raised crops such as tomatoes and flowers. Improved roads and accessibility to urban markets in Norwich and New London were important in the success of this specialized form of farming.

Potato farming was initiated in the early 1920s by Irving W. Foote. He discovered that the soil of Preston Plains was suitable for production of high-quality potatoes. Foote planted 150 acres of potatoes and other farmers at Preston Plains soon followed his example. Foote built a barn for potato storage to serve the entire Preston Plains area. This building is now the town garage. Preston potatoes were marketed in local stores in specially printed bags indicating their origin.
The success of potato farming lasted several decades. Preston potatoes were cited for their quality by the

State of Connecticut. After World War II, however, the growth of large supermarket chains and the importation of cheaper potatoes from larger potato farms resulted in fewer and fewer acres being planted in potatoes. Another factor was the difficulty in obtaining labor for the harvest. By 1960, potato farming ended in Preston.

Agriculture has had a major impact on the character of the town. The arrival of new immigrant farmers from Eastern Europe and other areas, together with improved transportation and technology and the increased specialization of agriculture, all contributed to the continued viability of farming in Preston. Despite encroachment from suburban residential use, farming remains an important activity. Today, Preston farmers continue to adjust to changing conditions. Increased land values and suburbanization are leading to the production of higher-value crops easily marketable in the area. One local farmer now produces strawberries, blueberries, raspberries, and Christmas trees. To ensure year-round income, he is just entering production of exotic mushrooms. Dairy farming continues, but with improved production based on advanced agricultural techniques. Although poultry farming is no longer practiced, a local firm produces vaccines for use in the industry. The present appearance of Preston has been profoundly influenced by agricultural use. Patterns of field and forest, stone walls, irrigation ponds, and farm buildings all reflect past and present usage of the land.

Industry

Industrial development in Preston has been limited in scope. Handcrafts were practiced at an early date, and waterpowered sawmills and gristmills were in use throughout the colonial period. The waterpower resources of Preston are restricted primarily to smaller streams. Large-scale industrial development occurred in Norwich rather than Preston. Industry did have an important role in the growth of both Poquetanuck and Hallville, however. The local woolen industry began quite early and is of particular interest.

Handcrafts were often an important supplementary income for farmers in the 18th- and early 19th-centuries. Trades such as blacksmithing, coopering (barrel making), tanning, and cabinetmaking made use of materials which could be obtained locally. The West Indies trade provided exotic woods such as mahogany for fine furniture. Craftsmen often combined a variety of skills. John Avery (1732-1794) was a silversmith and clockmaker. His account book indicates that he made not only clocks, but also spoons, buckles, rings, buttons, hair combs, and necklaces of gold and silver. He also did engraving and made hinges, saddles, gun mounts, and other small items. While many artisans worked on isolated farms, at Poquetanuck a number of cabinetmakers plied their trade in the late 18th- and early 19th-centuries.

Women participated in many aspects of rural life. In the crafts, women played an important role in the production of textiles in the colonial era. Hand carding of wool, spinning, and weaving were often tasks performed by women. After carding and then spinning were mechanized, women still continued to practice weaving at home, until that, too, was mechanized. A number of extraordinary examples of embroidery produced in Preston are still extant. Dating from the 18th-century, these are masterpieces of design and workmanship. The names of two of the embroiderers survive: Eunice Brewster and Prudence Punderson. Samples of Preston embroidery are preserved at the Connecticut Historical Society in Hartford, the Norwich D.A.R. Chapter, and the Lyman Allyn Museum in New London.

Waterpowered gristmills and sawmills dotted the countryside of Preston in the 18th- and 19th-centuries. A few, such as the Park gristmill and the Lewis mill, survived into the 20th-century. Although the frame mill buildings are gone, both these mill sites have extant above-ground remains. Several mill sites were continuously occupied, but by a variety of enterprises. On Poquetanuck Brook, for example, a gristmill was established in the 1680s; in the 1720s, ironworks were erected nearby. Grain continued to be ground here after the demise of the ironworks, until, in the 1830s, cotton manufacture began, followed by wool production. In the 1920s, a rubber plant was built on the site of the mill.

Ironmaking was an early industry centered at Poquetanuck. The first ironworks was established about 1707 by Samuel Whipple on Forge Brook (now either Cider Mill Brook or Joe Clark Brook), which forms the present boundary between Preston and Ledyard. A second ironworks was built by Walter Capron about 1725 on Poquetanuck Brook. Both sites apparently used a catalan forge in their operations. In the catalan process, iron ore, charcoal, and a flux, usually of limestone, were layered in a forge similar to that

of a blacksmith but larger in scale. Air was supplied to the forge by waterpowered bellows. The iron ore was reduced to a pasty, sponge-like mass of iron. This was taken out of the forge and hammered with a waterpowered tilt hammer into a large billet called a bloom. Ironworks were often known as "bloomeries" from the initial product. The bloom could then be hammered into more usable bars of smaller dimension or forged into products such as anchors and other ship fittings.

British policy forbade the manufacture of iron articles in the colonies; only pig iron and unfinished wrought iron were to be produced for export to the mother country. The closing of the Capron ironworks about the middle of the century and that of the Whipple ironworks shortly before the Revolution are thought to have been the result of British enforcement of these regulations. It is also likely, however, that shortages of locally occurring bog iron ore and of timber for charcoal production may have contributed to the early demise of Preston's iron industry.

Another local industry which proved longer lasting was the manufacture of bricks. Naturally occurring deposits of clay along Brickyard Road were exploited fairly early in the 18th century. The Long Society schoolhouse was said to have been built of Preston brick before 1744. The demand for brick rose dramatically in the late 18th century. Norwich and New London both encouraged brick construction in their congested waterfront areas to reduce the risk of fire. By the 19th century, there were three brickyards on Brickyard Road: the Kimball yard, the Harris yard (later the Hewitt yard), and the Standish yard. Clay was dug, then worked in a pugmill to give it an even consistency, formed in a wooden mold, then fired in a kiln after drying. Kilns were built of the bricks themselves, then fired by wood inside the kiln. This resulted in uneven firing and warping of many bricks. Later, a permanent kiln was constructed at the Kimball yard which was used for firing the bricks from all three yards. This was extant until a few year ago. Brick was used for chimneys and foundations in Preston itself. There are a few extant brick buildings or ells probably built of local brick. The industry died out in the early 20th century when faced with competition from larger brickyards in central Connecticut and elsewhere.

The major industrial base of 19th-century Preston was the woolen industry. The origins of the industry are to be found in the late 18th century. The Scholfield family from England set up a waterpowered carding mill in Montville in 1793. Later, the family was instrumental in helping start other factories in Stonington, Waterford, and Jewett City. This new technology was soon introduced to Preston. Indeed, it is claimed that Isaiah Cook introduced the woolen industry from England in the late 18th century, providing cloth carded, spun, and reeled, then hand woven, to Washington's troops at Valley Forge. This claim seems unlikely. It is more plausible that Cook may have operated a fulling mill, later adding carding and spinning. In the early 19th century, the Cooks acquired more land and additional water rights. By 1847, a new mill was built, which had to be expanded in 1860. In 1896, the factory was foreclosed. Today, the buildings are gone, but extensive foundations remain.

Near Poquetanuck in Hallville, Robert Kennedy bought property on Poquetanuck (Indiantown) Brook in 1752 and erected a fulling mill. In 1814, the property came into the hands of William Kimball, who engaged in woolen carding. Kimball was succeeded by Joseph Hall, Sr. Hall had emigrated from England in 1842 to work in a New York mill. He moved to Montville in 1853. The Montville mill used wool processed in Poquetanuck. Shortly afterwards, Kimball was associated with the Cooks. In 1857, Hall took over the old Kimball mill. After Joseph Hall Sr.'s death in 1858, his three oldest sons decided to enter the woolen business. In 1863 they purchased the old mill and set up business under the name of Hall Brothers. Following a fire in 1872, the mill was rebuilt in 1873. Greatly expanded in 1880 to accommodate weaving of dress materials, the mill was once again enlarged in 1912. In 1919, a new powerhouse, boiler, dam, and waterwheels were constructed.

One of the innovations of Hall Brothers was the invention of an improved wool-scouring machine. Originally, wool had to be cleaned by hand to remove the yolk, a greasy natural preservative that interferes with the manufacturing process, as well as other impurities. Potash, a local product, was used as a cleansing medium. The hand process, however, was labor- intensive and created a bottleneck in the manufacture of wool. A Massachusetts firm, C.G. Sargent Sons of Graniteville, had invented and put on the market its own power-driven machine for scouring and rinsing wool. A circular printed by the firm described the machine:

> This machine is not complicated. It consists of a tank or box, built of iron and copper, strong and durable; with an inside box of circular form, perforated with holes, which can

> be dumped either by hand or power. Beneath the circular box there is a space for the sediment which settles from the stock in the process of scouring; when the stock is dumped the sediment remains in the bottom of the outer tank. In this way it is prevented from being stirred up when the stock is dumped, and the liquor is this kept in a pure form, so that the tank may again be filled with any grade of wool, and the same liquid be used. By this process a great saving is made in soda ash and other scouring materials used by manufacturing concerns for scouring wool. It prevents all short wool from settling into the bottom of the tank when being dumped, thus making a great saving in stick. Another advantage of our machine is that is prevents the sediment and dirt in the tank from being thrown on the floor, thus making a neater job and leaving no dirt or water about the outside of the tank ....
>
> A boy can operate two or three machines at a time, while a man can run only one of the old style. It has a stop-motion connected with it, so arranged as to stop the machine in raising or lowering the same when it reached the proper point. The inner box is counterbalanced by a weight, so constructed that little or no power is required to operate the machine.

The Hall Brothers owned not only the millpond, dam, and mill, but also the entire village of Hallville as well. In 1885, the company purchased the Trading Cove mill on the west bank of the Thames River. This second mill was in Norwich, as were the company offices and the residences of the Halls. In 1888, it was reported that the Hallville mill consumed 720,000 pounds of wool a year, employing 175 hands who were paid a total of $60,000 per year to produce an annual quantity of 860,000 yards of flannel. The newly purchased mill in Norwich, renamed the Thames Valley Mills, employed 20 hands paid $12,000 a year to produce 350,000 yards of flannel from 270,000 pounds of unscoured wool.

Cotton manufacture also contributed to Preston's economy. In 1832, the former gristmill on Poquetanuck Brook was converted to a cotton mill. This mill apparently burned in 1835 and was replaced. Samuel Lucas, an English-born textile finisher, purchased the mill in 1857. The Lucas family also bought houses and land in Poquetanuck village to provide housing for themselves and their employees. While cotton was the usual product of the mill, woolen goods were being produced in 1888, when 48 hands were producing 325,000 yards of goods from 90,000 pounds of scoured wool. Similarly, the Cook factory, which appears to have been a woolen mill over most of its existence, was producing cotton goods in 1836.

While several members of the Lucas family lived in Poquetanuck, others lived in Norwich. Mill owners often preferred to live in Norwich, close to transportation by steamboat or railroad, and offering urban amenities which mill villages could not aspire to. Norwich, the leading industrial community in New London County, was also an important source of capital for industrial development in the surrounding area. The Hall Brothers received important financial support from Norwich industrial entrepreneur Lucius W. Carroll, a key figure in the development of the power resources of the various tributaries of the Thames River. Indeed, three mills in Preston were listed as "tributaries" of Norwich in 1888, linking the financial work to the physical by analogy.

The textile industry of Preston, in response to regional trends, died out entirely in the 20th-century. The mills at Cooktown did not survive the financial hardships of 1896. The Lucas mill, which burned in 1913, was not replaced. The last textile mill, the woolen mill at Hallville, survived until 1963, when it was liquidated and the equipment sold to southern textile firms. The legacy of the mills remains today in the remains of the Hallville complex, and the ruins of the Lucas and Cook holdings. The villages of Hallville and Poquetanuck were profoundly influenced by the textile industry of Preston and constitute the most visible reminder of the influence of the industry.

The ice industry was a 19th-century development which persisted into the 20th century. In Preston, three man-made ponds were exploited during the late 19th- and early 20th-centuries: Bates Pond, Hallville Pond, and the Preston City Pond. James B. Bates started the ice business about 1885. He built and created what is now Bates Pond near Long Society. Four buildings were constructed to hold ice harvested from the pond. They had two-inch by eight-inch studs on the exterior walls. Sawdust was used as insulation. The capacity of these buildings was about 1500 tons of ice. Bates expanded his operation about 1910 when he bought out the Cook Ice operation in Norwich. Henry Bates purchased the business from his father in 1917 and continued in business until 1944. Ice was delivered to residences, meat markets, and stores year-round. Another ice business was started before the turn of the century in

Hallville, where Rossmark Brothers of Norwich set up operations on the millpond. The ice houses were eventually destroyed by fire. A stable on the property remained, and was converted to a house.

Another activity which utilized local resources was the birch mill. This industry was inaugurated in the early years of the 20thcentury by Carl Reynolds, who set up operations in New London, Waterford, and Ledyard. Birch wood under two inches in diameter, either saplings or the tops of older trees, was chipped and then distilled to make birch oil. This product was used in aspirin, food flavoring, and perfume making. Birch Mill No.2, owned by the William Merrill Company of Cincinnati, Ohio, was moved to Preston in 1919. Local farmers supplied the mill with birch, supplementing their income. The mills generally received their raw materials from within a five- to six-mile radius. When the supply of birch nearby dwindled, the building could be easily moved to another location. The birch mill continued in operation until 1949. The use of synthetic substitutes for the oil made birch mills obsolete.

Two 20th-century industrial developments continue in use. The first, the "Tunnel Plant," was constructed on the Quinebaug River between Preston and Lisbon about 1906. This site had been noted in 1888 as being one of the few remaining unutilized waterpower sites left in the vicinity of Norwich. The Norwich Compressed Air Power Company built a dam of concrete with a large chamber excavated in the bedrock of the river. Entrained air was trapped in the chamber. Compressed to approximately 100 pounds per square inch, it was supplied to several factories in Norwich through a ten-inch pipeline. This unique plant, billed as the only one of its kind in the country, made ingenious use of elementary principles of physics. It failed, however, apparently due to the difficulty of adapting machinery designed for operation by steam power to compressed air. The plant was converted to a hydropower generating station between 1917 and 1919.

In 1925, the Pequot Brass Foundry of Norwich purchased the abandoned Norwich-Westerly trolley carhouse and power plant and moved its operations there. Reorganized in 1936 as the Connecticut Brass Corporation, the firm continues in operation today, producing brass castings for plumbing fixtures. The foundry is the most significant industrial operation in present-day Preston.

Despite the limited nature of industrial development in Preston, industry had an important role in the history of the town. Small-scale crafts and waterpowered mills were an important supplement to farmers' income in the colonial era and the early 19th century. Large-scale industrial development at Hallville and Poquetanuck sustained these communities into the early 20th-century and has left significant remains.

Transportation

Preston's geographical position east of Norwich was important in the development of transportation routes through the town. The two most important routes were that to the east, to Voluntown and Rhode Island, and that to the southeast, to Westerly, Rhode Island and Stonington. Other significant routes included the roads connecting Norwich to Groton and that connecting Preston to North Parish (after 1815, the town of Griswold). Transportation was especially important in moving agricultural products to market and distributing goods to outlying farmsteads.

Improvement in roads was slow during the 18th-century. The first major, dramatic improvement in the 19th-century was creation of the Shetucket Turnpike Company under charter from the state. From 1829 until 1833, the company constructed a new toll road which extended from downtown Norwich through Preston and Voluntown to the border with Rhode Island. The turnpike was converted to public ownership in 1860. Portions of the original road are still visible today. Unlike earlier roads, the Shetucket Turnpike was built across swamps rather than around them. A more direct route was created, although more time-consuming and expensive in construction.

The second major route through Preston was from Norwich to Westerly. It was partially resurfaced in 1912, to become the first all-weather, hard-surface road in Preston. Similar improvements were made in 1919 to Route 12, in 1922 to the Shetucket Turnpike, renamed Route 165, and in 1928 to the Hallville-Poquetanuck Road (Route 2A) .
In 1931, the State of Connecticut passed a special act to pave roads in rural Connecticut towns. Many of the dirt and gravel roads of Preston were macadamized at this time. The state highway system was also consolidated in the 1930s. The Norwich and Westerly Road became modern Route 2. The highway north

of Route 2, which passed through Preston City on its way to Jewett City, became Route 164. The former Shetucket Turnpike became Route 165. Modernization of these roads resulted in the creation of short loops where the original roadway was retained as a separate road connected with the newer, straighter road.

Construction of a trolley line connecting Norwich and Westerly began in 1905. The trolley route passed through Preston. Starting at Franklin Square, it crossed the Shetucket River and followed roughly along the line of Middle Road in Preston until it cut across to the State Hospital grounds. From there it followed the Hallville-Poquetanuck Road to Hallville, where it went eastward past Lincoln Park Road and Matthewson Mill Road to the Ledyard town line. A power plant and car barn were constructed at Hallville. Nearby, the trolley company established a short-lived amusement park called Lincoln Park. The trolley line, opened in 1906, closed in 1922 and the tracks were removed in 1924. The right-of-way, much of it owned by Connecticut Light & Power Company, is still visible along much of the route. The powerhouse foundations can still be seen at Hallville, while the nearby car barn now serves as the foundry building of the Connecticut Brass Corporation.

Improvements in transportation in the 20th-century have influenced the growth of Preston as a residential community. A substantial number of houses were built in the 1920s, many along the newly upgraded Routes 162, 165, and 2. Improvement in both state and town roads laid the basis for the suburban movement following the Second World War, perhaps the most dramatic change in land use and demography in Preston's long history. Recently a large gambling casino, built by the Mashantucket Pequot tribe on the Ledyard-Preston town line on Route 2 has generated considerable traffic for Routes 2, 2A through Hallville and Poquetanuck and Route 164 through Preston City. A planned casino in Montville to the west is expected to increase the use of these roads and may seriously jeopardize the Hallville-Poquetanuck area. Reuse of the trolley line for a light rail system has been studied as an alternative, as well as construction of a by-pass for Poquetanuck village.

Institutions

The 20th-century also witnessed the arrival of state institutions in Preston. In 1904, Norwich State Hospital was established on a large tract of land, part of which was in the Laurel Hill area of Norwich, the rest in Preston. Ironically, most of the State Hospital grounds are in Preston. Norwich State Hospital quickly grew to a large institution with several thousand inmates. A self-contained facility, the hospital has had relatively little impact on the town, although staff and service personnel often established their place of residence in Preston. Several of the families who settled in the Drawbridge section were employed at the hospital.

Another state-operated institution established in Preston in the first years of the 20th-century, but which appears to have had little effect on the town, was the State Farm of Inebriates. Located at the former Isaac Gallup Farm, this facility is no longer extant, although much of the property is still in state ownership. This appears to have had little effect on the town.

APPENDIX C
Chronology of Activities and Mills on Indiantown Brook
[Jason Mancini, MPMRC 2009 with E K Tritsch edits]

1. Lake of Isles (North Stonington)
LOI does not appear on 1833 New London County map, 1854 New London County map, 1868 Beers Atlas; appears to have been created ca. 1880, perhaps as reserve pond for Indiantown Brook mills, especially Hallville.
1889 - USGS topo - Stonington quad
1893 - USGS topo
1906 - mentioned as Shewville Reservoir in land deed from George H. Pratt to Amasa M. Main
1943 USGS topo - Old Mystic quad

2. unknown mill (North Stonington)
18th century - MPMRC archaeology files

3. Thomas Woodward's flooded swamp (2 mill ponds - Preston)
"Thomas Woodwards flooded swamp" in 1739 [Hall, Preston Early Homes and Families]
1833 New London County map
1868 Beers Atlas
1889 USGS topo - Stonington quad

4. Paul Park/Seth Main grist mill (Main Brook, Preston)
[info: Hall Collection - Preston Historical Society; Preston Early Homes and Families]
water channeled from Woodward's flooded swamp
pre 1725 - Isaac Park grist mill
1725-1730 - Hopestill Tyler corn mill
1730-1733 - Jonathan Reynolds
1733-1735 - John Gardiner
1735- n.d. - Thomas Smith
n.d.- 1763 - Daniel Thomas
1763-1771 - Asa Swan
1771-1791 - Thomas Woodward Jr.
1791-1798? - Paul Park
1811 Warren Map (Grist Mill in this vicinity)
1810-1857 - Cyrus Punderson
1857 – n.d. - Sidney B. Potter
1868 Beers Atlas (Grist Mill)
n.d.-1903 - Seth Main
1903-1911 - Nancy A. Davis
1911-1914 - Mattie Meggs
1914-1953 - Lafayette F. Main
mill fell down many years before the 1938 hurricane

5. Hezekiah Park/ James Cook mills (Cook's Pond, Preston)
[info: Hall, Preston in Review]
by 1735 – Hezekiah Park sawmill
n.d.- 1764 – Park heirs (Moses, Paul et al)
1764 - 1778 – James Cook – 27 A with house, barn, sawmill
1778 – James to son Isaiah sawmill et al.
n.d. – Isaiah builds woolen mill (fulling, carding, spinning)
1820s, 1830s – Cook family purchase flowage rights upstream to Amos Pond
1832 - 1857 – woolen business called "I.H. and D. W. Cook"
1857 – ? – inherited by Calvin J. Cook; mill produces woolen and/or cotton textiles
c. 1900 – mill closed

6. Indiantown Brook/Kate Swamp Road (Ledyard)
n.d.- "water regulation" structure identified at this location to impound Cedar Swamp (Thorson 1993)

7. Shewville/Ayer's Mills (Ledyard)
[info: Hall, Preston Early Homes and Families]
between 1747-1789 - Thomas Fanning built a sawmill on the Poquetanuck River
1811 Warren Map (Grist Mill in this vicinity, may be #8)
1814 - n.d. - Elisha Ayer acquired sawmill and water privileges
1833 New London County map
1860 – n.d. - Louisa Moffett
1868 Beers Atlas (Shingle Mill, Carding Mill, Grist Mill, Saw Mill)
1889 USGS topo - Stonington quad
1906 - reference to Shewville Reservoir in land deed from George H. Pratt to Amasa M. Main

8. Mathewson Mill (Mathewson Mill Rd., Preston)
1692-1797 - Ebenezer Witter erected a gristmill; remained in Witter family
1797 - Jacob Brewster operated mill several years before buying it
1797-1809 - Giles Capron buys dwelling house, gristmill and barn - other operations carried on included tanning, currying, shoemaking and sawmill
1792 Blodget Map (Saw Mill in this vicinity)
1796 Sotzmann Map (Saw Mill, Grist Mill)
1809-1829 - Cyrus Latham – said to have been Narragansett Indian
1811 Warren Map (Grist Mill in this vicinity, see also #7)
1829-1892 - Jonah Witter purchases a small cotton mill, later operated by his son
1868 Beers Atlas (Saw Mill, Grist Mill) .
1892-1910 – George W. Mathewson purchases mill
1910-1913 - John L. Main owns property operating as shingle mill, grist mill, and saw mill. Cloth boards are made here for Hall's Mill.
1913 – n.d. - Valentine Reich
n.d. – n.d. – John F. Cooley

9. Rossmark Brothers Ice Company (Hallville, Preston)
[info from Hall, Preston in Review]
late 19th – early 20th cen – Rossmark Bros., Norwich company, ice harvested from Hallville Pond; stored in 4 ice houses at upper end of pond.
n.d. – buildings burned

10. Lincoln Park (Lincoln Park Rd at Hallville Pond, Preston)
c. 1906 – 1910 – amusement park on east side Hallville Pond, built by Norwich-Westerly Street Railway

11. Hall's Mill (Hallville Rd, Preston)
1752-1786 - Kennedy fulling mill
1795-1814 - Richard Stroud
1811 Warren Map (Fulling Mill)
1814 -ca.1857 - William Kimball; Kimball's Mills or Kimball factory - custom and roll carding
1863-1872 - old mill bought by Hall brothers - woolen mill (burns down in 1872)
1868 Beers Atlas (Woolen Mill);with small adjacent millpond
1873-1879 - wool scouring mill built by Hall brothers
1880 - mill structure significantly expanded to include weaving flannels
1890 USGS topo - New London quad (shows large mill pond and mill building)
1912-1919 – mill expansion and addition of power house, boilers, water wheels, and dam
1963 – mill closed and machinery sold

12. Capron ironworks (Poquetanuck near Cove, Preston)
[info from Hall, Preston in Review]
c. 1725 – mid-1700s – Walter Capron ran an ironworks above Williams mill

13. Brewster/ Lucas Mills
1681;1685 - agreements between John Elderkin, Benjamin Brewster, Josiah Gaylller ... com mill in preparation
c. 1685 – 1724 - Gayller grist mill 9
1724- 1771 John Williams buys farm and grist mill; inherited by son Joseph, then Joseph Jr.
1771- n.d. - Jonathan Brewster grist mill
1792 Blodget Map (Saw Mill, Grist Mill)
1796 Sotzmann Map (Saw Mill, Grist Mill)
1800- n.d. - Jonathan Brewster III leases mills
1811 Warren Map (Grist Mill)
1832 -1834 - James C. Andrews and William P. Nash lease grist mill with water privileges; change use to cotton mill
1834-1835 - Poquetanock mill mortgaged to Brewster (cotton factory bums at Poquetanuck?)
1853-1856/7 - Brewster (IV?) mortgages mill property with factory and saw mill; bank forecloses
1856/7-1907? - Samuel Lucas, Benjamin Lucas, Noah Lucas, and George Brooks buy mill property; ‘a tract with water privileges fulling mill and saw mill’; later a woolen mill
1868 Beers Atlas (Woolen Mills)
1907-1911 - Benjamin and Aaron Lucas buy mill from Noah
1911 - Aaron dies; Benjamin buys out his interests including mill buildings, lands and water rights including North Stonington Reservoir (Lake of Isles) and half of Preston City Reservoir (Amos Lake?)
1913 – mill burns
1926 – present building built (or abandoned building rehabbed) to house Airproof Rubber Company

APPENDIX D

Managing Heritage Stone Walls in Your Community

[excerpts from UCONN Stone Wall Initiative website, http://www.stonewall.uconn.edu/ minor edits 12/2009 by EKT]

THREATS

There are several major threats to New England stone walls.

Strip-Mining -- Most damaging is the legal, wholesale strip-mining of New England's abandoned stone walls from old farm properties, followed by their commercial sale. This activity fails to take into account that abandoned stone walls are both habitat and cultural ruin. This means the transfer from old woods to new properties is also the transfer of archaeology into architecture. This typically occurs on properties that are land rich and house poor, such as the inland rural areas away from cities. It would be impolitic to make the removal of interior walls illegal, it would not be impolitic to create incentives for keeping them intact as part of the cultural commons.

Theft -- Stone walls are being stolen stone by stone, layer by layer. Often the capstones go missing. In some places, however, entire walls are stolen without the owners permission. There is very little data on this phenomenon because taxpayer-funded law enforcement officers are stretched thin by more urgent concerns, and have very little legal punch to arrest offenders.

Insensitivity -- Owners of old walls damage them with multiple breaks and cuts, only some of which are necessary. This is happening in all neighborhoods.

New Walls -- This is the biggest problem is in districts that are house rich but land poor (Greenwich, CT and Lexington, MA are good examples). There, the problem is that massive new walls are being constructed in a way that is judged ugly or out-of-place by long-term residents who are psychologically and socially invested in what properties should look like. Usually such walls do not follow the local folk art style, being excessively ornate; for example with portholes or turrets.

Overgrowth -- In the woodland where the forest canopy has developed, walls have that familiar abandoned look. When the land is cleared and exposed to sunlight, however (such as along new roadsides and driveways), the walls can develop a heavy overgrowth of plants and vines, which both obscures them and helps break them down. Thought must be given to this process when clearing of closed-canopy woodland is done. Once a wall is exposed, keeping it clear is usually the right thing to do.

LAWS

As of January 19, 2009, Massachusetts and Connecticut are in the process of redoing their stone wall state laws. Rhode Island has state laws in effect. New Hampshire has legislation that was signed into law in August 2009.

TRADITIONS

Lots of people have asked the Stone Wall Initiative whether it is better to leave old walls alone to decay or whether it is best to maintain them in their "present" form. There is no simple answer, but there is a good one. Show respect for one of two traditions.

TRADITION #1: Honor the Wall. The folks who built that old wall would be pleased to have someone maintain their work. In this strategy, we can maintain them by keeping them from being hidden by ivy and invasives and clearing them to prevent their brought down by vegetation and tree roots. This approach is probably best for well-laid (mason-built) walls along public roads, which are exposed to full sun.

TRADITION #2: Honor the Ruin. The other tradition is to respect old walls and cellar holes as the cultural ruins they are, especially when they are present in a closed canopy forest. Here, the most powerful messages are to honor the integrity of work, the passage of time, and the conversion of present into past, as with an antique or a semi-sacred place. This is the archaeological approach.

MANAGEMENT

Effective management of stone walls as a cultural resource requires taking several steps.

1. Rationale -- One must first understand the rationale for preserving or conserving stone walls as part of a cultural commons. The big irony here is that the walls arose in response to the intensive management of private farm properties, yet have since become a cultural commons that most New Englander's couldn't bear to be without.

2. Stakeholders -- One must realize that we are all in this together, the private landowners, the conservationists, the stonemasons and architects, educators, and government officials.

3. Regulations -- These should come from the bottom up, i.e. a grass roots effort. A land trust or town can choose to implement whatever regulations best suits their local needs: easements, ordinances, recommendations, or whatever. State regulations should be enabling, meaning they allow towns to do what they want. Try the example of Smithfield, Rhode Island for a model. They have a stone wall ordinance that other towns are modifying to suit their local needs.

- Protection is usually implemented through amendment and revisions of planning and zoning documents, or through a town's official plan of development. The revisions usually involve subdivision regulations, building codes, and various ordinances.
- The revisions take the form of including stone walls into the previous list of criteria (or planning elements) that must be looked as part of routine environmental assessment prior to development. For example, subdivision regulations usually require that attention be given to special historic landmarks, archaeological sites, wetlands, aquifers and other factors. Stone walls are gradually being incorporated as a distinct criterion in such assessments.
- Residents and towns are also asking their state reps to sponsor enabling legislation, which would allow towns to back up their land use protection with respect to stone walls.
- State and federal governments are adding greater measures of protection for old stone walls on their properties such as parks, forests, landmarks, scenic roadsides, and preserves.
- Because stone walls often coincide with legal property boundaries, surveying regulations are increasingly recommends their protection.

4. Inventory -- To manage a resource, one must know what is there. To make this as simple as possible, we recommend using a sorting process called the Snowplow Typology, meaning an attempt to sort into types based more on subjective criteria and local history than on anything objective like height, width, or ornamentation. The Snowplow Typology divides stone wall resources into three easily-recognized types: **Abandoned Walls, Heritage Walls,** and **Recent & Rebuilt Walls**. This method is simple enough to be done without training and without cost while doing something else. (Hence, the name.) The majority of walls will fall easily into one of the three basic types.

ABANDONED

More affectionately known as "wild walls," this type is usually fairly old; farmstead walls; walls that have since tumbled and become unkempt. A very few of these (especially the oddest-shaped constructions) may be pre-European in age. Regardless of their original origin, all have since become ruins.

Abandoned wall in UCONN Forest, Storrs, CT.

These are the woodland walls where, if a stone falls down, it's usually left where it fell. They are not taken care of. This makes them no more, and no less, wild than the creatures that live on, below, within, and near them. The fact that they are tumbled doesn't diminish their importance, because they have become part of local ecologic and watershed processes. For clues, look for walls that are:

- Surrounded by trees
- Tumbled and damaged, especially along the top.
- Occupy large land tracts.
- Covered by lichens and moss.
- Seldom made of quarried stone

HERITAGE

More commonly called "historic" walls, these are important to local culture and history; the walls where, if a stone falls down, someone puts it back in place. Perhaps they surround an old church yard. Perhaps their local stories are well known. Perhaps they are monuments unto themselves. For clues, look for walls that are:

- Often moderately well built.
- Often contain quarried stone, or large capstones not composed of quarried rock.
- Are the foundations of former buildings, known to have existed in the past.
- Surround known estates or land tracts.
- There would be public opposition if the wall were scheduled for demolition.
- Grace old roads, especially Yankee-era turnpikes.
- Mentioned in original historic documents (such as the town pound).

Heritage wall around early town cemetery, Tolland, CT.

RECENT AND REBUILT :

This broad category contains two basic subtypes. Most common are those walls where an old, tumbled-down wall on a formerly derelict property have been rebuilt, usually in the same place, usually by the landowner or a mason hired to do the job under their supervision. Almost just as common are generally shorter sections of "new" wall built on properties, usually with important stone.

Recent wall built from pieces of an old one, Woodstock, CT.

Though these subtypes are often distinct, in just as many cases, they are not, because the stone from an old wall can easily be moved to another place for new construction. The basic idea here is that these walls, however beautiful they might be, are not "historic." More than half probably postdate 1970. For clues, look for walls that are:

- Ornaments to 20th and 21st century construction.
- Carefully laid
- Built of exotic (came from far away), rather than native, stone.
- Unusually well put together
- Can be documented as recent in age.
- Are in the process of being built or rebuilt.
- Are known to have been built by a living mason.

5. Management Recommendations -- The more information you have, the more focused the recommendations can be. Until such information becomes available, we recommend a simple method based on the Snowplow Typology.

- **Abandoned Walls**
  - Leave them be. They are busy being habitat and stabilizing surface soils, including wetlands.
  - Minimize the number of cuts made through them for driveways, roads, gates.
  - When possible, align property lines of new subdivisions along these old lines.
  - Do not use them as stripmines for other walls.

- **Heritage Walls**
  - Identify and document occurrences (especially old foundations). These are historic archaeological sites.
  - Inventory based on some naming protocols (Try the taxonomy in *Exploring Stone Walls.)*
  - Develop an understanding regarding who is responsible for each item on the inventory (some are on historic site properties)
  - Develop a plan for maintaining and protecting them that includes base-line photos and descriptions.
  - Contact the Office of the State Archaeologist.

- **Recent & Rebuilt Walls**
  - For new walls:
    - Recommend against the importation of stone stripmined from old walls.
    - Recommend building them following local folk-art traditions
    - Encourage use of dry stone techniques.
    - Discourage odd, turreted, or otherwise unusual walls that might be seen as garish or ostentatious.
  - For walls being rebuilt on site:
    - Encourage rebuilding one section at a time to maintain the drystone ecological habitat .

APPENDIX E

Checklist of Preston Heritage Landscapes

feature	location	**comments** (dates/ owner(s)/ significance/ threats)
		AGRICULTURE
theme: Farmland and Farming		**preservation of farms vital to Preston's economy and character**
Grabarek Farm	24 Hewitt Road	Gerald Grabarek - dairy farm - corn maze
Maple Lane Farm	60 Northwest Corner Road	owned by Allyn Brown III; multiple use with focus on black currants; also Christmas trees, strawberry and blueberry picking - 120 acre farm
Frank Capachione	7 Cooktown Road	horse farm - riding
Lynwood Crary	108 Old Jewett City Road	dairy farm ; development rights sold to state.
Glenn Cox	8 Old North Road	dairy farm - house was built in 1768 -
Edward Fleming	307 Old Jewett City Road	dairy farm
John Good	68 Roosevelt Ave	dairy farm
LoPresti Farm	5 Hollowell Road	vegetable farm - with farm stand
Hellgate Farm	Miller Road	Gary Piszczek - 500 acre dairy farm; 2 historic houses; rural cemetery
Ayer Farm and Vista	551 Route 164	scenic vistas - old barn located right off road ; development rights sold to state; house presently for sale.
		CIVIC / INSTITUTIONAL
Long Society Meeting House	**45 Long Society Road**	**Owned by Ecclesiastical Society - surrounded by cemetery - original building was built in 1726**
Norwich State Hospital	14 Route 12	now owned by Town of Preston; purchased from the State of CT In 2009. 540 acres along Thames River; important natural environment; historic buildings (1904 ff) and cemetery
St. James Episcopal Church	95 Route 2A	Present parish established in 1734; present building built in 1898; Gothic style wooden building with large memorial window. Dominated viewscape at head of Poquetanuck Village
Town Pound	Amos Road - originally old Route 164	stone-walled animal pound, one of several that had been located around town. Located on privately-owned land.
Forbes/Ames Cemetery	W. of Preston City, S. of Rte 165 across from Elementary School	Land was set aside in 1747 by Matthias Button to the Fobes, Amos and Tracy heirs as a graveyard; currently in private ownership; cemetery neglected and overgrown
Preston City Congregational Chh	293 Route 164	location of first meetinghouse of town of Preston; fourth and present church dedicated 1887
Old Library	296 Route 164	Dedicated in 1898 - presented to town by Charles Brown - currently the site of the Preston Historical Society - owned by the Town of Preston. In Preston City NRHD
Poor Farm	21 Amos Road	House originally built in 1733 - now owned by Robert & Laurel Frank; historic stone walls also remaining

	INDUSTRY AND COMMERCE	
Mills	**Indiantown Brook**	**See text and Appendix C**
Blacksmith Shop	23 Route 165 A	Robbins Blacksmith shop built 1871 - currently owned by Peter Leibert; part of Preston City NRHD
Brick industry	Brickyard Rd	As early as 1725 - extensive deposits of clay. - Kimball Yard, Harris Yard and Standish Yard - a "Clay Meadow" on the north end of Brickyard Road. Probably each brickyard had their own kiln - then Kimballs kilned for the whole community.
Brewster's Trading Post	vicinity of mouth of Poquetanuck Cove	established by Jonathan Brewster 1650; land given by Uncas; later called Brewster's Neck
Brass Foundry	1-9 Lincoln Park Road.	Originally the substation(powerhouse) for the Norwich-Westerly Railway; begun 1925; now CT Brass Corp.
Birch Mill	492 Route 2	building torn down - branches - brush from the tops of black birch trees chopped and distilled to extract birch oil.
Cooktown Mills	Cooktown Road at Cook's Pond	Cook's textile mill -- brick building; supposedly cases of clothing sent to Washington at Valley Forge; wool carded spun and reeled there. Scouring wool still being done in 1889.
Campground-Strawberry Park	42 Pierce Road	76 Acres - owned by Strawberry Park Resort Campground Inc.
Campground - Hidden Acres	47 River Road	60 acres - owned by Migliaccio family
Preston Trading Post	647 Route 165	owned by Joseph Biber - sells stoves, fireplaces and home furnishings
	OPEN SPACE / RECREATION	
Poquetanuck Cove	**mouth of Indiantown Brook**	**250-acre shallow estuarine embayment, listed in Natural Diversity Database; historic shipbuilding site; active recreation site**
Thames River	part of W town boundary	major navigable waterway from Norwich to Long Island Sound; ongoing water quality issues
Amos Lake	primary source of Indiantown Brook	Natural Lake - 112 acres, 45 ft. maximum depth - Thames River drainage basin - surrounded on all shores - older houses do not have environmental buffer zones between lawn and water. Dam at S end of the lake raises water level by 2 feet. Latitutde 41.517 and Long. 71.9761
Lincoln Park	East side of Hallville Pond	Amusement park, built ca. 1906 by the Norwich & Westerly street railway company. Closed in 1910, buildings later torn down. Area now owned by Town, includes senior housing under Preston Housing Authority
Preston Nature Preserve	Krug Road	Open space acquired by Avalonia Land Conservancy in 1998; 55.7 acres ; well established trail system
Mitchell Preserve	South side of Northwest Corner Road	80.78 acres - second growth hardwood forest with rocky knolls (Avalonia Land Conservancy)
Gibson-McKain Songbird Preserve	Access off Watson Road - abuts Main Brook Preserve	ten acres - wetland songbird habitat - Avalonia Land Conservancy
Broad Brook	flows SE to NW; NE corner of town	Stream - gristmill built by the Safford family before 1785 - also Cyprian Sterry and Asa Swan, also a wagon shop and shingle mill run by Henry Guile - later known for Broad Brook Dairy operation on Route 165
Quinebaug River	northwestern boundary of Preston	flows into Shetucket River on town's W boundary. Quinebaug and Shetucket are core landscapes of Quinebaug and Shetucket Rivers Valley National Heritage Corridor

OTHER LANDSCAPES		
theme: Stone Walls	**located all over town**	**Of special interest are those along Watson Road, Miller Road, and on farmland**
Native American occupation zones		documented in number of areas; earliest occupation ca. 10,000 years before present; some substantial camps
Indian graves		number of small rural cemeteries reputed to include historic-period Indian graves
River banks - scenic	Thames, Shetucket and Quinebaug Rivers	issue: protection of scenic qualities as viewed from the water (by boat)
Dog Rock and others		Include Balancing Rock, Route 165; Snoopy Rock, Hewitt Road (Grabarek Farm); Dog Rock, Route 2
glacial rock	just off Route 165 - east side of Cedar Crest Drive	at least 15 feet high - Also Stebb Rock - between Old Shetucket Turnpike and Route 165.
RESIDENTIAL		
Poquetanuck Village	**Rte 2A and Poquetanuck Cove**	**Early shipbuilding, oyster raising, commerce; important natural environment. An NRHD (1995)**
Long Society	**Long Society Road**	**Community built around 1716 meeting house; parish originally in Norwich, east of Thames Rivers; number of 18th & early 19th c. properties.**
Preston City	Intersection of present Routes 164 and 165	One of the first residential areas and Preston's town center ; number of 18th century houses; NRHD (1995)
Hollowell-Watson Rd	Southeast corner of Preston	windy road - scenic stone walls and farms - new development is issue
Cooktown Rd area	Area surrounding Cook's Mill, Cooktown Road	Includes number of Preston's earliest houses in vicinity of Cook's Mill (see above)
Hallville	area around the Hallville Mill and pond	Mill boarding house and mill workers homes on both sides Indiantown (Hallville) Brook in vicinity of 19th c. woolen mill (see above); a NRHD (1995).
Happyland	end of Drawbridge Road off Rte 12	historically site of Sunday school picnics, shore of Poquetanuck cove; also said to be a train stopping place for food; early 20th c dance hall lost in '38 hurricane; small winterized summer cottage colony.
ROADS AND TRANSPORTATION		
Poquetanuck Rd	Poquetanuck	aka State Rt 2A; historic narrow roadway; connects Route 12 to Route 2 - heavy traffic; no sidewalks; along cove and through village
Northwest Corner Rd	N. Stonington to Route 164 in Preston City	scenic road; stone-wall lined with large trees, older homes
Hellgate Rd	Miller Rd to Brickyard Rd	abandoned; now dirt track with building foundations
theme: winding roads	throughout town	examples - Miller Road, Watson Road, Branch Hill Road
Doolittle Rd	connects to W end Ross Road	one of oldest roads in town - dead end
Miller Rd	NS between Rte 165 and Rte 2	early route between farms; several older homes including Standish , Grant, and Benjamin; still farms and number of small cemeteries
Norwich-Westerly trolley line	vicinity of 2 and 2A	1906-1922, Norwich to Westerly street railway. Car barn, powerhouse and several miles of track were in Preston.