

**DRAFT**  
**PLYMOUTH HISTORIC RESOURCES PROFILE**  
**March 31, 2005**

**1. Overview**

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 PSU's Lamson Library include:

- *History of Plymouth, NH* by Ezra S. Stearn 1906
- *The 150<sup>th</sup> 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
- *Others?*

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

### **Prehistoric Period (through late 1600s)**

- Human occupation of Plymouth began long before European settlers arrived in the area in the 18th century. Plymouth Village, at the junction of the Baker and Pemigewasset Rivers, was the site of the Native American village, Pemigewasset. Pemigewasset was home to the Abenaki of the Algonquin Indian language. The fertile agricultural land and the 140-day growing season invited settlement.
- Actual sites examined for archaeological remains are quite sparse in northern New Hampshire and generally only for federal projects of some sort. The NH Division of Historical Resources has records of two sites in Plymouth that have been investigated: NH19-1 is at the mouth of the Baker River at the Pemigewasset on a point (pre-historic artifacts in collections of H.R. Sargent), and nearby NH19-2 is the site of the Armory (artifacts discovered).

### **Agrarian Patterns Emerge (Early Historic Period - 1712 - 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. Captain Baker and his militia in 1712 and Colonel Lovewell in 1753, both 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, NH.

- The rich intervale lands on the terrace above the rivers attracted an exploratory party from Hollis, NH in 1762. A charter was procured July 15, 1763 and white settlement of Plymouth began in 1763. Most of the original settlers were from Hollis, with several from Chester and neighboring towns. The Congregational Church was organized before the settlers had left Hollis. During the first 10 years of the settling of Plymouth, the following significant structures were built:
  - a meetinghouse at the foot of Ward's Hill (Pleasant St.),
  - a school,
  - tavern, and
  - Dartmouth College Road (passable by oxen teams).
- By 1790 there were 625 people in town, Grafton County was organized, and more construction had occurred, including:
  - a courthouse where Daniel Webster earned his first lawyer's fee in 1806,
  - schoolhouses in the outlying districts,
  - a second meetinghouse on Ward's Hill,
  - several stores,
  - the first bridge over the Pemigewasset River, and
  - a new Webster Tavern.
- District schoolhouses and cemeteries, many of which remain today (see Map \_\_\_), marked areas of concentrated development. The productive intervale soils along the Baker and Pemigewasset Rivers led to the growth of large river valley farms as well as hill farms.
- The power of the numerous rivers and streams in Plymouth was harnessed early to supply lumber and flour to the many outlying hill farms. Manufacturing ventures existed primarily to support the needs of the local population. Industrial and commercial growth was limited due to the lack of reliable transportation both into and out of the region.

#### **Agrarian Patterns Expand (Georgian/Federal Period - 1770 - 1830)**

- The first settlers in town constructed log cabins while they built their more proper home according to prevailing architectural tradition. Vernacular rural dwellings of this period were constructed in the 1-1/2 story Cape Cod form with central chimneys and some 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.

- 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 with its principal building located in Plymouth Village.

### **Beginnings of Plymouth's Industrialization (Greek Revival Period - 1830 - 1865)**

- As waterpower was harnessed for industrial development, Plymouth fast 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 factory were located. Another industry that grew in Plymouth during this period was the pottery business (Brown Ware), with several potters locating adjacent to the Baker River near the Pleasant Valley Cemetery. Brickyards flourished.
- The demands the various industries made on farms as the suppliers of raw materials resulted in a trend toward agricultural specialization during the period. The raising of dairy cows are local examples of agricultural specialization. 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 Village began to capture many of the tourists who began flocking to the White Mountain area, becoming known as “the Gateway to the White Mountains.”
- By the mid 19<sup>th</sup> century the arrival of the Boston, Concord and Montreal Railroad (which veered toward the Connecticut River from Plymouth) spurred traveler visits and by 1860 there were many taverns and three hotels: the Pemigewasset House, the Central House, and the Union House. The tourist industry became a significant factor in the economy later in the century.

- 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 glove and pottery industry, increased demands were placed on municipal and commercial services.
- 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 - More Compact Development (Victorian Period - 1840 - 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 business 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 structures (including bank barns) were erected or rearranged according to function.
- The advent of the railroad and steam power technology also stimulated the rapid and profitable exploitation of the region's wood and other natural resources. The loss of forests in the North Country was so rapid that wood resources became exhausted in the beginning of the 20<sup>th</sup> century.
- The expansion of industry and commerce encouraged a building boom, supplying housing for the worker and the various business entrepreneurs and professionals. Neighborhoods of stately residences in the most up-to-date styles housing Plymouth's "upper crust" grew, with residences filling in vacant land along Main Street, Highland Street and other streets close to the village center. Commercial enterprises flourished in the village center, with a veneer mill, a peg and bobbin mill and Draper-Maynard Sporting Goods.

- 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.
- In 1871, the state Normal School in Plymouth was established in the old Holmes Academy building. Town population and demand for education led to the construction and rebuilding of:
  - district schools,
  - additional banks,
  - law firms,
  - musical societies,
  - the Young Ladies Library Association,
  - electric lights and telephones,
  - Plymouth Water Company,
  - the Emily Balch Cottage Hospital, and
  - various other fraternal and women's societies.

The county agricultural fair flourished and the grounds were developed.

- 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 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. Former farms in close proximity to the village turned over their property to golf courses. Summer tourists required more sophisticated entertainment, and to meet this demand, the Plymouth Theater was built in 1932. The loss of passenger trains in the 1950s led to an increased dependence upon the automobile, and commercial strip development along highways 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. The new Speare Memorial Hospital was built after the fire at Cottage Hospital.
- Fires plagued the village center during the 20th century; Main Street fires during the early century destroyed the Draper, Maynard Co. (rebuilt as the present brick structure), and the Kebrick Block, Tufts Block and Howe House. Later in the century the Kidder Block and Methodist Church burned. By the present day, most of the original wood business blocks have been replaced.
- Agriculture remained an important component in Plymouth's economy. However, it became almost exclusively dairy due to federal milk pricing and marketing support making it more profitable as a specialty. Farms enlarged in size, many constructing 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 subdivision on still clear former agricultural lands.

- During the 1930s - 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 20<sup>th</sup> 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 village itself retains much of its architectural integrity.

### **3. Historic Sites and Structures**

Plymouth has a number of historic structures that have been identified. Several of the most notable structures are located in Plymouth's downtown:

#### **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, what is now known as the Plymouth Town Hall, was owned by Grafton County until 1972 when it was sold to the Town of Plymouth. It was renovated in 1996 for use as the Town Hall. The Town Hall is the only building in Plymouth listed on the National Register of Historic Places, which was done in 1982.

#### **Plymouth Historical Society and Museum building**

Relocated three times during its long history, the Plymouth Historical Society and Museum building was the original Grafton County Courthouse. It is one of the oldest buildings in town, dating back to 1774. Daniel Webster earned his first lawyer fees in 1806. In 1876, the building was renovated and relocated to its present site where it served as the Plymouth library for 125 years.

#### **Bulfinch Bandstand**

The Bulfinch Bandstand located on the Town Green was built in 1903 from a design by the grandson of New England's first architect, Charles Bulfinch. Over the years, the bandstand has been maintained and renovated when needed but its stately position, as the centerpiece of the Town Green has remained unchanged.

### **Plymouth Segment of the NH Heritage Trail**

Plymouth's 5.6-mile portion of the 230-mile NH Heritage Trail is located in the heart of Plymouth's downtown. The walking loop includes sixteen points of interest and has been established to give users a sense of Plymouth's past and an appreciation of the Town's history.

Other important historic resources include the "Three Treasures:"

#### **1. The Boy Scout Statute**

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 statutes 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 cannon that was used in 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 General Stark and his men. On the cannon are the British Coat of Arms with a crown and GR, which stand for George Rex (George III, the reigning King of England at the time.)

#### **3. Three Paul Revere Bells in Plymouth**

There are three bells in Plymouth that are cast by apprentices of Paul Revere:

- The Belfrey Bell, which now hangs in the Town Hall Belfry, was sounded to open the Court House with a summons. The trademark on the bell reads: "Henry N. Hooper and Company from Boston, 1849. No. 317." HN Hooper and Co. bought the foundry where the bell was made from Joseph Revere, son of Paul Revere.
- The Congregational Church Bell was cast by Holbrook, East Medway, 1834. George Holbrook was an apprentice of Paul Revere, starting his own business with Paul Revere, 3<sup>rd</sup> in 1797.
- Rounds Hall Bell on the Plymouth State University was cast by William Blake and Company, formerly of H. N. Hooper and Company from Boston Massachusetts 1874.

## 4. Opportunities and Challenges

### Opportunities

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 of Plymouth's historic development have fallen largely to the Town – for town holdings as required by state law – and to the Plymouth Historical Society. The town maintains records dating back to 1700s, with some birth, death and marriage information that dates from 1770s.

The Plymouth Historical Society collects historical information that is shared with the community at various town functions, weekly news stories, and through the Historical Society building. A board of trustees that meets monthly governs the society. Private fundraising supports most of their 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. And 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.

In the first decade of the 21<sup>st</sup> century, it seems that there may be a political will to preserve and enhance the Town's rural and cultural heritage. The establishment of Plymouth Main Street program is one step (see Appendix A for more resources.) It also has been suggested that a committee or commission be created to:

- Identify historic districts, and the Town's historic resources.
- Identify how to protect and maintain the historic character of what exists.
- Encourage the preservation of historical properties and surrounding land.

## Challenges

Although there seems to be a measured interest in historic preservation, the Town has not taken an active role in pursuing this interest.

- The only historic landmark that has been officially designated on the National List of Historic Places is the Town Hall. There are a number of outstanding structures that are eligible for nomination without study (i.e., Plymouth Historical Society and Museum, Rounds Hall, Draper, Maynard building, Plymouth Railroad Depot to name a few.)
- Very little, if any, protection is currently given to historic sites and structures under the Town's zoning ordinance and subdivision regulations. Plymouth subdivision regulations, under Article VIII, Section B does note that: "The Board may impose requirements...to preserve and protect the existing features...stone walls...and other historic landmarks."
- The Town has not designated any "scenic roads" according to RSA 231:157, which provides protection of features, located within rights-of-way. Although according to Planning Board members, in recent development cases the Board has treated Old Hebron Road as a "scenic road."
- There has been no official follow-up on the 1990 NCC historic resource study. To date, the following recommendations have not been implemented:
  1. survey historic resources in the downtown;
  2. document important archaeological sites;
  3. maintain Plymouth's rural and historic character by combining non-regulatory (easements) and regulatory means (cluster development, conservation overlay districts); and
  4. design future development in a way that has the least impact on prime agricultural soils (which drew settlers to the area initially and whose vistas continue to support the tourist economy).
- Finally, there is not an active Town appointed committee or commission working on historic resource issues.

## 5. Planning Considerations for Historic Resources

*[Ideas to think about - by no means comprehensive]*

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

### ***Policies***

1. Maintain and upgrade Plymouth's historic built environment and promote greater appreciation of the town's heritage.
2. Accommodate new development in a manner that maintains and enhances the town's historic resources and working landscape.
3. Encourage the preservation and use of historic properties, both publicly and privately owned (e.g., Town Hall, Historical Society).

### ***4. Other policies....***

### ***Strategies/Tasks***

1. Consider creating a **Plymouth Heritage Commission**. In accordance with RSA 674:44-A, the commission would provide for the proper recognition, use, and protection of Plymouth resources, which are valued for their historic, cultural, aesthetic or community significance. The committee could also act as an advisory subcommittee to the Planning Board, to provide assistance with development review, research, data collection and analysis.
2. Develop a listing of endangered properties that may be threatened by development, deferred maintenance or lack of recognition. These properties could include noting key historic buildings, barns, archaeological sites or landscapes and or open space settings for historic districts. Explore ways to preserve such features (e.g., incentives, regulatory "adaptive re-use" provisions, overlay districts).
3. Consider a local tax incentive program to stimulate repair and maintenance of key structures (e.g., similar to current use assessments). One endangered building type in Plymouth, historic barns, could receive direct benefits from such a program, while achieving the goal of maintaining Plymouth's rural, agrarian character.

4. Designate Historic Landscape and/or Architectural Conservation Districts or Overlay Zones on the zoning map, and amend the zoning ordinance within these areas to:
  - redirect inappropriate uses, and/or include guidelines for allowed special exceptions and nonconforming uses;
  - specify guidelines regulating utility intrusions;
  - specify guidelines pertaining to earth removal and mineral extraction and site restoration;
  - establish design guidelines to regulate height, scale, rhythm, mass and color of new town operated or maintained facilities
5. Establish special criteria for the subdivision of land that accounts for the special qualities and historic values of these areas.
6. Include a provision for site plan review of new residential construction, to include guidelines for setbacks, height, scale, mass and fenestration.
7. Establish within a building code a permit and review process for the demolition of significant architectural resources or those that contribute to the significance of a district.
8. Nominate historic districts and/or individual properties for listing on the State and/or National Register of Historic Places.
9. Create a “Town Archaeologist” position, to be filled by a local resident trained through the Town Archaeologist Program of the UNH Archaeological Research Services Program, to further identify archaeologically sensitive areas, especially prehistoric sites, and to advise the Planning Board and pursue, in conjunction with the Conservation Commission, preservation easements or conservation agreements to protect known or anticipated areas of archaeological importance.
10. Endeavor to acquire preservation façade easements for key structures, based on a prioritized listing of endangered or threatened properties.
11. Develop a system, in association with the Conservation Commission, to prioritize landscape areas of distinct visual or historic integrity, and seek to negotiate conservation easements for these properties.

12. Develop criteria for the local designation of scenic roads, concurrently with recommendations in the transportation profile – to include not only landscape elements (e.g. stone walls/fences) within the right-of-way, but also historic landscapes viewed from the public right-of-way.
  13. Develop guidelines for town road maintenance, improvement and design for scenic roads.
  14. Expand and enhance the Plymouth Segment of the NH Heritage Trail by linking corridors with areas of high visual and landscape integrity. Consider creating an interpretive identification marker system as part of the trail system incorporating the existing trail guide pamphlet.
  15. Create a town-wide pedestrian and recreational trail system, in conjunction with the Plymouth Recreation Department and Conservation Commission, utilizing Class 6 roads, and the rail right-of-way, and other known trails.
- 16. Other tasks or strategies....***

## **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.