The Old Stone Wall

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Division of Historical Resources

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THE VALUE OF RUINS

Europeans have long known the evocative power of ruins. The shells of castles, churches, forts, mills, and mining structures are spread across the continent, giving each country a tangible sense of its special identity and history, and drawing tourists from the rest of the world. So attractive is the ruin that wealthy British families of the eighteenth century often paid landscape gardeners and architects to build shattered temples and mossy grottoes where none had existed before.

Now the American landscape is aging. In New Hampshire, our rugged natural terrain is overwritten by a four-hundred-year record of human labor and ingenuity. Like the soil of more ancient civilizations, the land in New Hampshire holds evidence of more than one stratum of human occupancy. The forest floor is pockmarked with half-filled cellar holes dating from the age of first settlement. In our woods, we may trace ancient roadways flanked by stone walls that impounded long-departed herds. With little effort, we may discover stone-lined wells that still reflect the sky in their quiet water, foundations of forgotten barns that once groaned under the weight of harvests from newly plowed land, and broken milldams that powered our earliest industries.

Ruins of concrete buttress dam (1929), Bearcamp River, South Tamworth, N.H. *(Photograph by James L. Garvin)*

New Hampshire people love these simple ruins of our first age of European settlement. For the past hundred years, writers have taught us to cherish the bucolic and rural in our landscape. Many beautiful words have been written in praise of our lichen-covered stone walls. Many anguished words have been uttered when insensitivity or greed has caused these features to be erased from our sight.

But the New Hampshire landscape also holds ruins that we do not yet find beautiful. The writers who have worked for over a century to define New Hampshire's identity have not mentioned one of our defining characteristics as a place and a people. By consciously linking New Hampshire's image to rural ideals, these writers have deliberately ignored the fact that New Hampshire's economy has been more industrial than agricultural since the 1870s. The great mills of Manchester and Nashua, the myriad of smaller factories along our lesser streams, and the bridges of our railroads and highways offer as true a record of our history as do our stone walls and cellar holes.

As time has passed, many early manufacturing and transportation structures have been abandoned. Great numbers of them survive today only as archaeological sites. Whatever is left of them lies underground and unseen. But many of our monuments to industry and transportation stand deserted in the landscape. Some are intact. Others are partly destroyed, suspended halfway between the status of

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The DHR is a state agency, supported by the State of New Hampshire, by the federal Historic Preservation Fund (through a matching grant administered by the National Park Service of the U.S. Department of the Interior), and by donated funds and services. In addition to its state functions, the DHR is also responsible for administering the federal preservation program in New Hampshire.

The Value of Ruins

(*continued from page one*)

structure and that of archaeological site.

These are New Hampshire's most ambiguous ruins. They are imposing and significant milestones in our development as a society. They are regarded as worthy of study and preservation by historians and industrial archaeologists, who recognize that they have the potential to remind us of our history and to reveal forgotten technologies. They are also potentially hazardous, tempting the unwary to injury or contact with toxic materials. And to many, they are ugly, often made more so by the assiduous work of vandals who delight in smashing every one of their vulnerable features.

Europeans accept the inherent dangers of ruins, assuming that if someone acts irresponsibly around a ruinous structure and is injured, it is not society's duty to compensate the reckless victim for his own folly.

We Americans are litigious and deeply afraid of legal liability. Instead of letting our structures stand and be softened by the slow processes of nature, we spend large sums to expunge them from the landscape. We do this partly out of fear of liability, and partly out of revulsion at the appearance of a crumbling structure that has not yet acquired the patina of centuries.

As our landscape and our society age, we need to cultivate an appreciation of all our ruins. Certainly, we must identify and remove toxins from our old industrial sites. But we must also learn to cherish the history that is inherent in a breached dam, a rusting bridge, the shell of a concrete factory, or a solitary smokestack. These are the noble remains of a society that became great not through wars and conquests, but by harnessing the power of water and steam and by building roads and bridges.

We also need to learn to see beauty in these structures. Europeans of the eighteenth and nineteenth centuries invested immense effort in explaining what made a broken temple or crumbling mausoleum picturesque. Many a work of art took inspiration from a poignant relic of past human effort within the landscape. But a ruined tomb is not inherently more beautiful than a concrete foundation. It is all a matter of attitude.

Perhaps we have reached an age as a society when it is time for us to study the efforts of aesthetic theorists of the early nineteenth century to define what was picturesque and beautiful in the European landscape. These writers and artists might teach us to find pleasure and value in structures that we now regard with disdain.

James L. Garvin
State Architectural Historian

Have You Joined Our E-Mail Network?

The New Hampshire Preservation Alliance and DHR share an e-mail network for news and messages. If you would like to add your name or organization to the list, send an e-mail message to lwilson@nhdhr.state.nh.us. Use the same address to "pause" or cancel your subscription. To respect the privacy of the list members, messages are sent as a "blind" or "undisclosed recipient" copy.

Unlike fancier automated lists, any message will set up the subscription, as long as your return address is clear. To post messages, send them to the same address for forwarding to the entire list.

The Mailing Address for the NH Division of Historical Resources Has Changed as of April 19, 2004

We are still located in the same building in Concord but no longer have a post office box address. Please change our mailing address to :

NH Division of Historical Resources
19 Pillsbury Street, 2nd Floor
Concord, NH 03301-3570

Recent National Register Listings

Depot Road Bridge, portal view. Chichester, NH. Photograph by Lisa Mausolf.

Depot Road Bridge, Chichester NH. Listed March 10, 2004.

The Depot Road Bridge, also known as Thunder Bridge and Pineground Bridge, has been recognized by the National Register of Historic Places for its significance in Engineering. The bridge, erected in 1887, is one of only four surviving lenticular truss bridges in the state, and the only through-truss in the group.

The lenticular truss — named for its distinctive lens-like form — was an extremely popular bridge type in the last quarter of the 19th century. It used pin connections rather than rivets, allowing its components to move slightly in response to forces exerting themselves on the structure.

Depot Road Bridge, showing distinctive lenticular trusses. Chichester, NH. Photograph by Lisa Mausolf.

In 1981, the Town of Chichester, the NH Department of Transportation (then DPWH) and the State Historic Preservation Office (now the Division of Historical Resources) worked together to bypass and preserve the bridge, rather than replacing it with a new span, because of its engineering significance and its importance to the community.

Roger Sullivan House, view from Prospect Street. Manchester, NH. Photograph by Lisa Mausolf.

Roger Sullivan House, Manchester NH. Listed March 10, 2004.

Architecturally, the Roger Sullivan House is a fine example of the Queen Anne residential style. It is typical of the idiom in its asymmetry, varied cladding materials, and design features such as the hipped roof central core, towers, bay projections, gables, porches, and chimneys.

Roger Sullivan House, view from Walnut Street, and interior view. Manchester, NH. Photographs by Lisa Mausolf.

The house has the added distinction of being the work of William Butterfield, a prominent turn of the 20th century Manchester architect. Historically, the house is important as the home of Roger G. Sullivan, eminent manufacturer of the "7-20-4" cigar. Sullivan was very successful in business and served on numerous community boards.

Christine E. Fonda
National Register and
Tax Incentives Coordinator

HOPE for Downtown Rehabilitation

There is a new opportunity for rehabilitation funding for communities struggling to revitalize their downtowns by providing affordable housing and re-using the existing building stock.

Thanks to Iowa Representative Jim Leach, HUD's HOPE VI program now includes a 5% set aside for the rehabilitation of underused or vacant buildings on the Main Streets of America's small towns (30,000 population or less). HOPE VI received $574 million in FY 2003; 5% of that is $28.7 million. The idea is to revitalize the heart of small towns, turning idle property into productive use for housing. Each community may apply for up to $1,000,000 for rehabilitation.

President Bush signed the legislation on December 16, 2003, so HUD has not yet written the implementing regulations. For more information, contact the Manchester Field Office, U.S. Dept. of Housing and Urban Development, Norris Cotton Federal Office Building, 275 Chestnut Street, Manchester, NH 03101-2487; telephone 603-666-7510 / fax 603-666-7667 / TTY 603 666-7518.

Nancy Schamu
Executive Director
National Conference of
State Historic Preservation Officers

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www.mooseplate.com

NH SCRAP (State Conservation and Rescue Archaeology Program) 2004 Summer Field School

June 21 – July 30, 2004

The field school will focus on expanding survey and testing of sites located during the 2003 field school in Berlin and Randolph, NH. Research will continue at the Potter Paleoindian Site where work will define the limits of the site and investigate the activity areas within it. Similar research will be conducted on an Archaic period lithic tool manufacturing site in Berlin. Students will also participate in archaeological reconnaissance of related areas in the Moose and Androscoggin River valleys.

The field school will be conducted in three sessions, each two weeks long, beginning June 21, July 5 and July 19. Operations will be conducted weekdays from 8 AM to 4 PM, with occasional evening lectures and workshops.

Participants in the field school will be instructed in the fundamentals of archaeological survey techniques in forested areas. The principal field methodology will entail excavation of shovel test pits in regular transects. The students will be taught basic artifact recognition skills, field data recording techniques and site inventory methods. Completion of the field school will provide a solid introduction to field methodology equivalent to that employed in cultural resource management surveys in the forested northeast. Fieldwork will be supplemented with training in field laboratory methods as well as evening lectures.

The field school is co-sponsored by the NH Division of Historical Resources (DHR) under the State Conservation and Rescue Archaeology Program (SCRAP) and Plymouth State University. All fieldwork and instruction will be directed by Dr. Richard Boisvert, NH State Archaeologist and will conform to the standards for archaeology set by the National Park Service.

Each week of participation is equivalent to one credit and may be taken for up to six credits. Cost per credit may be subject to change by Plymouth State University. Registration forms can be obtained by contacting:

Joan Bergstrom
Office of Continuing Education
(MSC-10)
Plymouth State University
Plymouth, NH 03264-1595
603-535-2822
joanb@plymouth.edu

Individuals may also participate as SCRAP volunteers. There is no fee for participation as a volunteer, however a $35 donation is requested to defray costs of supplies and instructional materials. Both volunteers and credit student participants must complete a registration form (available from the DHR) and send it with a brief statement indicating why they wish to join the field school to the NH Division of Historical Resources, 19 Pillsbury Street, Concord, NH 03301-3570 or by fax to 603-271-3433. **Registration must be received at the DHR by May 28, 2004.**

Richard A. Boisvert
State Archaeologist

NH Archaeology Online

For more information about SCRAP, previous Field Schools, and examples of research carried out by SCRAP volunteers, please visit our web site at www.nhscrap.org or contact us by email at scrap@nhdhr.state.nh.us

Suggested Readings For New Hampshire Archaeology

The following are a few selected publications which provide a good introduction to the prehistory of New Hampshire. The list is by no means exhaustive and is intended merely as a starting point.

Ashmore, Wendy and Robert Sharer, 1996. ***Discovering Our Past: A Brief Introduction to Archaeology***. Mayfield Pub. Co. Mountain View, CA.

Braun, Esther K. and David P. Braun, ***The First Peoples of the Northeast***. Lincoln Historical Soc., Lincoln, MA.

Fagan, Brian M, ***Ancient North America: The Archaeology of a Continent***. Thames & Hudson. NY.

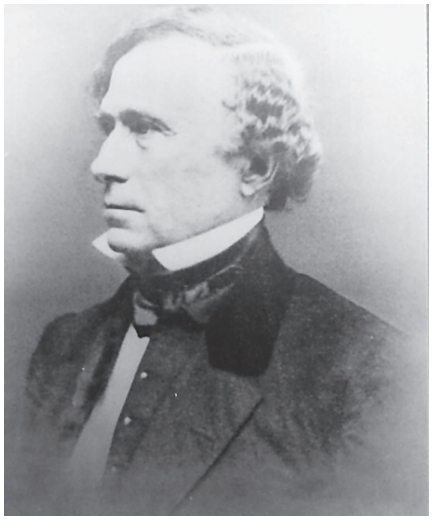
Feder, Kenneth L., ***Frauds, Myths and Mysteries.*** *2nd ed.* Mayfield Pub. Co. Mountain View, CA.

Haviland, William & Marjory W. Power, ***The Original Vermonters***. *2nd ed.* University Press of New England. Hanover, NH.

Josephy, Alvin M., Ed. ***America in 1492: The World of Indian Peoples Before the Arrival of Columbus.*** Alfred A. Knopf. NY.

New Hampshire Archeological Society, 1994 ***Bulletin of the New Hampshire Archeologist.*** Volume 33/34, Number 1.

Ritchie, William A, 1971 ***A Typology and Nomenclature for New York Projectile Points***. NY State Museum and Science Bulletin 384, Albany NY.



President Franklin Pierce, 1804-1869.
(Photograph provided by Russell Bastedo)

Franklin Pierce Bicentennial Celebrated at NH National Guard HQ

The State Supreme Court has loaned the New Hampshire National Guard an original framed photograph of Franklin Pierce (1804 –1869), President of the United States 1853 – 1857. The 28" x 32" photograph, taken after Pierce's presidency, is now on display at NHNG headquarters, in the Hall of Flags at Pembroke Road, Concord during this bicentennial year of Pierce's birth.

The loan of the Pierce photograph is made at the request of Major General John Blair, State Adjutant General of the New Hampshire National Guard. General Blair says about the loan, "We are grateful to the New Hampshire State Supreme Court for the opportunity to display this important piece of New Hampshire art and history. Pierce was one of New Hampshire's finest statesmen and citizen-soldiers. We are proud and honored to be a part of a program that will recognize some of our richest treasures."

The loan is a benefit from the ongoing inventorying of New Hampshire's holdings of fine arts and decorative arts. Inventory photographs and basic information will begin to be entered on the NHDHR web page later in the year.

The 2004 bicentennial of the birth of Franklin Pierce will be commemorated with a number of events and programs organized by the Franklin Pierce Bicentennial Committee, and with a New Hampshire Historical Society exhibit scheduled for this summer and fall.

Russell Bastedo
State Curator

Preserving Old Barns Wins National Award

Selected from 65 entries nationwide, John Porter's book *Preserving Old Barns: Preventing the Loss of a Valuable Resource* won first place in the 2003 National Association of County Agricultural Agents Communications Contest. Porter co-authored the book with retired UNH Extension agricultural engineer Francis Gilman.

Preserving Old Barns emerged as part of a statewide collaborative initiated by the State Legislature in 1999 to preserve old agricultural buildings. Partners include the NH Historic Agricultural Structures Advisory Committee, the NH Division of Historical Resources, the NH Preservation Alliance and other agricultural, conservation and economic development organizations.

The book presents old barns as precious historic and cultural resources, tracing the history of various barn types and how their features mirrored changing technology, agricultural practices, and government regulation of the dairy industry. One chapter offers detailed, profusely-illustrated and easy-to-follow instructions that provide readers with practical how-to information about techniques, materials, safety precautions and other details involved with barn rehabilitation and repair. The authors follow with brief, meaty chapters on building maintenance and a list of hundreds of additional resources.

The combination of an elegant design and layout by Salisbury artist Karen Holman, pen and ink drawings by Martha Kierstead and more than 75 photographs of barns and barn features taken by Porter and Gilman, attracts the eye and expands the scope of information provided by the text.

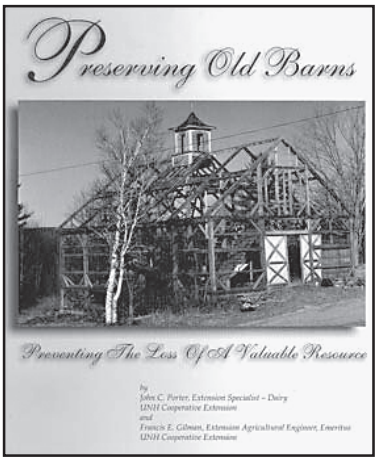
The first 4000-copy printing has nearly sold out, and Porter has begun negotiations with several publishers for a second edition. "Bookstore managers tell me the book fills a real need," he says. "At their suggestion, we're looking for someone who can handle national distribution."

Porter says of the book project, "For me, it's been an exciting little spin-off to my career. It's introduced me into new circles I've never been involved with before: historical societies, preservation groups, museum people. I think we've increased awareness about the need to preserve old barns. People in the historic preservation field have told me this collaboration among Extension, legislators, preservationists, farmers, and so many other groups is unique."

The attention generated by the book has generated requests for public talks, TV and radio appearances. Between them, Porter says he and Gilman give three or four presentations a month.

As for the award itself, Porter says, "It's just the icing on the cake, a little recognition for 30 years of experience as a dairy professional, as well as my early life growing up on a farm. When I was growing up, I spent more of my waking hours in old barns like these than I did in the house."

Peg Boyle
UNH Cooperative Extension



Eagle Block Update

Work continues on the Eagle Block in Newport, a three-story brick hotel built in 1825 when Newport was taking its place as the shire town of Sullivan County. Following weeks of careful shoring by Graton Associates of Ashland to relieve loading on the walls, preparations were completed in January to begin installation of a supplementary structural system in the building. The added structural system will increase allowable floor loads, provide a means of locking the tall but relatively thin brick walls to solid internal support, and offer resistance against the earthquakes that periodically shake New Hampshire.

South elevation of the Eagle Block, showing work in progress. *(Photograph by James L. Garvin)*

Designed by David C. Fischetti, P.E., the structural system is composed of thin, reinforced concrete slabs, called "two-way flat plates," that are cast in place atop the original wooden floor framing and boarding. The slabs, in turn, are supported by unobtrusive tubular steel columns that rise to the third floor at intervals near the exterior walls and in the area of the building's original center stairhall.

Columns and slabs are locked together at each floor by specially designed shear connectors that allow lateral, bending, and vertical forces to be transmitted through the relatively light columns down to footings below the basement floor. Installation of the supplementary structural system will allow the building's floors to meet code requirements for any intended

Temporary cribbing, Eagle Block. *(Photograph by James L. Garvin)*

future occupancy of the building, and will also provide a rigid membrane at each floor level while retaining the old timber frames in place below the concrete.

The twelve-inch brick walls that prevail throughout much of the Eagle Block are thin in relation to their forty-foot height. The south wall of the building has bowed outward, either at the time of construction in 1825, or as a result of subsequent alterations to the building's structural system. The brick walls of the building will be anchored to the new slabs, providing a plane of lateral support at each floor level and securing the historic brick walls that are crucial elements of the building's architectural character.

Installation of the cast-in-place slabs will begin at the third floor. Once the concrete has attained adequate strength at each story, the elaborate timber cribbing and shoring under that floor will be removed, providing an unobstructed work area for pouring the floor below. After the new internal structure is complete, work will proceed on the exterior envelope (roof structure, walls, and windows) and on the interior appointments of the building.

James L. Garvin
State Architectural Historian

Curator's Report

The winter 2004 season has been filled with a number of achievements. The Joint Legislative Historical Committee project to make brass identification plaques for State House portraits is underway. The Heritage Collections Committee project to restore Civil War cannons is about to begin. The Civil War Memorials Commission has had a design competition and chosen the sculptor — Gary Casteel — to make a monument honoring New Hampshire citizens present at the Battle of Antietam, September 1863; fundraising will start soon.

2004 will mark the 200th birthday of Franklin Pierce, New Hampshire's only U.S. President. The New Hampshire Historical Society will commemorate the event with a special exhibit this summer. Your State Curator has been attempting to help the Hillsborough Historical Society to raise funds for conservation of a mid-19th century Japanese kimono brought back to President Pierce by Commodore Perry. In other Pierce-related activity, the Pierce Homestead's barn will be re-roofed, and some shaping of Pierce Homestead collections is occurring during this event. (See related story, page five.)

A minor flood in a part of the New Hampshire State Library was discovered late Friday afternoon, March 26 and dealt with successfully by NHSL staff, who worked through the weekend. Damage to art collections in storage was minimal, and cleanup and recording of damage was completed by Tuesday, March 30.

Russell Bastedo
State Curator

The Mailing Address for the NH Division of Historical Resources Has Changed as of April 19, 2004

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NH Division of Historical Resources • 19 Pillsbury Street, 2nd Floor
Concord, NH 03301-3570

Moving Bridges

The coldest weeks of the winter saw the temporary removal of two of New Hampshire's most significant metal truss bridges from their respective rivers as steps toward their preservation. The single-span Stratford-Maidstone Bridge (1893-4) over the Connecticut River, and two of the four spans of the Meadow Bridge (1897) over the Androscoggin in Shelburne, are resting safely on shore and awaiting rehabilitation. Both bridges are pin-connected Pratt truss structures.

The Stratford-Maidstone Bridge (1893-4) is moved by crane and truck over a temporary bridge to the Vermont bank of the Connecticut River, February 5, 2004.
Photographs by Bert Fissette.

Stratford-Maidstone Bridge

The first bridge to move was the Stratford-Maidstone Bridge, which connects the village of Stratford Hollow, New Hampshire, with Maidstone, Vermont. This span was built in 1893-4 by the Berlin Iron Bridge Company, the most prolific metal bridge fabricators in the Northeast during the late 1800s, using state and local funds. Preservation of the bridge under a TEA-21 grant is a cooperative project between the Vermont Agency of Transportation (VTrans), the New Hampshire Department of Transportation, and the State Historic Preservation Offices in both states. VTrans is managing the project. Study of the long-closed span revealed that the dry-laid granite abutment on the Vermont shore was leaning inward, threatening to place the bottom of the bridge in a state of compression. Geological testing also showed that the New Hampshire abutment was perched precariously on the sloping face of an underground ledge or knob of stone, posing the possibility of its catastrophic collapse. For these reasons, VTrans and their consulting engineers proposed the permanent relocation of the bridge a short distance to the east. The project will build a new abutment on the New Hampshire shore and support the Vermont end of the bridge on a new pier in the river, connecting the pier to the Vermont shore by a short approach span.

Removal of the bridge to the Vermont shore took place on February 5, 2004. The project entailed construction of a temporary trestle bridge just downstream from the historic span. Two cranes lifted each end of the old span and swung the trusses over the temporary bridge, lowering the New Hampshire end onto a flatbed truck. By backing the truck over the temporary bridge as the Vermont crane crawled backward into an adjacent cornfield, the bridge was safely delivered to the site where it will be refurbished before being placed on its new substructure.

Meadow Bridge, Shelburne

As announced in earlier issues of the *Old Stone Wall* (Summer 2003, Winter 2004), removal of two spans of the Meadow Bridge in Shelburne was necessitated by the progressive undermining and tilting of a cylindrical iron mid-river pier. Movement of the pier was causing the eyebars that act as bottom chords of two trusses to buckle, threatening the spans and a modern bypass bridge just downstream.

The long-awaited removal of the spans took place on February 19 and 25, 2004, on two of the coldest days of the winter. A single huge Manitowoc Model 999 crane with a 160-foot boom was able to lift the spans, each of which had been estimated to weigh 72,000 pounds with its heavy timber floor in place. After removal of most of the wood to lighten the burden, the crane picked up the spans, swung them ashore, and placed their ends gently on sets of temporary steel trestles, one on each side of the river. Rehabilitation of the bridge will require preservationists to raise 20% of the project costs. NHDOT has pledged 80% of the needed funding.

James L. Garvin
State Architectural Historian

The northeast span of the Meadow Bridge in Shelburne (1897) is lifted by crane to the shore of the Androscoggin River, February 25, 2004.
Photograph by Ray Danforth.

Commissioner's Corner

"Building Strategic Alliances for a Common Cultural Cause"—The New Hampshire Department of Cultural Resources (Arts, Libraries, and Historical Resources) hosted an energizing discussion on ***coalition advocacy*** at the New Hampshire Institute of Art in Manchester, on May 19, 2004.

A panel of NH strategists with featured guest speaker **Jonathan Katz, Executive Director of the National Assembly of State Arts Agencies**, provoked thought and encouraged participation. This program was a follow-up to the Cultural Summit held earlier this year for board members of New Hampshire's nonprofit cultural organizations. The goal of this meeting was to develop strategies to improve support for the state's cultural resources.

Katz emphasized simple but significant items such as board engagement, supporting existing advocacy organizations, and including the topic of advocacy on every board agenda. Attendees described how they would like to combine forces and strengthen grassroots efforts to affect public policy on quality of life issues of interest to us all.

Cultural organizations sponsoring the program were the New Hampshire Preservation Alliance, New Hampshire Main Street Center, New Hampshire Citizens for the Arts, LCHIP, and the New Hampshire Library Trustees Association.

If you would like to learn about future activities or events, contact Kim Williams at 603-271-2540, or kwilliams@library.state.nh.us.

Van McLeod, Commissioner
NH Department of Cultural Resources

View from the Solarium

Jim Garvin's important article on ruins in this issue of the OSW reminded me of my long, and well-meaning, intention to give some focus in our newsletter to one of the most intriguing disciplines in historic preservation, industrial archaeology (IA). Industrial archaeology is devoted to the technological heritage of our country and throughout the world.

Eric Delony, the former director of the Historic American Building Record and Historic American Engineering Record (HABS/HAER), and who has been of such great help to all of us in saving the Meadow Bridge in Shelburne, says this of IA:

"When people ask me the value of industrial archaeology, I answer that we are in the amenity business, responsible for saving the very best handed down to us from the past so we can pass it on to the future. Industrial archaeologists have tried to implant an ethic within the American public, that the oft-forgotten engineering structure or industrial workplace has significance and meaning. By extension, industrial heritage has the potential of involving working-class people, a sizeable segment of the population yet to be integrated into the preservation movement."

I introduce this subject to whet your appetite a bit. This year's annual conference of the Society of Industrial Archaeology will be nearby in Providence, RI, June 10-13. Four fascinating days of conference presentations and tours throughout Narraganset Bay, Southeastern Massachusetts, the upper and lower Blackstone and Pawtuxet Valleys. For details and to register, go to www.siahq.org.

Two SIA chapters exist in New England, the Northern NE and Southern NE chapters. The Northern NE chapter's new president is Dennis Howe of Concord and the newsletter editor continues to be David Starbuck, professor of archaeology at Plymouth State University. Membership is an unbelievable $10 and gets you information on meetings, tours, and a very professional, interesting and informative newsletter. To sign up, contact Dennis at vzeeaekx@verizon.net.

Look for IA articles in upcoming issues of the *Old Stone Wall!*

James McConaha
Director, Division of Historical Resources
NH State Historic Preservation Officer

Time to Renew?

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