

River Byway News

LATE FALL 2004

State officials focus on the River 3

Profile of a waypoint—Woodsville—Wells River 4

Advances at Alumni Hall 5

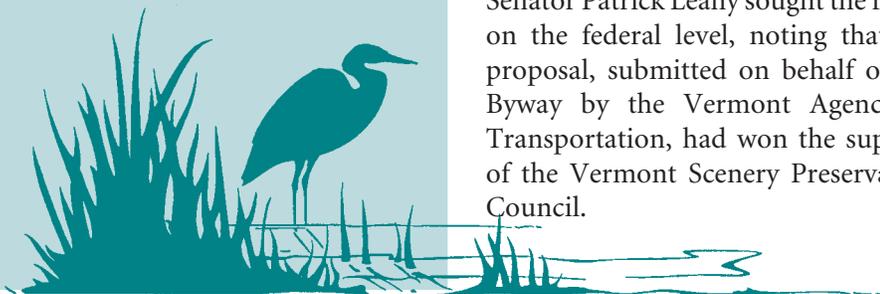
Harvest Supper recap 6

New steering committee 6

Preservation grant sources 7



CONNECTICUT
RIVER
BYWAY



National Recognition for the Connecticut River Byway?

FOLLOWING an intensive effort to solicit public opinion on the idea, the Byway Council Steering Committee voted unanimously on December 8 to pursue national designation for the Connecticut River Byway. Discussion has been underway about this possibility for nearly two years.

“National designation will give the Byway a better chance in competition for scarce federal funds,” observed

Sharon Francis, Executive Director of the Connecticut River Joint Commissions. “This can help preserve historic properties, scenic views, access to the river, and valuable farmland.”

Francis adds that national designation does not involve oversight by the federal government, and that there are no regulations or “takings” of private property that accompany national sce-

Continued page 2



The magnificent Connecticut Lakes at the river’s source are one of the Byway’s most scenic assets.

\$342,200 Signage Grant for Byway

A MAJOR grant will provide signage for the Connecticut River Byway on both sides of the river. The Federal Highway Administration has awarded \$342,200 in FY 2004 National Scenic Byway Discretionary Funds for the project. Senator Patrick Leahy sought the funds on the federal level, noting that the proposal, submitted on behalf of the Byway by the Vermont Agency of Transportation, had won the support of the Vermont Scenery Preservation Council.

Federal funds will support the design, fabrication, and installation of 228 signs to help unify the 500+ mile byway which parallels the New Hampshire and Vermont side of the Connecticut River. The signage will help identify the byway, focus local interest on the byway routes, and help visitors find the waypoint centers in each of the ten communities. Signs will be provided without charge to the towns, which will erect and maintain them.

The Connecticut River Byway Council has worked with the two state transportation agencies and local eco-

Continued page 2

Byway Recognition, continued

nic byway recognition. The locally-developed logo will remain, and will not be supplanted by a generic national sign.

Self marketing will be the decisive factor in determining how many tourists come as a result, according to Francis. The Byway Council intends to continue marketing to a subset of the traveling public: those interested in American history, historic architecture, the machine tool industry, heritage tourism, agri-tourism, eco-tourism, river recreation, locally-made products, and farmers markets.

Vermont Travel and Tourism Commissioner Bruce Hyde, who regularly attends Connecticut River Byway Council meetings, said that Vermont is missing out by not being on the national byway map. New Hampshire has two national byways, and Vermont currently has none. "A bi-state byway would be doubly compelling," Commissioner Hyde suggested, warning that if federal scenic byway funding is cut back in the future, it would likely go only to national byways. The sole eligibility requirement for the state, a restriction on billboards, is already in place, since Vermont took a leadership role decades ago in discouraging that form of visual blight.

New Hampshire's two nationally-designated byways are the Kancamagus Highway and the White Mountain Trail, which form a loop. Designation of those routes was an administrative process because there was so much federal and state land involved, and no real general public input was solicited.

The Connecticut River Byway Council members strongly agreed that the question of nominating this byway,

which runs not through a national forest but through many heavily settled areas, must be put to the public before any decision could be made. Therefore, the Council held nine public meetings throughout the valley, co-sponsored by the regional planning commissions, to gather public opinion.

"On the whole, the response was supportive of the nomination," reported Shelley Hadfield, who coordinated the series of meetings from Colebrook to Brattleboro. Well over a thousand invitations went out, in addition to a press release and public notices.

The Council continues to honor the wishes of those towns that do not want to participate in the Byway or in national designation. When the concept of a state-designated byway to feature the valley's agricultural and scenic heritage was first proposed in the late 1990s, the regional planning commissions held public meetings in every town along the proposed route. Many towns embraced the concept enthusiastically, and some of these later stepped forward to offer visitor services and become waypoint communities. Others preferred not to have a role. The Council supports their views by not including them in byway signage or publicity.

The Byway Council is now moving ahead in anticipation of a mid to late January window of time to submit the nomination. A subcommittee consisting of Shelley Hadfield, Sharon Francis, Tom Kennedy, and Richard Ewald will bring a draft to the Byway Council Steering Committee. The Vermont Agency of Transportation has provided the funds to support this work. 

AS WE GO TO PRESS...

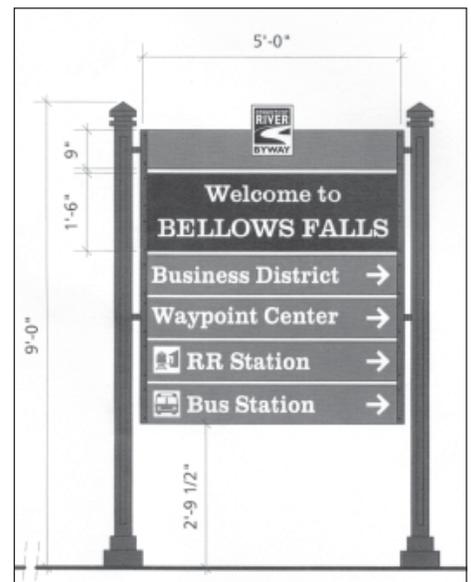
FAIRLEE has been awarded \$170,000 in federal enhancement funds from the State of Vermont for the creation of a Byway visitors' center at its historic railroad station. Look for details in the next issue.

Signage Grant, continued

economic development, tourism and public works officials in the ten communities along the byway to develop this signage plan. Besides helping to improve way-finding within the ten communities, the goal of the signage plan is to reduce "sign clutter."

David Raphael of LandWorks created the signage plan for the Byway Council. His firm is the recipient of two awards, including an Honor Award from the Vermont Chapter of the American Society of Landscape Architects for development of Design Guidelines for the historic and commercial districts of Manchester, Vermont and a Merit Award from the Vermont Planners Association for an Outstanding Planning Project in developing the Town of Pownal's Municipal Plan and Land Use Regulations.

Installation of the new byway signs is expected to begin this spring. 



River Byway News

is published on behalf of the Connecticut River Scenic Byway Council by the Connecticut River Joint Commissions.

Sharon Francis, Executive Director
Adair Mulligan, Editor

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www.ctrivertravel.net

For more information about the Connecticut River Byway and national designation, visit www.crjc.org/scenicbyway.htm.

Visit the National Byway Center web site at www.byways.org.

State Tourism Officials Focus on the River

CONNECTICUT River Valley people have always known it—New Hampshire’s West Coast and Vermont’s East Coast share an appeal all their own. The news has finally begun to echo down the corridors of Montpelier and Concord.

“In New Hampshire, we’ve done a great job promoting our seacoast, our lakes region, our mountains, and our skiing,” acknowledged Sean O’Kane, the state’s new Commissioner of Resources and Economic Development, at a recent meeting with the Connecticut River Joint Commissions, “but we haven’t marketed the Connecticut River Valley at all.”

Commissioner O’Kane offered his support for adding the Connecticut River Valley as another tourism region, something the previous administration had avoided. He noted that the value of a neighboring state is important to realize, and called CRJC a perfect example of such value in cooperation. Without participation by the other side of the river, there is considerably less to market.

He described Charlestown’s Fort at No. 4 as an excellent example of attractions in the region, and added that “the region” is the entire region, and cannot be promoted without the Vermont half.

“An 18 mile seacoast is better than no seacoast,” CRJC Executive Director Sharon Francis observed, agreeing that New Hampshire has so far missed a great tourism marketing opportunity, “but what about 275 miles of New England’s longest river?”

Commissioner O’Kane has appointed Alice DeSouza of Jaffrey as Director of Travel and Tourism, describing her as a strong collaborator with a background in banking. DeSouza, who met with area heritage tourism interests in Claremont shortly after her appointment on a tour sponsored by Senator Bob Odell and Executive



The Connecticut River is an asset to both Vermont and New Hampshire, and this dog doesn’t care which side of the river he’s on.

Councilor Ray Burton, has worked on an increasing role for arts, culture, and heritage in tourism and economic development. During this visit, she agreed that “tourists don’t see a state line, why should we?”

New Hampshire officials’ increasing interest in the Connecticut River Valley is welcomed on the Vermont side, where Travel and Tourism Commissioner Bruce Hyde hopes to discuss with his new counterpart the possibility of cooperative marketing of the valley’s assets and attractions.

Part of this cooperative marketing could include exchanging brochures on both sides of a Connecticut River Valley tourism district, and perhaps beyond. Bans by both legislatures on displaying brochures advertising another state’s attractions have long frustrated Connecticut River Byway organizers, who understand the need to share the whole story of the river with visitors, not just the half that happens to sit on a certain side.

Byway Council member and River Commissioner Gayle Ottmann points out that although the Connecticut

River Byway is focusing on possible national designation, it is still not possible to put brochures from one state in the other state’s visitor centers, and hopes legislators can be brought to understand how this undermines tourism promotion efforts.

At this moment, information about events at Lebanon’s Opera House cannot be provided three miles away at White River Junction’s welcome center. Only bi-state literature can appear at state-managed centers. Such bi-state literature for the Connecticut River region is currently limited to the Byway map and guide sponsored several years ago by the New Hampshire Office of Energy and Planning, CRJC’s boating pamphlet, and CRJC’s heritage trail guide to five towns in the Claremont-Windsor area. O’Kane and Hyde both agree that overcoming this hurdle is an important step toward successful marketing of a new bi-state tourism region.

The Byway Council hopes to set up a bi-state meeting of tourism officials, to follow up on the 2003 governors’ summit in Claremont. 

Photo by Edith Tucker



WOODSVILLE ~ WELLS RIVER

Profile of a Waypoint

We continue our tour of the Connecticut River Byway's Waypoint Communities.

By GLENN ENGLISH

The Woodsville-Wells River Waypoint is thriving. The visitor center in Wells River continues to serve a growing number of travelers from all over the United States and foreign countries, and our interpretive and performing arts center in Haverhill Corner, Alumni Hall, is completed and will have its grand opening in the spring of 2005 (see related article page 5). We will continue to provide our guests with the very best in local and Connecticut River Byway information while showing them our very warmest hospitality.

In order to understand our waypoint community better, a brief geography and history lesson are in order. The Towns of Haverhill, New Hampshire and Newbury, Vermont had a common birth. They were actually twins: both were established by royal charter in 1763 and originally settled by many of the same families. They are both geographically large (each about 50 square miles) and as a result, most community settlement, business, and municipal services evolved at the village level. Both towns thrived as agricultural centers and were important transportation hubs during the late 1700s and early 1800s

The coming of the railroads in the mid 1800s had a great impact on these rural communities. Because the chosen route of the railroad crossed the Connecticut River and joined the villages of Wells River and Woodsville, they became the preeminent commercial, population, and political centers of the two towns. After the arrival of the railroads, carpenters could barely keep up with the demand for houses, schools and hotels in each village.

Thanks to convenient rail service, the villages continued to thrive into the

20th century. However, the railroads and the villages were hard hit by the Great Depression and also by the advent of automobiles and trucks which

gradually took over both passenger and freight service. Today, both villages and their towns are experiencing a resurgence in retail activity, largely as a result of rehabilitation of older buildings, a more organized business community, and a growing tourist business.

The political boundary of the state line has made little difference, locally, throughout the two towns' history because so much day-to-day human activity here routinely ignores this boundary. People work, worship, dine, socialize, and belong to civic organizations on both sides of the river. They love to tease each other with New Hampshire-Vermont jokes, but the two towns of Haverhill and Newbury and their villages of Woodsville and Wells River are, in many ways, one community. This makes our waypoint center unique: we are truly bi-state. This community spirit also extends to the neighboring towns of Piermont, New Hampshire and Bradford, Vermont. We have established a regional Chamber of Commerce that serves all four towns.

The area is a recreational mecca and an historian's dream. Kayaking, paddling and small motor boat fishing on the river are growing in popularity. We have good river access for "putting in and taking out." Both sides of the river

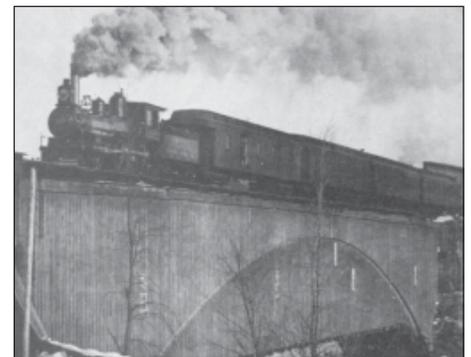


Today's Main Street in Wells River retains much of the character shown here a century ago.

From the collection of Frank J. Barrett, Jr.

abound in recreational trails. Historic sites include covered bridges, vintage buildings, town commons and museums. A resurgence in bed-and-breakfast accommodations is providing our guests with convenient and pleasant places to stay. The annual Woodsville-Wells River Fourth of July Parade continues to be a great community event and we host two country fairs each summer, in Bradford and in North Haverhill. ❄️

Glenn English represents municipal interests on the Scenic Byway Council, and is chair of the New Hampshire Connecticut River Commission and town manager for Haverhill.



From Katharine Blaisdell's *Over the River and Through the Years*, Book One, 1979.

Boston and Maine's No. 413 crosses the river at Woodsville and Wells River, 1887. The double-decker wood frame bridge carried trains on the upper level and highway traffic on the enclosed lower level for over 60 years.

Advances at Alumni Hall

Haverhill Corner Landmark Comes to Life

AN ambitious long-term project in Haverhill Corner, part of the twin Wells River-Woodsville waypoint communities, is entering an exciting new chapter. The rehabilitation of the historic Grafton County Courthouse to become the Alumni Hall Cultural and Interpretive Center is now complete, and Anne Billings of Bradford, Vermont has been selected as its first Executive Director.

Trained in fine arts at Community College of Vermont and Catamount Arts in St. Johnsbury, Billings also brings skills in nonprofit agency management, including grant writing, volunteer coordination, public relations, and customer service. She is laying the groundwork for a program of cultural events throughout the year in both the visual and performing arts, and developing permanent interpretive displays of valley history and attractions for visitors to Alumni Hall, which is scheduled to open next June and remain open daily during the tourist season.

Edith Celley of Haverhill Heritage, Inc., reports that this staff position has been funded by a \$25,000 two-year grant from the Northern New Hampshire Foundation. This year's contributions to Friends of Alumni Hall will go to fund the center's operation. Income from ticket sales, artists' commissions, rentals, and fundraising events will round out the budget. Volunteers will play an essential role in greeting visitors, running events, ushering at performances, and helping with office mailings.

FOR MORE INFORMATION on the Woodsville–Wells River Waypoint, including Alumni Hall at Haverhill Corner, check the following websites and their links: www.town.haverhill.nh.us and www.cohase.org.

Alumni Hall Association, formed from the nucleus of members of Friends and Haverhill Arts Committee, will develop initially as a program of Haverhill Heritage, Inc. (the owner of Alumni Hall). When it is operating effectively, HHI will assist in establishing it as an independent nonprofit agency and will transfer title to Alumni Hall gratis to the association.

Alumni Hall, a 19th century Grafton County Courthouse and 20th century Haverhill Academy gymnasium and auditorium, has been preserved and revitalized for 21st century use as a cultural and visitors' interpretive center through the efforts of Haverhill Heritage, Inc. Seventeen grants from ten different public and private



Photo courtesy Haverhill Heritage, Inc.

Crew from Recreate, Inc., of Lyme, NH, works to restore Alumni Hall's interior.

sources, including the Connecticut River Joint Commissions Partnership and the New Hampshire State Council on the Arts, made the building's rehabilitation possible. ❏

Edith Celley contributed to this article.

Haverhill Heritage Wins Statewide Recognition

THE New Hampshire Preservation Alliance recognized Haverhill Heritage, Inc. at its annual award ceremony in June, for “the outstanding revitalization and rehabilitation of Alumni Hall Cultural and Visitor Center.” The citation continues:

“Besides the challenge of rehabilitating the interior, the structure needed serious repairs to the roof and masonry walls. When the non-profit group Haverhill Heritage, Inc. acquired the building (along with two other landmarks sold by the school), an exterior wall was in danger of collapsing and the leaning cupola was threatening to fall through the roof.

“Under the leadership of President Edith Celley, Haverhill Heritage, Inc. began the effort with a modest initial project to restore the cupola and give the project visibility. Haverhill Heritage soon succeeded in receiving leadership LCHIP and Scenic Byways grants, matched by an unprecedented \$50,000 grant from the town and many contributions from foundations and individuals, so that to date more than \$500,000 has been raised to create a cultural and visitors center. In the nominator's words, the project has ‘become a true community effort...(it) has helped bring together residents from all sections of town, as well as many others in the Upper Valley.’” ❏

National Byway Experience Described at Harvest Supper

THE Byway Council hosted its annual Harvest Supper meeting on October 21 at the historic Coolidge Hotel in White River Junction, featuring speakers from outside the region to discuss their experiences with nationally designated byways.

Carol Barleon, New Hampshire Scenic Byways Coordinator, described the two national byways in the White Mountain National Forest and the collaboration between the Forest Service, North Country Council, and White Mountain Attractions to create a visitor center.

Bob Haynes offered his perspective as Coordinator of the 78-mile Old Canada Road National Scenic Byway along Route 210 from Solon, Maine to Canada. Bob described his non-profit byway organization, administered through the Maine Department of Transportation, as “not a ‘do to’ organization, but a ‘do with’ and ‘do for’ group.”

In his area, where industrial timberland is being sold and the economy is shifting from logging toward natural resource-based recreation, the byway has been viewed as an asset by the towns. He characterized local energy and dedication to the byway concept as very positive, and advised his Connecticut River valley audience to go ahead in seeking national designation.

Keynote speaker Chel Ethun, Byway Resource Specialist for the National Scenic Byway Program Resource Center in Duluth, Minnesota, presented an overview of what national scenic byway designation means and the process of designation. Her office provides technical assistance to local byway coordinators. Asked often whether national designation means more tourists, she answers “no,” explaining that national designation is only a tool, and identifies a byway as a national treasure, mirroring and echoing local pride.

Ethun spent several days touring the Connecticut River Byway region with Carol Barleon and Sharon Francis, visiting the Colebrook area for a breakfast meeting, and continuing on with stops at St. Johnsbury, Bellows Falls, Fort at No. 4, and Saint-Gaudens National Historic Site.

“Everybody here could tell me from their hearts what the Connecticut River Byway is,” she recalled. “You are ready.” She agreed that the political boundary is meaningless here. “The byway is a unified experience. I never noticed [the state line] when I crossed. I always felt it was one region, not two states.”

Asked about whether freedoms would be lost should the Byway receive national designation, Chel answered that the national program is about recognition, not regulation. The only requirement is that no new billboards will be erected. She commended the Byway Council on its effort to solicit public opinion. 

AWARDS

The Byway Council announced its first series of annual awards to four Vermonters for their efforts in bringing the Byway forward, presenting them with gift baskets prepared by Council member Nancy Franklin’s Riverview Farm in Plainfield, New Hampshire. The Council recognized Gayle Ottmann of Hartford for cheerfully working through an unusual number of challenges. Peter Gregory of Woodstock received thanks for his vigilance regarding the Byway’s financial needs. Appreciation went also to Caro Thompson of Walden for her production of the Byway video, “Welcome to the Heart of New England,” and to Nat Tripp of Barnet, who assisted with the project.

New Steering Committee

AT its annual meeting, the Byway Council elected a number of new members to bring even greater geographical diversity to the 2004–2005 Steering Committee:

Municipalities

Glenn English, Haverhill, NH; John Cook, Rockingham, VT; Jay Barrett, Fairlee, VT.

Chambers of Commerce

Gayle Ottmann, Hartford (VT) Regional Chamber of Commerce; Allan Berggren, Claremont (NH) Chamber of Commerce

Business Organizations

Barbara Morrill, St. Johnsbury Works!; Kathleen Carriere, B&B consultant, Brownsville, VT.

Regional Planning Agencies

Jeff Hayes, North Country Council, NH; Tom Kennedy, Southern Windsor County Regional Planning Comm.; Susan McMahon, Windham Regional Comm., VT (alt.); Alison Meaders,

Continued on page 7



Photo by Edith Tucker

A youth crew from the NorthWoods Stewardship Center builds steps for a canoe access at the Mt. Orne Covered Bridge in Lunenburg, Vermont. The Center’s Ross Stevens has joined the Steering Committee. For more on this innovative organization in northern Vermont, visit www.vtlc.org.

Steering Committee, continued

Northern VT Development Assoc. (alt.).

State Tourism Agencies

Bruce Hyde, Commissioner, Tourism and Marketing, VT; Alice DeSouza, Director, Travel and Tourism, NH.

Natural Resource Interests

Jeanie McIntyre, Upper Valley Land Trust; Ross Stevens, NorthWoods Stewardship Center and Nulhegan Gateway Association.

Agricultural Interests

Nancy Franklin, Riverview Farm, Plainfield, NH; Lisa Johnson, Vital Communities, VT.

Recreation Interests

Wally Elton, Upper Valley Trails Alliance.

Cultural Resource Interests

Steve Walasewicz, Saint-Gaudens National Historic Site, NH; Robert McBride, Rockingham Arts and Museum Project, VT.

Members at Large

Lew Sorenson, Dummerston, VT; Vern Dingman, Haverhill, NH.

Connecticut River Joint Commissions

John Tucker, New London, NH; Nathaniel Tripp, Barnet, VT; Peter Gregory, Woodstock, VT (alt.); Cheston Newbold, Cornish, NH (alt.).

Vermont Agency of Transportation

Warren Vail; Matthew Langham (alt.).

New Hampshire Agencies

Carol Barleon, Office of Energy and Planning; Tom Jameson, Dept. of Transportation (alt.).

For more about the Byway Council and its duties, see www.crjc.org/scenicbywaycouncil.htm. 

NEW HAMPSHIRE'S LAND AND COMMUNITY HERITAGE INVESTMENT PROGRAM

the state's only significant source of historic preservation funding, currently has no funds to offer, despite demonstrating the strongest support of any state program in recent memory. Those who hope that the state will once again offer preservation funds should contact their legislators.

Preservation Grant Sources

IT'S been said many times around the table at the Scenic Byway Council meetings: we must preserve what we are inviting people to come admire. This often takes big money, but there are funds waiting to be tapped. Here are some sources for preservation and cultural program-related activities along the Connecticut River Byway.

Hart Family Fund for Small Towns

This new fund will assist with preservation and revitalization projects in towns with populations of 5,000 or less. The deadline for the first grant round is February 1, 2005.

Hart Family Fund for Small Towns
National Trust for Historic Preservation
Seven Faneuil Hall Marketplace
Boston, MA 02109
617-523-0885 • nero@nthp.org

Public Service of New Hampshire

Community development grants available in the PSNH service territory on a rolling basis throughout the year for historic preservation and more.

Public Service of New Hampshire
Doris Burke, Community Development Mgr.
780 North Commercial St.
Manchester, NH 03101
603-634-2442 • burkedc@psnh.com
after Jan. 1: www.prospn.com (select "PSNH advantage")

Save America's Treasures

Those seeking major funds for preservation and/or conservation work on historic districts or structures listed on the National Register of Historic Places should consider this program. Grants require a non-Federal match of cash, donated services, or use of equipment. Applications are due February 1, 2005.

Save America's Treasures
Heritage Preservation Services, National Park Service
1201 "Eye" Street, NW, 6th Floor (ORG. 2255)
Washington, D.C. 20005
202-513-7270, ext. 6
www.saveamericastreasures.org/funding.htm

The 1772 Foundation

This relatively new initiative focuses on historic preservation, especially buildings related to farming, industrial development, transportation and un-

usual historical structures. Grants of \$15,000–\$50,000 are made to non-profit organizations throughout the US. Letters of inquiry e-mailed to inquiries@1772foundation.org are considered throughout the year.

www.1772foundation.org

Advisory Council on Historic Preservation

See "Sources of Financial Assistance for Historic Preservation Projects" at www.achp.gov/funding.html. The "Preserve America" initiative is a special program of recognition and grants developed by this Council and First Lady Laura Bush.

Advisory Council on Historic Preservation
1100 Pennsylvania Avenue, NW, Suite 809
Old Post Office Bldg, Washington, DC 20004
202-606-8503
www.achp.gov/preserveamerica.html

Preservation Trust of Vermont

Preservation Grants are available for rehabilitating historic buildings, including libraries, museums, educational facilities, community meeting places, affordable housing, and churches.

Preservation Trust of Vermont
104 Church Street, Burlington, VT 05401
802-658-6647 • www.ptvermont.org/funding_for_historic_preservation.htm

Vermont Arts Council

Opportunity Grants assist with community development and outreach projects. The Council funded a driving tour (tape and map) of "A Day in the Kingdom." The program offers multiple rounds and quick notification.

Vermont Arts Council
Lindsey Harty, Grants Manager
136 State Street – Drawer 33
Montpelier, VT 05633-6001
802-828-5425 • www.vermontartscouncil.org/grants/information.html

N. H. State Council on the Arts

The Council offers a variety of grants for arts and cultural programs and facilities, with multiple grant rounds.

New Hampshire State Council on the Arts
Judy Rigmont, Community Arts Coordinator
2 1/2 Beacon St., Concord, NH 03301
603-271-0794 • www.nh.gov/nharts/grantsandservices/index.html

Continued on page 8

Grant Sources, continued

N.H. Preservation Alliance

Small matching grants assist non-profit organizations in hiring a consultant for preservation planning.

New Hampshire Preservation Alliance
87 N. State Street, Concord, NH 03301
603-224-2281
www.nhpreservation.org/html/grants.htm

Connecticut River Joint Commissions Partnership

Grants of \$500–5000 are available for historic preservation and land conservation projects along the byway, and for visitor education, resource inventories, and more. Late March deadline.

Connecticut River Joint Commissions
PO Box 1182, Charlestown, NH 03603
603-826-4800 • www.crjc.org/partnership.htm.

In addition, federal historic preservation tax credits provide a 20 percent credit for eligible rehabilitation expenditures on a privately-owned income-producing property. Specific criteria apply, but the credit can often make the difference between preservation victory and defeat. See: www2.cr.nps.gov/tps/tax/index.htm.

Eligibility for national and/or state registers of historic places is generally required to qualify for grant awards.

The Connecticut River Joint Commissions describe Valley National Register-listed heritage sites at www.crjc.org/heritage.htm. Visit this site to see if your building or district is listed here, and find details about its historic and architectural significance.

The Byway Council advises all waypoint centers to keep records of visitation numbers, and where visitors are from, for use in grant proposals. ☒

Linda Wilson contributed to this article.

In the Holiday Spirit



CALENDAR

The Connecticut River Byway Council Steering Committee meets on the third Thursday of the month at the Hartford (Vermont) Municipal Building or a northern location such as the St. Johnsbury Byway Visitor Center. Contact CRJC for details: 603-826-4800.

- January 20
- February 17
- March 17
- April 21
- May 19



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