

PLYMOUTH HISTORIC RESOURCES PROFILE

October 4, 2005

1. Summary

Plymouth's evolution as a community is recorded in its landscape. Historic settlement patterns – still evident from the town's road network, stone walls, abandoned rail beds, remnants of dams along the Baker and Pemigewasset Rivers and streams, and the clusters of historic buildings that define its downtown and hamlets – establish the broad framework for context sensitive development. A variety of resources are found locally, including historic landscapes, settlements, sites, and structures that mark progressive stages in the town's development, and today remain relatively intact. It's important that these historic resources be preserved for present and future generations. They provide a critical link to the town's past, and they contribute much to Plymouth's historic character and community identity.

The need to identify, record and preserve local history for present and future generations has been an ongoing community effort. Plymouth's founding and early development has been celebrated in centennial, bicentennial and annual Fourth of July day celebrations and has been documented in several historical accounts. One of the most profound measures of Plymouth's commitment to its historic resources dates to its acquisition of the County Courthouse in 1972, its listing on the National Register in 1982 and its renovation for Town Offices in 1996.

In the 2004 Community Attitude Survey, 80% of the respondents favored regulations to protect historic resources and 62% support using tax dollars for purchasing historic properties or easements to protect them. In 1990 the North Country Council conducted a study of Plymouth's historic resources in the areas surrounding Plymouth's downtown. This profile includes information from the 1990 study. It specifically notes historic settlement patterns, sites and structures, presents opportunities and constraints to historic preservation, and offers recommendations to consider.

2. Town History and Historic Settlement Patterns

As noted, Plymouth's early town history is documented in town records, in the holdings of the Plymouth Historical Society, and in local histories and maps. Histories housed at the Pease Public Library and Plymouth State University's Lamson Library include:

- *History of Plymouth, NH* by Ezra S. Stearn 1906
- *The 150th Anniversary of the Granting of the Charter July 1763-1913*
- *Twenty Decades in Plymouth, NH 1763-1963* by Eva A. Speare 1963
- *Plymouth's First Lady: Eva Augusta Speare 1875-1972* by Audrey Moulton
- *Clothespin/Calendars: Recollection of the Past* by Eunice K. Halfmann 1985
- Numerous articles in the Plymouth Record and Record Citizen by Penny Kleinpeter
- *One Hundred Years of Service: Plymouth Teachers College and Plymouth State College* by Norton Bagley

Highlights of Plymouth's earlier development, summarized from early histories, the 1990 Historic and Cultural Resources Survey, and related documents include the following:

Native American Period (through late 1600s)

- Occupation of the area by Native Americans predated the arrival of English settlers in the 1700s by more than a century. Near the junction of the Baker and Pemigewasset Rivers was an Abenaki village. Howard Sargent, an archaeologist associated with the New Hampshire Division of Historic Resources (NHDR), located and investigated two Native American sites in the 1970s. One, NHDR site number NH19-1 is near the mouth of the Baker River; the other, NH19-2, is near the National Guard Armory. In the early 20th century, a survey was conducted in the same area by archaeologist Warren K Morehead. Records as to the location of the artifacts he recovered have not been located. The artifacts recovered by Howard Sargent are in the collection of the Sargent Museum in Manchester.

Early Historic Period (1700 - 1790)

- White hunters and trappers traveled up the Connecticut River in the late 1600s but it was not until the 18th century that exploratory expeditions occurred in the Plymouth area. During conflicts with Native Americans, colonial forces led by Lieutenant Thomas Baker in 1712 and later Colonel John Lovewell in 1753, used ancient trails and passed east along the route from Haverhill, NH on the Connecticut River to the Pemigewasset River via the Baker River to what is now Plymouth. In his 1712 expedition, Lt. Baker attacked a group of Abenaki camped at the junction of the Baker and Pemigewasset Rivers, killing eight. For his exploits, he was promoted to captain and the river was named after him.
- The rich intervale lands attracted an exploratory party from Hollis, NH in 1762. A charter was procured in July 15, 1763 and white settlement of Plymouth began the same year. Most of the original settlers were from Hollis, with several from Dunstable, Massachusetts, Chester and neighboring towns. The Congregational Church was organized before the settlers had left Hollis and the first minister, Nathan Ward, chosen. The first town meeting was held in July 1766. During the first 10 years of the settling of Plymouth, the following significant structures were built and roads laid out:

- a meetinghouse at the foot of Ward's Hill,
 - a school,
 - a tavern, and
 - the Dartmouth College Road (little more than a wide path.)
- District schoolhouses and cemeteries, many of which remain today (see Map ___), marked areas of concentrated development. The rich intervale soils along the Baker and Pemigewasset Rivers led to the growth of large river valley farms. Hill farms on immediately adjacent land also grew in number.
 - By 1773, there were 345 people in town
 - The power of the numerous rivers and streams in Plymouth was harnessed early to supply lumber and flour to the many outlying hill farms.

Revolutionary and Post Revolutionary Periods (1770 - 1830)

- The first settlers in town constructed log cabins while they built their more proper home according to prevailing architectural tradition. Vernacular dwellings of this period were constructed in the 1-1/2 story Cape Cod form with central chimneys, some with applied Georgian/Federal elements, usually in the entrance. The more prosperous residents built 2-1/2 story homes, both in town and in outlying areas. Farming was still the prevalent occupation.
- By 1790 there were 625 people in town; Grafton County was organized, and more construction had occurred, including:
 - a courthouse where Daniel Webster tried one of his earliest cases,
 - schoolhouses in the outlying districts,
 - a second meetinghouse on Ward's Hill,
 - several stores,
 - the first bridge over the Pemigewasset River,
 - Holmes Plymouth Academy, and
 - the new Webster Tavern.
- During the early 19th century, the road system expanded with the construction of the Mayhew Turnpike, opening of stagecoach lines to the North Country and White Mountains, and the completion of the Franconia Notch Road in 1805. Holmes Plymouth Academy was opened at location across from present day Plymouth Historical Society Museum on Court Street.
- Early manufacturing ventures supported the needs of the local population. In time these ventures were turning out commercial products such deerskin gloves and bricks. Industrial and commercial growth was somewhat limited due to the lack of reliable transportation both into and out of the region.

Beginnings of Plymouth's Industrialization Period (1830 - 1865)

- As waterpower was harnessed for industrial development, Plymouth quickly became a major trade center for the area. Subsistence farming was increased in scale to take advantage of the proximate markets. Throughout this period, sawmills and gristmills increased in numbers until nearly every brook was providing power for some type of small industry.
- Several hamlets grew around these mills; the most notable aside from Plymouth Village was Glove Hollow in the southeastern part of town where a sawmill, tannery and glove factories were located. Another industry that grew in Plymouth during this period was the pottery business where a characteristic “brown ware” was produced. The potteries and brickyards were located west of the town near the Baker River, a major source of clay.
- In addition to the various industries, there was a trend toward agricultural specialization during this as seen in the increased number of dairy herds and flocks of sheep. Farmers were increasingly involved in a cash economy as small commercial and mill villages developed at key stagecoach intersections and waterpower sources.
- Transportation depended upon stagecoaches; improved roads or turnpikes linked a number of villages and determined the dominant commercial centers of the region. Plymouth began to capture many of the tourists who began flocking to the White Mountain area.
- The Boston, Concord and Montreal Railroad, which veered toward the Connecticut River from Plymouth, arrived in 1850 and spurred traveler visits. By 1860 there were many taverns and three hotels, including the famous Pemigewasset House.
- Between 1830 and 1865, outlying hill farms continued to be settled at a steady pace, with settlement uniformly spread across town. Combined with the rapid growth of the glove, pottery and brick making industries, increased demands were placed on municipal and commercial services.
- The first training for teachers in New Hampshire was offered at the Holmes Academy in 1937.
- Large public and commercial buildings began to line the main street as the central business district began to take on its present concentration of structures. Photographic views of c.1860 show downtown Plymouth streets lined with large, wood, Greek revival style commercial buildings. During this period the Congregational Church on the common, the Universalist Church, and the first Town Hall were built.

Industrialization and Downtown Development (1865 - 1900)

- During the last half of the 19th century, commerce and industry began to outstrip agriculture in importance in the local economy. Glove manufacturing continued to grow in Plymouth, with four operating factories at one time. The profitable operations of the glove industries attracted other businesses and the Plymouth downtown began to reach its present density, with new streets, new business blocks and housing.

- The construction of railroads opened Plymouth to outside markets through freight and passenger rail service. The rail service also accelerated the specialization within and commercialization of local agricultural enterprises. The scale of farming enterprises in Plymouth increased during this period, although the number of farms decreased. Farms began to change in appearance as specialized barns were erected, and older barns were renovated according to function.
- The growth of the railroad and steam technology also stimulated the rapid and profitable exploitation of the region's lumber resources. The loss of forests in the North Country was so rapid that the natural resources became nearly exhausted by the beginning of the 20th century. On the other hand, thanks to the railroad, the tourist industry was becoming a significant factor in the economy.
- The expansion of industry and commerce encouraged a building boom, supplying housing for workers, various business entrepreneurs and professionals. Neighborhoods of stately residences in the most up-to-date styles housing Plymouth's "upper crust" grew, with their residences filling in vacant land along Main Street, Highland Street and other streets close to the town center. Commercial enterprises also flourished, including a veneer mill, a peg and bobbin mill and the soon-to-be famous Draper-Maynard Sporting Goods Company with its "Lucky Dog" logo.
- The effect of industrialization on land use during the late 1800s was more compact development. Previous land use dictated by the large land needs of agriculture contrasted with the growth of residential areas located in proximity to industrial and commercial centers. Commercial buildings and housing in these core areas showed an increase in height, as the demand for land increased.
- The agricultural fairs, beginning with the Union Grange Fair, became yearly attractions. The Union Grange Fair evolved into the State Fair and subsequently the Plymouth State Fair. Associated with the fairs was a large area dedicated as a fairground that included a racetrack and a number of exhibit buildings.
- In 1871, the old Holmes Academy building was presented to the State by the Town of Plymouth to establish the state Normal School. Town population and demand for education led to the development of:
 - district schools,
 - additional banks,
 - law firms,
 - musical societies,
 - the Young Ladies Library Association (1873),
 - first library,
 - electric lights and telephones,
 - Plymouth Water Company,
 - the Emily Balch Cottage Hospital, and
 - various fraternal and women's societies.

- Small factories began to be replaced by merchants selling mass-produced goods. This economic condition stimulated increased economic diversity. The service and professional industries multiplied, as did financial and shipping companies. The consequent increase in the number of doctors, lawyers, bankers and other professions was reflected in commercial construction in the Plymouth business district, as noted above.

The Gazetteer of Grafton County of 1887 summarizes Plymouth during this period:

“Aside from its public buildings, Normal school, many elegant residences, beautifully shaded streets, summer hotels, two weekly papers, and a fine public park, the village has three churches, (Congregational, Methodist, and Universalist), four general stores, two drug stores, hardware store and tin shop, jewelry and music store, two clothing stores, furniture store, two fancy goods and millinery stores, three meat markets, one bakery, a wagon and sleigh shop, two harness shops, several blacksmith shops, an extensive lumber mill, grist mill, marble and granite shops, several tanneries for manufacturing glove stock, several glove and mitten factories, etc. and about twelve hundred inhabitants.” p. 579-580.

The Twentieth Century

- By the turn of the century, the lumber and pulp wood supplies had been depleted and the demands of the newly invented newsprint process were more easily filled by the vast reserves of timber in the west. Economic growth during this period slowed and even declined somewhat as the country went through general economic depression and two World Wars. Wide access to the automobile after World War II stimulated the tourist economy.
- Tourism continued at varying rates throughout the twentieth century. The Pemigewasset House continued to operate until 1958. Roadside cottages began to be built when a generation of Americans "took to the road" in the 1940s. Gas stations transformed Plymouth's Main Street. Owners of farms in close proximity to the town transformed their property from pastureland to golf courses. Summer tourists required more sophisticated entertainment, and to meet this demand, the Plymouth Theater was built in 1932. The end of passenger train service in the 1950s led to an increased dependence upon the automobile, and development along present day Tenney Mountain Highway began to proliferate.
- An increased demand on municipal services at the turn of the century led to several institutions increasing their size. Education was in demand by the residents of Plymouth and a high school was developed. Outlying district schools fell into disuse as widely available transportation enabled education to be delivered in a more centralized fashion. Spere Memorial Hospital, presently in an expansion phase, was built after a fire put the Cottage Hospital out of business.

- The college continued to grow. Established in 1871, it became the Plymouth Normal School in 1938, and in 1968 the name was changed to Plymouth State College of the University System of New Hampshire. In 2003 the name and status of the college was changed to Plymouth State University.
- Fires plagued the town center during the 20th century; Main Street fires early in the century destroyed the Draper-Maynard Company (to be rebuilt as the present brick structure now part of the Plymouth State University campus), and the Kebrick Block, Tufts Block and Howe House. Later in the century the Kidder Block and Methodist Church burned. Today, most of the original wood business blocks have been replaced. A fire in 1993 severely damaged the Rollins Block resulting in a major renovation and improvement including Chase Street Market and Biederman's Deli.
- Agriculture continued to be an important component in Plymouth's economy. However, it became almost exclusively dairy-oriented due to federal milk pricing and marketing support making it more profitable as a specialty. Farms grew in size, some with new gambrel roofed dairy barns. It has been in the last thirty years that the rural character of Plymouth's formerly working agricultural landscape has begun to be altered by large-scale land purchases and subdivisions on former agricultural lands.
- Between the 1930s and 1950s, motor courts and roadside cabins sprang up along highways, as the availability of automobiles enabled more people to travel. Later replaced by motels and, now, condominiums, this roadside architecture is fast disappearing. The change in use represents the evolution of older homes and associated property into uses appropriate to 20th century development patterns.
- Since the 1960s there has been much commercial development along major highways just outside the village, especially along Route 3A/25 toward West Plymouth. Outlying open space that was formerly farmland has undergone substantial subdivision (along roads in North Plymouth), but the town itself retains much of its rural character.

3. Historic Sites and Structures

In 1986 Plymouth's Historic District was added to the National Register of Historic Places. Included in the district are:

Plymouth Town Hall

As noted, the Town Hall is Plymouth's most prominent commitment to the value of historic resources. Built in 1889 as the first County Courthouse, it was owned by Grafton County until 1972 when the town purchased it. It was renovated in 1996 and is now the Town Hall.

Plymouth Historical Society and Museum building

Relocated three times during its long history, the Plymouth Historical Society and Museum building was one of the original Grafton County Courthouses. Built in 1774, it is one of the oldest buildings in the town and the oldest court building in the state. Daniel Webster tried and lost one of his earliest criminal cases there in 1806. In 1876, the building was relocated and restored at its present site where it served as the first town library under the auspices of the Young Ladies Library Association. It became the home of the Historical Society and Museum after a new library named for Harlan Pease, a Plymouth World War II airman who was lost in combat.

Bulfinch Bandstand

Francis Bulfinch, grandson of New England's first architect, Charles Bulfinch who designed the Massachusetts State House and Faneuil Hall, built the Bulfinch Bandstand located on the Town Common in 1903 from a design. Over the years, the bandstand has been maintained and renovated when needed but its stately position, as the centerpiece of the Town Common has remained unchanged.

Plymouth Common

Originally a grassy area that was a bit of an eyesore, steps were taken to improve its appearance in the 1860s. In 1892 the town purchased the plot; a few years later the bandstand was erected. Major improvements occurred on the 1930s when the Plymouth Women's Club and a group of citizens were responsible for the erection of the fountain and the Boy Scout Statue (see below).

The Congregational Church

The present church was built in 1985. It replaces the original structure that was built in 1836 and burned in 1984.

The "Old Bank Building"

This brick building that flanks the church on the south side was built in 1885 for the original Pemigewasset Bank. Today various businesses occupy the building.

The United States Post Office

Built on the site of a previous brick general store in 1936, the Post Office is the fifth building in the historic district. In the lobby is a mural depicting the first post rider of Plymouth.

Other "Treasures" Within and Around the Historic District:**1. The Boy Scout Statue**

Located on the Plymouth Village Green, the Boy Scout was commissioned by George G. Clark in 1933 and sculpted by George H. Borst, a well-known sculptor from Philadelphia. The idea was to depict the Boy Scout ideal of kindness to animals by pouring water into a basin on the ground for them to drink. It is said to be one of only two Boy Scout statues in the United States. As noted in a town brochure, "Over time, it has not only exemplified the ideals of scouting, it has come to embody the spirit of our community. The Boy Scout is unique to our town and is part of what makes Plymouth special."

2. The Cannon

On the lawn of the Town Hall sits a six-pounder British cannon that was captured during the Battle of Bennington, Vermont in August 1777 - one of the most important engagements in the Revolutionary War. The cannon was one of four captured by soldiers under the command of New Hampshire's General Stark. On the cannon is the British Coat of Arms with a crown and GR, which stands for George Rex (George III, the reigning King of England at the time of the American Revolution).

3. The "Paul Revere Bells"

There are three bells in Plymouth that were cast in foundries that had close associations with Paul Revere.

- George Holbrook cast the Congregational Church bell that summons worshipers in 1834 in East Medway, Massachusetts. George Holbrook had been an apprentice at the Revere Foundry and later went into business with Paul Revere III.
- The bell that signaled the opening of the court in what is now the Town Hall has a maker's mark: "Henry N. Cooper and Company from Boston, 1849.No. 317." Joseph Revere, one of Paul Revere's sons, had purchased the Cooper Foundry.
- The clock bell in the tower of Rounds Hall on the campus of Plymouth State University was cast in Boston at the foundry of William Blake and Company. Blake had previously been associated with the Hooper firm that had produced the Town Hall bell.

4. The Plymouth Section of the New Hampshire Heritage Trail

Located in the heart of the downtown area is a 5.6-mile loop of the Heritage Trail that extends from the seacoast to the north country. The Plymouth section includes sixteen points of interest, each with a number that corresponds to an explanation in a brochure available at the Town Hall or nearby stores (see Map ____.)

5. Plymouth Cemeteries

Like most towns in New England, Plymouth has several cemeteries dating back to the 1700s when the town was established. In 1987, each of the cemeteries in town were catalogued, some abandoned cemeteries locations are unknown (see Volume 3 for: *A Status Report of the Plymouth Cemeteries.*) According to the Town of Plymouth 2004 Annual Report, there are nine (9) cemeteries owned by the town.

4. Looking Toward the Future

Current Preservation Resources

Efforts to record and preserve Plymouth's history for future generations have been ongoing, probably since its founding. The responsibilities for collecting and preserving records and artifacts relating to the town's historic development have fallen largely to the town – for town records as required by state law. Those records date to the 1770s and include birth, death, and marriage information.

The Plymouth Historical Society collects historical information that is shared with the community at various functions, weekly news stories, and through a museum maintained by the Society in its home, the old courthouse and original town library. The museum collection includes displays of photographs, samples of the products of the west Plymouth potteries, and other reminders and relics of past days. The society is governed by its officers and a Board of Trustees and is supported by membership dues and fundraising efforts.

The town's interest in preserving local historical resources extends beyond the town's historic sites and structures; it also includes the rural, agrarian landscape that provides their cultural context. At the October 2004 Public Forum, participants expressed concern about losing the town's agrarian landscape. It was noted that important historic features should be inventoried and means for preserving these features identified and implemented. In the 2004 Community Attitude Survey, 80% of the respondents favored regulations to protect historic resources while 62% support using tax dollars for purchasing historic properties or easements to protect them.

In recent decades, the town working with other entities has:

- initiated historic resource education (e.g., *Three Treasures* brochure, *Town Hall* handout, *Heritage Trail Guide* pamphlet);
- shown vision by commissioning the North Country Council in 1990 to study the historic and cultural resources of parts of the town; and
- demonstrated financial commitment to historic resources by renovating and using the Town Hall.
- has acquired 163 acres, the Walter-Newton Natural Area and an easement on 1,100 acres on Plymouth Mountain.

In the first decade of the 21st century, it seems that there may be a political will to preserve and enhance the town's rural and cultural heritage and downtown character. Regarding the latter, the establishment of Plymouth Main Street program is seen as one step in that direction (see Appendix A - Historic Resources and Programs for more resources.) Concerning the rural and cultural heritage, it has been suggested that the town through its governance and the Historical Society continue to provide for the protection, preservation, and, when pertinent, the maintenance of historic landmarks as well as the preservation of elements of rural character.

5. Planning Considerations

Goal: The preservation of Plymouth's rural character, traditional settlement patterns, historic resources, and cultural heritage.

1. To insure the protection of landmark structures such as the Plymouth Railroad Station/Senior Center downtown, the Rollins Block, Holmes House, Rounds Hall, and the Draper-Maynard Building on the University campus would be their nomination for inclusion in the National Register for Historic Places. Such would expand the existing Historic District.
2. With regard to architectural features outside of the downtown area, undertake a photographic update of the George Clark Collection of photographs of Plymouth houses.
3. Preserve rural elements by designating "scenic roads." RSA 231:157 provides for such designations. One such road unofficially considered by some as "scenic" is Old Hebron.
4. The further acquisition of easements and the further establishment of Environmental Safety Zones should be considered as protection strategies.
5. Include an historic preservation item in the Capital Improvement Plan; such an indication of Town support for variations of historic preservation would be an important "match" item in funding proposals.
6. The town and the Historical Society, should embark on a follow-up of the 1990 North Country Council historic resource study which included the following suggestions:
 - a. Complete a survey of historic resources downtown; refer to #'s 1 and 2.
 - b. Survey and map (via GPS) cellar holes and other historical archaeological sites in order to document evidence of early dwellings and other structures.
 - c. Consider establishing overlay districts or zones where viewscales, scenic roads, and agricultural lands will be protected via easements or tax incentives, refer to 4 and 5.
 - d. Consider enhancing the Plymouth section of the NH Heritage Trail with interpretive identification markers so that trail walkers will not have to rely on a brochure to understand the historical significance.
 - e. Consider extending the present historic district to include significant historic structures in the downtown area, as noted in #1.
7. The town should create, by means of an ordinance, a review process to occur when the demolition of a building considered to be of historic or architectural significance.
8. Planning Board considerations regarding protecting historic resources:
 - a. Create an advisory committee to the Planning Board to assist in decisions relating to development in overlay districts or subdivision of land with special qualities or historic/archaeological values. The committee could also advise concerning threatened properties.
 - b. Establish a site plan review provision that, in addition to setbacks, creates guidelines for height, mass, and fenestration.
 - c. Investigate a means by which certain criteria must be considered when subdivision could intrude on historic or cultural resources.
 - d. Explore the possibility of establishing adaptive re-use provisions as a means of protecting historic buildings in accordance with guidelines provided by the US Department of the Interior.

Appendix A: Historic Resources and Programs

The **New Hampshire Department of Cultural Resources** was created in 1985 to serve local citizens, preserve New Hampshire's history and culture for future generations, and to recognize and promote cultural resources as an essential element of the state's economic and social well being. The Department includes the New Hampshire Division of Historical Resources – the state's "Historic Preservation Office" – previously established under federal legislation in 1974. Major programs of the Division include:

- **State Register of Historic Places** – including the listing of locally nominated historic sites and structures (at least 50 years old) to provide: public recognition, consideration in the planning of local and state funded projects, special consideration or relief in the application of access, building and safety code regulations, and to qualify for state financial aide for preservation projects.
- **National Register of Historic Places** – national listing of nominated historic districts, sites and structures, also administered in New Hampshire by the Division, which affords limited protection under federally funded projects, tax incentives, and federal financial assistance, when funds are available.
- **Project Review (Section 106)** – a "review and compliance" process, established under Section 106 of the National Historic Preservation Act of 1966, to identify significant historic properties that may be affected by state or federally assisted projects or actions, so that harmful impacts can be avoided or minimized.
- **Barn Preservation Program** – including the New Hampshire Barn Survey Project, information about related grant and tax incentive programs, property tax incentives, historic preservation grants (when available), and barn assessment grants available through the New Hampshire Preservation Alliance.
- **State Conservation & Rescue Archaeology Program (SCRAP)** – a public participation, training and certification program for archaeological research, management and education, administered by the Division's Archaeological Bureau, the intent of which is to increase the rate of site identification and evaluation, reduce the rate of site destruction, recover information from sites to be destroyed, and conduct original research.
- **Historical Marker Program** – administered by the State Historic Marker Review Council, to place historic markers along public rights-of-way that identify historic sites, structures or events, in response to proposals from concerned citizens, an historical society or other local groups.
- **Certified Local Government (CLG) Program** – which includes some requirements for participating municipalities, but at the same time allows local governments to apply, on a matching basis, for preservation funds set-aside exclusively for CLGs.

The **New Hampshire Preservation Alliance**, founded in 1985, is a nonprofit organization dedicated to preserving New Hampshire's scenic and cultural landscapes and historic resources. The Alliance is a source of information, technical assistance, and small grants, including **Project Development Grants** for preservation planning and **Barn Assessment Grants** for the preservation of historic barns and other agricultural outbuildings (note that this program was temporarily suspended as of August 1, 2003).

The **New Hampshire Land and Community Heritage Investment Program (LCHIP)** was established by an act of the legislature in 1999 to conserve and preserve the state's most important natural, cultural and historical resources, in partnership with the state's municipalities and the private sector. LCHIP was initially authorized with a recommended annual funding level of \$12 million dollars. Since January 2001, LCHIP has awarded \$15 million in grants to communities across New Hampshire to help protect nearly 200,000 acres of land, and restore more than 80 historic structures. Unfortunately, in 2003 LCHIP funding for was cut significantly – by 90% – and all funding for historic buildings was eliminated. However, the new administration has proposed increased funding.

The **Conservation (Moose) Plate** program was established in 1998 as a way to supplement existing state conservation and programs with additional funding. The conservation license plate supports the protection of New Hampshire's critical resources, including scenic lands, historic sites, and wildlife habitat. Revenues from the sale of conservation plates are distributed through five state agencies – including grants administered through Division for Historical Resources to support the preservation of a publicly owned historic resource (e.g., a building, site, or landscape), and the preservation and conservation of significant, publicly owned archaeological or historic artifacts that contribute to New Hampshire's cultural heritage. Historic preservation grants under this program are subject to the approvals of the New Hampshire Attorney General's Office, the Governor and the Executive Council.