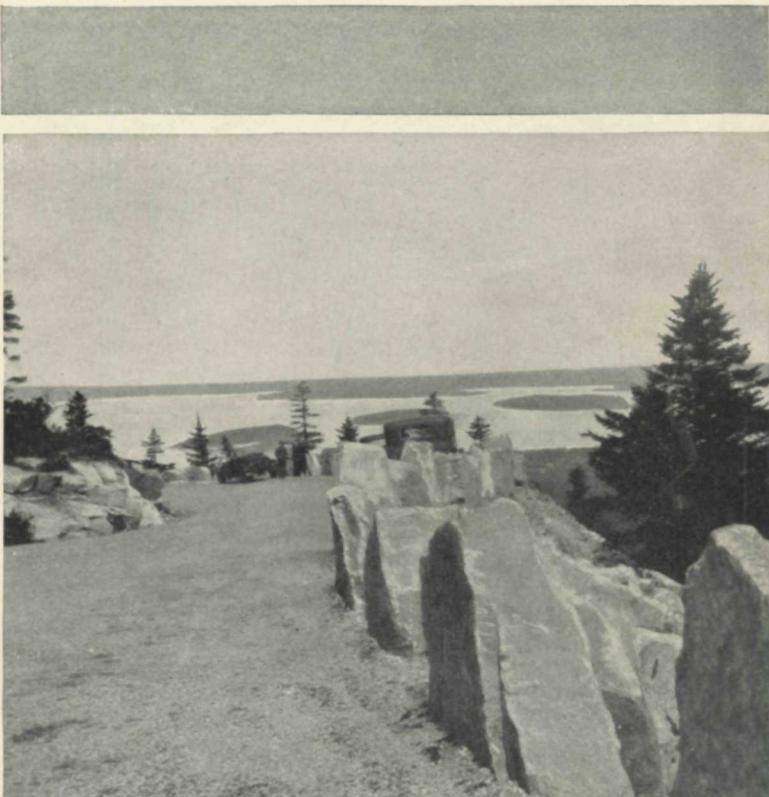


ACADIA

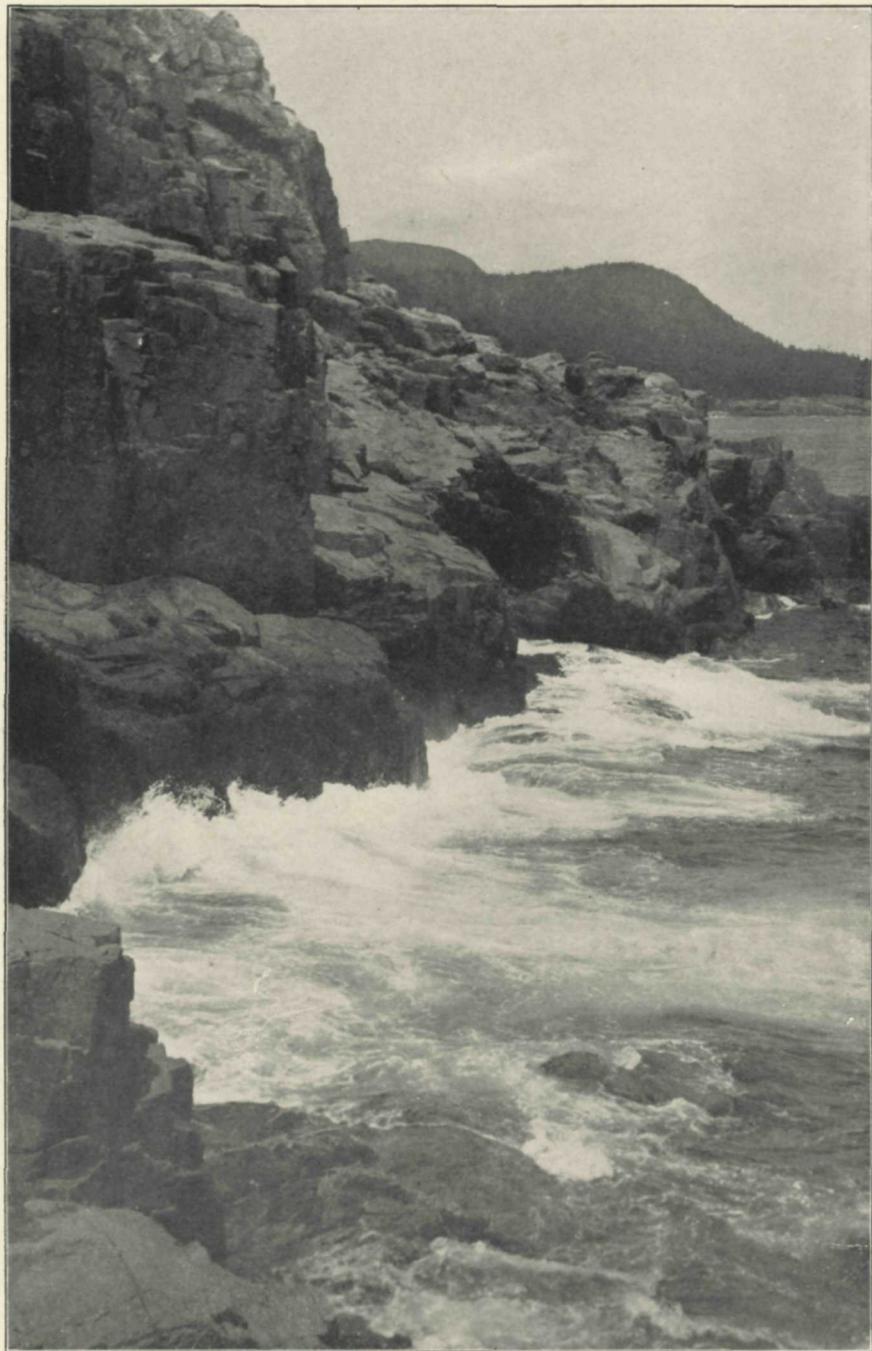
NATIONAL PARK

MAINE

*Porcupine
Islands
from the
Cadillac
Mountain
Road*



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE



THE OCEAN FRONT AT OTTER CLIFF

UNITED STATES
DEPARTMENT OF THE INTERIOR
RAY LYMAN WILBUR, Secretary
NATIONAL PARK SERVICE
HORACE M. ALBRIGHT, Director

GENERAL INFORMATION
REGARDING
ACADIA NATIONAL PARK
MAINE

*

OPEN ALL YEAR
SUMMER SEASON JUNE 15 TO OCTOBER 15
1933



UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1933

IMPORTANT EVENTS IN ACADIA'S HISTORY

- 1604. Mount Desert Island discovered and named by Samuel de Champlain, September 5.
- 1613. First Missionary colony in America established on Mount Desert Island.
- 1688. Island granted to Antoine de la Mothe Cadillac by Louis XIV.
- 1760. Island given by Massachusetts to Sir Francis Bernard, Governor of Massachusetts.
- 1790. Island divided into two parts; eastern half granted by Massachusetts to M. and Mme. de Gregoire; western half to John Bernard.
- 1855. First "summer visitors" recorded as vacationing on Mount Desert Island.
- 1868. Steamboat service from Boston to the island inaugurated.
- 1888. Scenic railway built from shore of Eagle Lake to summit of Cadillac (Green) Mountain.
- 1901. Charter granted by Maine Legislature to Hancock County Trustees of Public Reservations to acquire and hold in the public interest land on Mount Desert Island.
- 1908. First gift of land to the Hancock County Trustees of Public Reservations. Mrs. Eliza Homans, of Boston, Massachusetts, donor.
- 1914. Five thousand acres of land on Mount Desert Island tendered to the Government as a national park by the Hancock County Trustees of Public Reservations.
- 1916. Tract accepted by Government and proclaimed by President Wilson to be the Sieur de Monts National Monument.
- 1919. Act of Congress, approved February 26, creating Lafayette National Park, the first national park east of the Mississippi River.
- 1927. Jordan Pond Road, a scenic motor highway begun in 1922, completed.
- 1928. Park name changed from Lafayette to Acadia.
- 1929. Schoodic Peninsula added to park.
- 1931. Cadillac Mountain Summit Road completed. Work on this highway began in 1925.

RULES AND REGULATIONS (BRIEFED)

FIREs.—No fires shall be kindled without first obtaining permission from the superintendent or his representative. They must be *completely extinguished* before leaving.

CAMPS.—No camping permitted except within the regular camp grounds.

TREES, FLOWERS, AND ANIMALS.—Trees and shrubs must not be cut or broken. Flowers must not be picked. Birds and animals must not be molested. The injury or defacement of any natural feature is prohibited.

REFUSE.—Do not throw paper, lunch refuse, or other trash on the roads, trails, or elsewhere. Deposit all such in the waste cans provided for the purpose.

ADVERTISEMENTS.—Private notices or advertisements shall not be posted or displayed in the park.

AUTOMOBILES.—Drive carefully at all times. Obey the park speed limit and other automobile regulations.

ACADIA NATIONAL PARK

A HISTORICAL SKETCH

Our national parks are areas of superlative scenery which are set apart and maintained by the Federal Government for the use and enjoyment of the people. They are the people's property; the Government, the people's agent and trustee.

Few in number, but covering an extraordinary range of landscape interest, they have all, with few exceptions, been formed by setting aside for park purposes lands already held in ownership by the United States and lie in the nationally younger regions of the country to the westward of the Mississippi.

The first exception is Acadia National Park, occupying old French territory on the coast of Maine and created in 1919 from lands collected during the previous decade and presented to the Government. The name it bears commemorates the ancient French possession of the land and the part it had in the long contest to control the destinies and development of North America. The park is unique as a member of the national system in its contact with the ocean and inclusion of nationally owned coastal waters in its recreational territory.

Acadia National Park lies surrounded by the sea, occupying as its nucleus and central feature the bold range of the Mount Desert Mountains, whose ancient uplift, worn by immeasurable time and recent ice erosion, remains to form the largest rock-built island on our Atlantic coast; "l'Isle des Monts deserts," as Champlain named it, with the keen descriptive sense of the early French explorers.

The coast of Maine, like every other boldly beautiful coast region in the world whose origin is nonvolcanic, has been formed by the flooding of an old and water-worn land surface, which has turned its heights into islands and headlands, its stream courses into arms and reaches of the sea, its broader valleys into bays and gulfs. The Gulf of Maine itself is such an ancient valley, the deep-cut outlet of whose gathered waters may still be traced by soundings between Georges Bank and Nova Scotia, and whose broken and strangely indented coast, 2,500 miles in length from Portland to St. Croix—a straight line distance of less than 200 miles—is simply an ocean-drawn contour line marked on its once bordering upland.

At the center of this coast, the most beautiful in eastern North America, there stretches an archipelago of islands and island-sheltered waterways and lakelike bays—a wonderful region—and at its northern end, dominating the whole with its mountainous uplift, lies Mount Desert Island, whereon the national park is located.

Ultimately it is intended that the park shall be extended to other islands in this archipelago and points upon the coast, and become, utilizing these landlocked ocean waters with their limitless recreational opportunities, no less a marine park than a land park, exhibiting the beauty and the freedom of the sea. Without such contact with it and the joys of boating the national park system would not be complete.

THE STORY OF MOUNT DESERT ISLAND

Mount Desert Island was discovered by Champlain in September, 1604, 16 years and over before the coming of the Pilgrim Fathers to Cape Cod. He had come out the previous spring with the Sieur de Monts, a Huguenot gentleman, a soldier, and the governor of a Huguenot city of refuge in southwestern France, to whom Henry IV—"le grand roi"—had intrusted, the December previous, establishment of the French dominion in America. De Monts's commission, couched in the redundant, stately language of the period, is still extant, and its opening words are worth recording, so intimate and close is the relation of the enterprise to New England history:

Henry, by the grace of God, King of France and of Navarre, to our dear and well-beloved friend the Sieur de Monts, gentleman in ordinary to our chamber, greeting: As our greatest care and labor is and has ever been since our coming to this throne to maintain it and preserve it in its ancient greatness, dignity, and splendor, and to widen and extend its bounds as much as may legitimately be done, We having long had knowledge of the lands and territory called Acadia, and being moved above all by a single-minded purpose and firm resolution We have taken, with the aid and assistance of God, Author, Distributor, and Protector of all States and Kingdoms, to convert and instruct the people who inhabit this region, at present barbarous, without faith or religion or belief in God, and to lead them into Christianity and the knowledge and profession of our faith and religion. Having also long recognized from the accounts of captains of vessels, pilots, traders, and others who have frequented these lands, how fruitful and advantageous to us, our States, and subjects, might be the occupation and possession of them for the great and evident profit which might be drawn therefrom, We, in full confidence in your prudence and the knowledge and experience you have gained of the situation, character, and conditions of the aforesaid country of Acadia from the voyages and sojourns you have previously made in it and neighboring regions, and being assured that our plan and resolution being committed to your care you will diligently and attentively, and not less valorously and courageously, pursue them and lead them to completion, have expressly committed them to your charge and do constitute you by these presents, signed by our hand, our lieutenant general, to represent our Person in the lands and territory, the coasts and confines of Acadia, to com-

mence at the fortieth degree of latitude and extend to the forty-sixth degree. And We order you throughout this territory as widely as possible to establish and make known our name and authority, subjecting to these and making obedient to them all the people dwelling therein, and by every lawful means to call them to the knowledge of God and the light of the Christian faith and religion.

De Monts, sailing in the spring of 1604, founded his first colony on an island in the tidal mouth of a river at the western entrance to the Bay of Fundy—"Baie Francoise" he named it, though the Portuguese name "Bahia Funda," Deep Bay, in the end prevailed—which two centuries later, in memory of it, was selected to be the commencement of our national boundary. While he was at work on this he sent Champlain in an open vessel with a dozen sailors to explore the western coast. A single, long day's sail with a favoring wind brought him at nightfall into Frenchmans Bay, beneath the shadow of the Mount Desert Mountains, and his first landfall within our national bounds was made upon Mount Desert Island in the township of Bar Harbor.

A few years later the island again appears as the site of the first French missionary colony established in America, whose speedy wrecking by an armed vessel from Virginia was the first act of overt warfare in the long struggle between France and England for the control of North America.

In 1688, seventy-odd years later, private ownership began, the island being given as a feudal fief by Louis XIV to the Sieur de la Mothe Cadillac—later the founder of Detroit and Governor of Louisiana, who is recorded as then dwelling with his wife upon its eastern shore and who still signed himself in his later documents, in ancient feudal fashion, Seigneur des Monts deserts.

In 1713, Louis XIV, defeated on the battlefields of Europe, ceded Acadia—save only Cape Breton—to England, and Mount Desert Island, unclaimed by Cadillac, became the property of the English Crown. Warfare followed till the capture of Quebec in 1759, when settlement from the New England coasts began. To the Province of Massachusetts was granted that portion of Acadia which now forms part of Maine, extending to the Penobscot River and including Mount Desert Island, which it shortly thereafter gave "for distinguished services" to Sir Francis Bernard, its last English governor before the breaking of the revolutionary storm. Title to it was later confirmed to him by a grant from George III.

In September, 1762, Gov. Bernard sailed from Fort William in Boston Harbor with a considerable retinue, to view his new possession and kept a journal that may still be seen. He anchored in the "great harbor of Mount Desert," just off the present town of Southwest Harbor, which he laid out with his surveyors; he

explored the island, noting its fine timber, its water power for sawmills, its good harbors, its abundance of wild meadow grass "high as a man," and of "wild peas"—beach peas, perhaps—for fodder, and its wealth of fish in the sea. He had himself rowed up Somes Sound, a glacial fiord which deeply penetrates the island, cutting its mountain range in two. This he called the river, as in that region other inlets of the sea are called to-day, following the custom of the early French. And he visited Somes, one of the earliest settlers from the Massachusetts shore, then building his log cabin at the sound's head, where Somesville is to-day, and walked across to see a beaver's dam near by, at whose "artificialness" he wondered.

Then came the Revolution. Bernard's stately mansion on the shore of Jamaica Pond and his far-off island on the coast of Maine both were confiscated, he taking the king's side and sailing away from Boston Harbor while the bells were rung in jubilation. And Mount Desert Island, once the property of the Crown of France, once that of England, and twice granted privately, became again the property of Massachusetts. But after the war was over and Bernard had died in England, his son, John Bernard, petitioned to have his father's ownership of the island restored to him, claiming to have been loyal himself to the colony, and a one-half undivided interest in it was given him. Then, shortly after, came the granddaughter of Cadillac—Marie de Cadillac, as she signed herself—and her husband, French refugees of the period, bringing letters from Lafayette, and petitioned in turn the General Court of Massachusetts to grant them her grandfather's possession of the island—asking it not as of legal right but on a ground of sentiment, the gratitude of the colonies to France for assistance given in their War of Independence. And the General Court, honoring their claim, gave them the other undivided half. Then it sent surveyors down and divided the island, giving the western portion, including the town of Southwest Harbor his father had laid out, to John Bernard, who promptly sold it and went out to England and died governor of one of the West Indies, being also knighted; and the eastern half, where Cadillac once had lived and where Bar Harbor, Seal, and Northeast Harbors are to-day, to Marie de Cadillac and her husband—M. and Mme. de Gregoire—who came to Hulls Cove, on Frenchmans Bay, and lived and died there, selling, piece by piece, their lands to settlers. It is from these two grants made by the Commonwealth of Massachusetts to the granddaughter of Cadillac and the son of Bernard, each holding originally by a royal grant, that the Government's present title to its park lands springs. History is written into its deeds.

During the first half of the nineteenth century, Mount Desert Island still remained remote and inaccessible, except to coasting vessels, but fishing hamlets gradually sprang up along its shore, the giant pines whose slowly rotting stumps one comes upon to-day among the lesser trees were cut and shipped away, town government was established, roads of a rough sort were built, and the island connected with the mainland by a bridge and causeway. Then came steam, and all took on a different aspect. The Boston & Bangor Steamship Line was established; a local steamer connected Southwest Harbor with it through Eggemoggin Reach and Penobscot Bay, a sail of remarkable beauty; and summer life at Mount Desert began. The first account of it we have is contained in a delightful journal kept during a month's stay at Somesville in 1855 by Mr. Charles Tracy, of New York, the father of Mrs. J. Pierpont Morgan, sr., who came with him as a girl, and which is still preserved. The party was large—26 in all—and filled Somes tavern full to overflowing. In it, besides Mr. Tracy and his family, were the Rev. Dr. Stone, of Brookline, Mass., with his family; Frederick Church, the artist, and his sister; and Theodore Winthrop, killed afterwards in the Civil War, who wrote John Brent, with its once famous description of a horse. They climbed the mountains, tramped through the woods, lost themselves at night—half a dozen of them—and slept by a camp fire in the wild; drove over to Bar Harbor, then on to Schooner Head, where they slept at the old farmhouse, climbing the then nameless "mountain with the cliff" that shadowed it at sundown, and drinking by the pitcherful such milk as New York could not supply; and then, like Hans Breitman, in climax to their stay they gave a party, importing by the boat to Southwest Harbor the first piano the island had ever seen and inviting to it the islanders and fisherfolk from far and near. It was a great success. They danced, they sang songs, they played games, and had a lobster salad such as only millionaires can have to-day, keeping up their gayety until 2 o'clock in the morning, when their last guests—two girls from Bar Harbor who had driven themselves over for it—hitched up their horse and left for home in spite of remonstrance and the offer of a bed. Such was the beginning of Mount Desert social life.

Ten years later, when the Civil War had swept over like a storm, summer life began in earnest at Bar Harbor, compelled by the sheer beauty of the spot. No steamer came to it till 1868; then, for another season, only once a week. No train came nearer than Bangor, 50 miles away, with a rough road between. But still it grew by leaps and bounds, overflowing the native cottages and fishermen's huts, sleeping in tents, feeding on fish and doughnuts and the abundant lobster. The native cottages expanded and became hotels, simple,

bare, and rough, but always full. The life was gay and free and wholly out of doors—boating, climbing, picnicking, buckboarding, and sitting on the rocks with a book or friend. All was open to wander over or picnic on; the summer visitor possessed the island. Then lands were bought, summer homes were made, and life of a new kind began.

It was from the impulse of that early summer life that the movement for public reservations and the national park arose, springing from memory of its pleasantness and the desire to preserve in largest measure possible the beauty and freedom of the island for the people's need in years to come. The park, as a park, is still in its beginning. It has now spread out beyond its island bounds and crossed the bay to include the noble headland and long surf-swept point of Schoodic, on the mainland shore. And Congress in giving the right to make the new extension changed its name from Lafayette to Acadia National Park, to tell of its region's early history and romance. Its lands have been, throughout, a gift to the Nation, coming from many sources, and much personal association is linked, closely and inseparably, with its formation. It is still growing, and with the contiguous landlocked ocean waters, beautiful as lakes and nationally owned like it, to extend out onto, there is no limit to the number to whom it may give rest and pleasure in the future, coming from our crowded eastern cities, from which it is accessible by land or water, rail or motor car.

A WILD-LIFE SANCTUARY

One important aspect of our national parks and monuments is that they—unlike the forests, devised to follow economic lines—are absolute sanctuaries, islands of shelter for the native life in all but noxious forms. Like the monasteries in the Middle Ages that sheltered—all too fragmentarily—the literature and learning of the classic period, they are a means of incalculable value for preserving in this destructive time the wealth of forms and species we have inherited from the past and have a duty to hand on undiminished to the future, so far as that be possible.

In this aspect of a wild-life sanctuary, plant and animal, Acadia National Park is remarkable. Land and sea, woodland, lake, and mountain all are represented in it in wonderful concentration. In it, too, the northern and temperate zone floras meet and overlap, and land climate meets sea climate, each tempering the other. It lies directly in the coast migration route of birds, and exhibits at its fullest the Acadian forest, made famous by *Evangeline*, and the northernmost extension of that great Appalachian forest which at the landing of De Monts stretched without a break from the St.

Lawrence to the Gulf and is the oldest by the record of the rocks, and richest in existing species of any mingled hardwood and coniferous forest in the Temperate Zone. And it possesses, also, a rich biologic field in the neighboring ocean, the parent habitat of life. Deeper waters apart, the sea beach and tidal pools alone form an infinite source of interest and study, while the ocean climate, like the land one, is profoundly different from that to the southward, off the Cape Cod shore.

To take advantage of this opportunity an association has been formed, incorporated under the name of the Wild Gardens of Acadia, to cooperate with the Government in the development of the educational and scientific features of the park and its environment. By means of it a marine biological laboratory has been established on the shore, material has been gathered for a book upon the wild flowers of the park and wild gardens for their exhibition started, and entomological collections and studies in the bird life and geology of the region have been made. The park itself is a living natural-history museum, a geological and historic area lending itself remarkably to the nature guide and lecture service which is rapidly becoming so valuable a feature in our national parks.

Botanically Acadia National Park forms an exceedingly interesting area. Champlain's term "deserts" in description of the mountains meant, in accordance with the original significance of the word, "wild and solitary"; not "devoid of vegetation." Vegetation, on the contrary, grows upon the island with exceptional vigor, and in wide range of form. The native forest must—before it was invaded by the axe—have been superb, and superb it will again become under the Government's protection. Wild flowers are abundant in their season, among them a number of species of conspicuous beauty, because of their loveliness in danger of extermination until the national park was formed and its lands became a sanctuary. The rocks, frost split and lichen-clad, with granite sands between, are of a character that makes the mountain tops, with their bearberries and blueberries and broad ocean outlook, wild rock gardens of inspiring beauty, while both mountain tops and woods are made accessible by over a hundred miles of trails built by successive generations of nature-loving summer visitors.

In addition to ocean, rocks, and mountain heights, to woods and wild flowers, and to trails trodden by the feet of generations, Acadia National Park has a rich possession in an inexhaustible spring source of pure, delicious water rising—cool and constant—from beneath the mountain at the entrance from Bar Harbor, and made, with its free gift of water to the passing public, a memorial to the Sieur de Monts, the founder of Acadia.

MOTOR ROADS

A road of great beauty through the lake district of the park, connecting Bar Harbor with the resorts upon the southern shore, Seal Harbor and Northeast Harbor, has been opened to travel. Rising from this, another road leads to the summit of Cadillac Mountain, the highest point on our eastern coast, replacing an early buckboard road now washed away. Entrance to these roads is equally convenient from Bar Harbor or Seal Harbor.

MOTOR TRAVEL

No place in the East offers an objective point of greater interest for motor travel than Acadia National Park and its surrounding coast resorts, which provide accommodations for its visitors. In addition to the park roads, there is an excellent system of State and town roads encircling and traversing Mount Desert Island which reaches every point of interest. These roads have a combined length of over 200 miles, and exhibit a combination of seashore and inland scenery not found elsewhere on the eastern coast.

For those who do not have their own automobiles, well arranged motor-bus trips may be taken from Bar Harbor through the park and about the island. These trips are made twice daily with well-timed stops at the principal points of interest. In the various island villages public-hire automobiles, with or without drivers, are also available for small parties at established moderate rates.

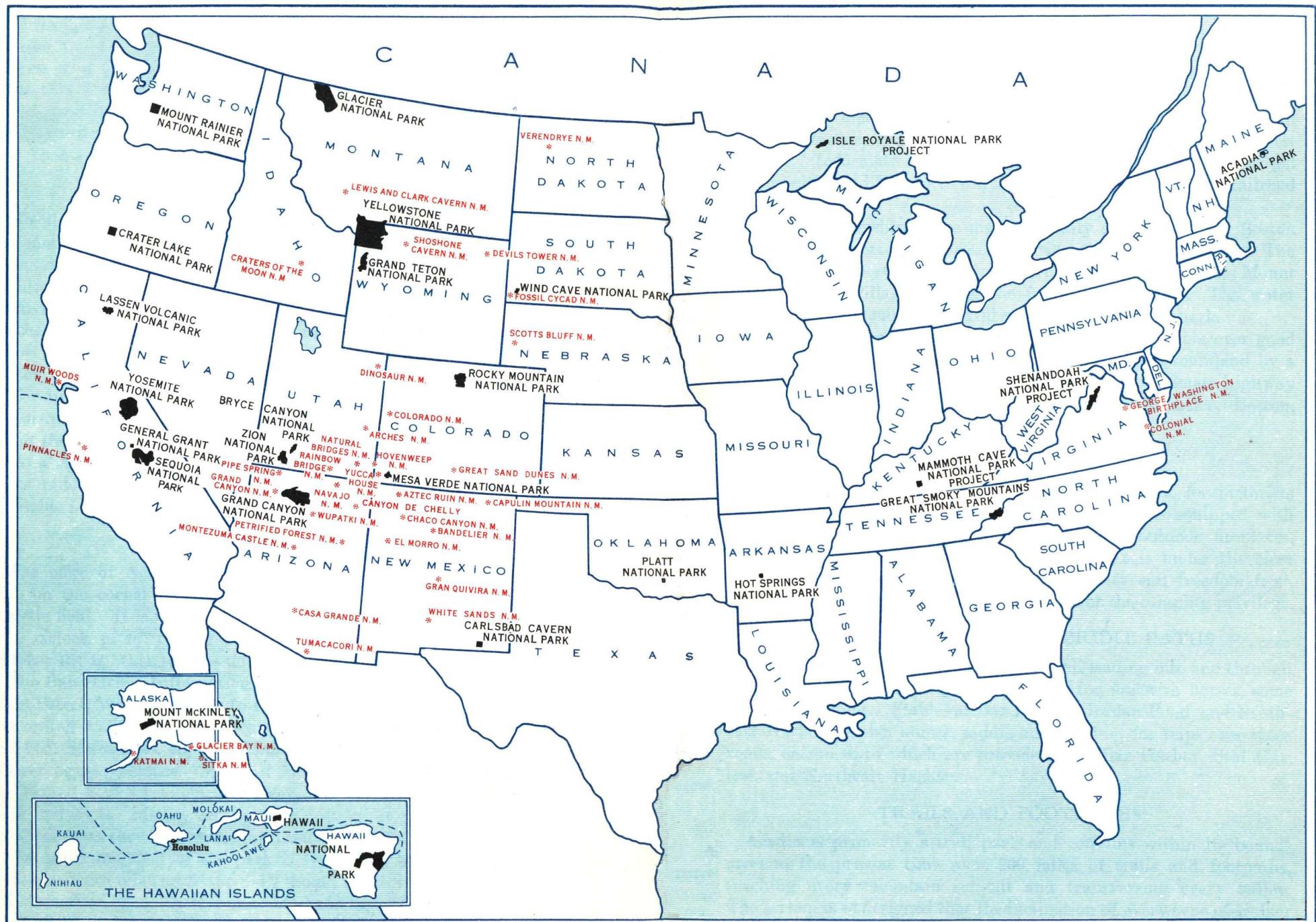
INFORMATION

The office of Acadia National Park is situated at Bar Harbor, Me., on the corner of Main Street and Park Road, opposite the athletic field. It is open daily except Sundays from 9 o'clock a. m. to 5 o'clock p. m. during the summer season, from June 15 to October 15; at other seasons until 4 o'clock.

The Bar Harbor Information Bureau immediately adjoins it upon Main Street, and is prepared to furnish visitors with all information concerning train service and boat service, motor routes, fares, hotels and boarding houses, objects of interest, trails, and excursions, or to answer correspondence. Maps of Mount Desert Island, issued by the United States Geological Survey, and literature relating to the park and to the history and natural history of its region may be obtained from the office or the information bureau.

The superintendent of the park is George B. Dorr, to whom all correspondence relating to the park should be addressed.

Information of all kinds is also obtainable at all hotel and information offices maintained in the villages of Northeast Harbor and Southwest Harbor.



HOW TO REACH THE PARK

Acadia National Park may be reached by automobile, by railroad, or by steamship.

The railroad terminus for the park and Mount Desert Island resorts is Ellsworth, Me., on the line of the Maine Central Railroad. Comfortable motor buses transport rail passengers from Ellsworth to Bar Harbor, Seal Harbor, Northeast Harbor, and Southwest Harbor. Information regarding rail connection between principal eastern cities and Ellsworth can be had on application at any railroad ticket office.

Eastern Steamship Lines maintain daily service between Boston and Mount Desert Island resorts during the summer season. The steamer leaves Boston late in the afternoon and arrives at the Mount Desert Island villages during the following forenoon. The water trip is one of the most delightful ways of reaching the park.

By motor the park is accessible from all eastern points over good State highways, the island being connected with the mainland by a steel-and-concrete bridge. The following are approximate highway distances to the park: From Portland, Me., 170 miles; Boston, Mass., 300 miles; New York City, 500 miles.

MOTOR CAMPING

A public camp ground is maintained in the park for motorists bringing their own camping outfits. The ground is equipped with running water, modern sanitary conveniences, outdoor fireplaces, electric lights, and places to wash clothes. It is under the close supervision of the park authorities, and safety and freedom from annoyance is assured. No charge is made for the camping privilege.

CARRIAGE ROADS AND BRIDLE PATHS

Connected with the town road system and leading into and through the park is an excellent system of roads for use with horses, some 30 miles in extent. Stables at Bar Harbor, Jordan Pond, and Northeast Harbor furnish horses, saddle and driving, for trips over these roads, entrances to which are provided near Bar Harbor, Seal Harbor, and Northeast Harbor.

TRAILS AND FOOTPATHS

Acadia is primarily a trail park and contains within its boundaries at the present time some 200 miles of trails and footpaths, reaching every mountain summit and transversing every valley. The system is so designed that the inclination of every type of walker is met. Broad lowland paths offer delightfully easy walks; winding trails of easy grade to the mountain summits are provided for those

who like a moderately strenuous climb; and rough mountainside trails give opportunity for hardy exercise to those who enjoy real hiking. It is only by means of these trails and paths that the park can be really seen and appreciated, and the system is so laid out that there is no danger of becoming lost.

GUIDES

While no guides are necessary on any park trips, free guides may be obtained at the Bar Harbor information office, adjoining the park office, to accompany parties, either riding or hiking, over the island.

MOTOR AND BOAT TRIPS

From the park as center a wide variety of interesting motor trips, along the coast as far as to the Maritime Provinces and inland to Moosehead Lake and Mount Katahdin, can readily be made, and excellent cars for the purpose can be hired by visitors not coming in their own. From it also delightful trips by water can be made over island-sheltered reaches of the sea, extending from Frenchmans Bay to Penobscot Bay and River along the most beautiful section of our Atlantic coast.

Regularly scheduled boat trips from Bar Harbor along the shores of Frenchmans Bay are made daily. The boats are safe and comfortable and are in charge of competent captains who point out and explain all features of interest. From the water the park mountains are seen at their best, as are the estates of the island summer residents.

Boat trips can also be arranged for at the public boat landings in Seal Harbor, Northeast Harbor, and Southwest Harbor.

FISHING

Acadia National Park combines the opportunity for excellent fishing in fresh waters, of lake and stream, with that for deep-sea and coastal fishing in waters identical in life and character with those of the famous banks which lie offshore from it, across the Gulf of Maine. Power boats, sail boats, canoes, and camping outfits can all be rented, with competent guides.

Visitors desiring to fish in the inland waters of the park are required to obtain a nonresident State fishing license, the fee for which is \$3.15. This license permits fishing anywhere within the State.

MUSEUMS

An archeological museum has been built on land conveyed to it adjoining the Sieur de Monts Spring entrance to the park, and dedicated to public use. It contains relics of the stone-age period

of Indian culture in this region, books and maps. An archeologist is in charge during the summer season to explain the relics. The museum and its equipment, together with a substantial maintenance endowment, were provided through the generosity of the Late Dr. Robert Abbe, of Bar Harbor and New York, and friends inspired by his interest and rare enthusiasm.

Open freely to park visitors also is a most interesting museum at Islesford, on Little Cranberry Island, a brief and sheltered boat trip from Northeast or Southwest Harbor, which houses a unique collection of prints and documents relating to the settlement and early history of the region made by Prof. William Otis Sawtelle to whose vision and interest and long, untiring work the whole is due.

This museum is reached by a half-hour motor boat trip from Seal Harbor, Northeast Harbor, or Southwest Harbor.

The following maps are obtainable at the publicity office and book stores in Bar Harbor, Jordan Pond House, and the publicity offices at Northeast Harbor and Southwest Harbor:

Path map—Eastern half Mount Desert Island, 1:29,000—	60 cents.
Path map—Western half Mount Desert Island-----	60 cents.
Map Mount Desert Island, 1:40,000-----	50 cents.
U. S. Geological Survey topographic map-----	10 cents.

There is also for free distribution at the various village publicity offices a small outline map of Mount Desert Island showing principal roads and drives and points of interest.

LITERATURE AND MAPS

GOVERNMENT PUBLICATIONS

Government publications on Acadia National Park may be obtained as indicated below. Separate communications should be addressed to the officers mentioned.

DISTRIBUTED FREE BY THE NATIONAL PARK SERVICE

The following publications may be obtained free on written application to the Director of the National Park Service, or by personal application to the office of the superintendent of the park:

Map of National Parks and National Monuments.

Shows location of all of the national parks and monuments administered by the National Park Service, and all railroad routes to these reservations.

Map of the western United States.

Shows the National Park-to-Park Highway and other roads.

Glimpses of Our National Parks. 66 pages, including many illustrations.

Contains description of the most important features of the principal national parks.

Glimpses of Our National Monuments, 74 pages, including many illustrations. Contains brief descriptions of all the national monuments administered by the Department of the Interior.

SOLD BY THE SUPERINTENDENT OF DOCUMENTS

The following publication may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D. C., at the price indicated. Postage prepaid. Remittances should be made by money order or in cash.

The National Parks Portfolio. By Robert Sterling Yard. Sixth edition. 274 pages, including numerous illustrations. Bound securely in cloth. \$1.¹

Contains nine chapters, each descriptive of a national park, and one a larger chapter devoted to other parks and monuments.

OTHER NATIONAL PARKS

Circulars of General Information similar to this for the national parks listed below may be obtained free of charge by writing to the Director of the National Park Service, Washington, D. C.

Carlsbad Caverns National Park.	Mount McKinley National Park.
Crater Lake National Park.	Mount Rainier National Park.
Glacier National Park.	Rocky Mountain National Park.
Grand Canyon National Park.	Sequoia and General Grant National Parks.
Grand Teton National Park.	Wind Cave National Park.
Great Smoky Mountains National Park.	Yellowstone National Park.
Hawaii National Park.	Yosemite National Park.
Hot Springs National Park.	Zion and Bryce Canyon National Parks.
Lassen Volcanic National Park.	
Mesa Verde National Park.	

REFERENCES

- ANNALS OF THE NEW YORK ACADEMY OF SCIENCES**, Vol. XXXI, pp. 121-186. 1929.
The Scenery of Mount Desert Island: Its Origin and Development. By Erwin J. Raisz. Obtainable at Information Bureau, Park Office, and Sieur de Monts Spring. Price 50 cents.
- BASCOM, F. The Geology of Mount Desert Island.² Issued by the Joint Path Committee of the Village Improvement Society on the island. Revised and reprinted from the bulletin of the Geographical Society of Philadelphia, Vol. XVII, No. 4, October, 1919. Obtainable at Jordan Pond House, Seal Harbor. 35 cents.
- DOLE, NATHAN HASKELL, and GORDON, IRWIN LESLIE. Maine of the Sea and Pines.² 1928. Chapter devoted to Acadia (Lafayette) National Park.
- DORR, GEORGE B. The Acadian Forest. Bar Harbor Publicity Office, 25 cents.
- JOHNSON, D. W. The New England-Acadian Shoreline.² Published by Wiley & Sons, New York. 1925. Price, \$8.50.
- Biological Survey of the Mount Desert Island Region. Part I, Insecta. 1927. Information concerning distribution of this book may be had on application to William Proctor, Corfield Laboratory, Bar Harbor, Me.
- KANE, F. J. Picturesque America, Its Parks and Playgrounds. 52 pp., illustrated, 1925. Published by Frederick Gumbrecht, Brooklyn, N. Y. Acadia (Lafayette) National Park on pp. 285-295.

¹ May be purchased also by personal application at the office of the superintendent of the park, but that office can not fill mail orders.

² May be seen for reference at the Jesup Memorial Library, Bar Harbor, Me.

MOORE, BARRINGTON, and TAYLOR, NORMAN. Vegetation of Mount Desert Island, Maine and its Environment.² Brooklyn Botanic Garden Memoirs. Vol. III, 1927. May be purchased at Jordan Pond House, Seal Harbor.

PEABODY, HAROLD, and GRANDGENT, CHARLES H. Walks on Mount Desert Island, Maine, 1928. Sherman Publishing Co., Bar Harbor, Me. On sale at Bar Harbor bookstores. Price 50 cents.

RAISZ, ERWIN J. The Scenery of Mount Desert Island. See under "Annals of the New York Academy of Sciences."

RAND, E. L., and REDFIELD, J. H. Flora of Mount Desert Island, Maine.² Geological introduction by Prof. William Morris Davis. This book is out of print but obtainable for reference.

ACCOMMODATIONS OUTSIDE THE PARK

In the various villages on Mount Desert Island which border the park excellent accommodations for visitors are to be had at reasonable rates. The National Park Service exercises no control over these accommodations either as to rates or type of service.

The accommodations available vary in character from high-class summer hotels to good rooming houses and restaurants. The several publicity offices in the various villages maintain lists of all accommodations and will gladly furnish full information, including rates, to visitors. Visitors may secure this information by writing in advance or upon personal application on arrival.

The publicity offices may be addressed as follows:

Publicity Office, Bar Harbor, Me.

Publicity Office, Northeast Harbor, Me.

Publicity Office, Southwest Harbor, Me.

TRANSPORTATION

MOTOR TRIPS.—Well-arranged motor-bus trips may be taken about the island and through the park during the summer season. The buses run on regular schedules twice daily, at 10.30 a. m. and 2 p. m. The charge for the morning trip is \$1.50 per person; the charge for the afternoon trip is \$2 per person.

The routes followed are not identical, and by taking the combination of the two all points of interest are seen. In addition to the motor-bus trips, public cars with competent drivers, or, if desired, cars without drivers, may be hired at reasonable cost for special trips, in any of the villages. Arrangements for this class of transportation may be made with the car owners or through the publicity-office attendants.

BOAT TRIPS.—At Bar Harbor there are three competent concerns offering sightseeing trips by water. Boats leave daily at 10.30 a. m., 2.30 p. m., and 4.30 p. m. The trip is of two hours' duration, the

² May be seen for reference at the Jesup Memorial Library, Bar Harbor, Me.

boats following closely the shores of the island bordering Frenchmans Bay. All points of interest are explained. The cost is \$1 per person. Arrangements for special parties desiring an extended trip may be made with the boat captain or through the publicity office. While no scheduled boat trips are available at Seal Harbor, Northeast Harbor, or Southwest Harbor, arrangements can be made through their publicity offices for interesting trips by water.

BUCKBOARDS, CARRIAGES, AND SADDLE HORSES.—Arrangements may be made at the publicity offices in Bar Harbor and Northeast Harbor or at the Jordan Pond House at Seal Harbor for buckboard trips, or for the hiring of driving and saddle horses to enjoy the remarkable scenery afforded by the driving-road and bridle-path system in the park.

RULES AND REGULATIONS

(Approved December 21, 1932, to continue in force and effect until otherwise directed by the Secretary of the Interior)

GENERAL REGULATIONS

The following rules and regulations for the government of the Acadia National Park are hereby established and made public pursuant to authority conferred by the acts of Congress approved February 26, 1919 (40 Stat. 1178), January 19, 1929 (45 Stat. 1083), May 23, 1930 (46 Stat. p. 1, 377), and August 25, 1916 (39 Stat. 535), as amended June 2, 1920 (41 Stat. 732), and March 7, 1928 (45 Stat. 200-235), and shall supersede all previous rules and regulations for this park heretofore promulgated, which are hereby rescinded.

1. *Preservation of natural features and curiosities.*—The destruction, injury, defacement, or disturbance in any way of buildings, signs, equipment, or other property, or the trees, flowers, vegetation, rocks, minerals, animal, or bird, or other life is prohibited: *Provided*, That flowers may be gathered in small quantities when, in the judgment of the superintendent, their removal will not impair the beauty of the park. Before any flowers are picked, permit must be secured from this officer.

2. *Camping.*—No camp shall be made except at designated localities, and when made must be kept neat and orderly. Blankets, clothing, hammocks, or any other article shall not be hung near a road.

Many successive parties camp on the same sites each year; therefore camp grounds should be thoroughly cleaned before they are abandoned. Tin cans, bottles, cast-off clothing, and all other débris shall be placed in garbage receptacles or pits provided for the purpose.

Campers may use only dead or fallen timber for fuel.

Campers and others shall not wash clothing or cooking utensils or pollute in any other manner the waters of the park. Bathing in any of the streams near the regularly traveled thoroughfares in the park is not permitted without suitable bathing clothes.

3. *Fires.*—Fires constitute one of the greatest perils to the park. They shall not be kindled except with the express permission of the superintendent or his representative, and only in designated locali-

ties; they shall be lighted only when necessary, and when no longer needed shall be completely extinguished, all embers and ash beds being smothered with earth or water so that no possibility remains of their reignition.

No lighted cigarette, cigar, match, or other burning material shall be thrown from any vehicle or saddle animal or dropped into any leaves, grass, twigs, or tree mold.

Smoking or the building of fires on any lands within the park may be prohibited by the superintendent when, in his judgment, the hazard makes such action necessary.

The use of fireworks or firecrackers in the park is prohibited except with the written permission of the superintendent.

4. *Hunting*.—The park is a sanctuary for wild life of every sort, and hunting, killing, wounding, capturing, or frightening any bird or wild animal in the park is prohibited. No light shall be used for the purpose of observing the wild life in the park except as authorized in writing by the superintendent.

Firearms are prohibited in the park except on written permission of the superintendent.

5. *Fishing*.—Fishing must be done in strict accordance with the State laws. Fishing in particular waters may be suspended, or the number of fish that may be taken by one person in any one day from the various streams or lakes may be regulated by the superintendent. Possession of more than two days' catch by a person at any one time will be construed as a violation of this regulation.

6. *Private operations*.—No person, firm, or corporation shall reside permanently, engage in any business, or erect buildings in the park without permission in writing from the Director of the National Park Service, Washington, D. C. Applications for such permission may be addressed to the director through the superintendent of the park.

7. *Cameras*.—Still and motion picture cameras may be freely used in the park for general scenic purposes. For the filming of motion pictures or sound pictures requiring the use of artificial or special settings, or special equipment, or involving the performance of a professional cast, permission must first be obtained from the superintendent of the park.

8. *Gambling*.—Gambling in any form, or the operation of gambling devices, whether for merchandise or otherwise, is prohibited.

9. *Advertisements*.—Private notices or advertisements shall not be posted or displayed in the park, except such as the park superintendent deems necessary for the convenience and guidance of the public.

10. *Grazing.*—The running at large, herding, or grazing of live-stock of any kind on the Government lands in the park, as well as the driving of livestock over same, is prohibited, except where authority therefor has been granted by the superintendent. Livestock found improperly on the park lands may be impounded and held until claimed by the owner and the trespass adjusted.

11. *Authorized operators.*—All persons, firms, or corporations holding franchises in the park shall keep the grounds used by them properly policed and shall maintain the premises in a sanitary condition to the satisfaction of the superintendent. No operator shall retain in his employment a person whose presence in the park may be deemed by the superintendent subversive of good order and management of the park.

All operators shall require each of their employees to wear a metal badge with a number thereon or other mark of identification, the name and number corresponding therewith or the identification mark being registered in the superintendent's office. These badges must be worn in plain sight.

12. *Dogs and cats.*—Dogs and cats are prohibited on the Government lands in the park except that upon written permission of the superintendent, secured upon entrance, they may be transported over through roads by persons passing through the park provided they are kept under leash, crated, or otherwise under restrictive control of the owner at all times while in the park: *Provided, however,* That employees and others may be authorized by the superintendent to keep dogs in the park administrative area, or areas, on condition that they are kept within the confines of these areas, and subject to such further conditions in the interest of good park administration as may be determined by the superintendent.

13. *Dead animals.*—All domestic or grazed animals that may die on Government lands in the park at any tourist camp or along any of the public thoroughfares shall be buried immediately by the owner or person having charge of such animals at least 2 feet beneath the ground, and in no case less than one-fourth mile from any camp or thoroughfare.

14. *Fines and penalties.*—Persons who render themselves obnoxious by disorderly conduct or bad behavior shall be subjected to the punishment hereinafter prescribed for violation of the foregoing regulations, and/or they may be summarily removed from the park by the superintendent.

Any person who violates any of the foregoing regulations shall be deemed guilty of a misdemeanor and shall be subject to a fine of not more than \$500 or imprisonment not exceeding six months, or both, and be adjudged to pay all costs of the proceedings.

NOTES.—All complaints by visitors and others as to service, etc., rendered in the park should be made to the superintendent, in writing, before the complainant leaves the park. Oral complaints will be heard daily during office hours.

Persons finding lost articles should deposit them at the Government headquarters or at the nearest ranger station, leaving their own names and address, so that if not claimed by the owners within 60 days articles may be turned over to those who found them.

AUTOMOBILE AND MOTOR-CYCLE REGULATIONS

1. *Automobiles*.—The motor-road system is open only to automobiles operated for pleasure. Motor buses over 10-passenger capacity, however, are not permitted without special authority from the superintendent in each case.

No motor trucks are admitted except those used in connection with road maintenance or other authorized park projects.

Careful driving is required of all persons using the roads.

2. *Motor cycles*.—Motor cycles are admitted to the park under the same conditions as automobiles and are subject to the same regulations, so far as they are applicable.

3. *Distance apart; gears and brakes*.—Automobiles while in motion shall not be less than 50 feet apart, except for the purpose of passing, which is permissible only on levels or slight grades, and on curves only where clear vision can be obtained ahead.

All automobiles, except while shifting gears, must retain their gears constantly enmeshed.

Brakes shall at all times be in good working order.

4. *Speed*.—Speed is limited to 15 miles per hour when rounding sharp curves; otherwise the speed limit shall not exceed 18 miles per hour.

5. *Horns*.—The horn shall be sounded on approaching curves or other stretches of road concealed ahead and before passing other vehicles.

6. *Lights*.—All automobiles shall be equipped with head and tail lights, the headlights to be of sufficient brilliancy to insure safety in driving after dark, and all lights shall be kept lighted after sunset. Headlights shall be dimmed when meeting other automobiles or horse-drawn vehicles.

7. *Muffler cut-outs*.—Muffler cut-outs shall be kept closed at all times.

8. *Parking*.—Motor vehicles shall not be parked on the roadsides. All parking shall be done at points designated for this purpose.

9. *Accidents; stop-overs.*—If cars stop because of accident or for any reason, they shall be immediately parked in such a way as not to interfere with travel on the road.

The driver of any motor-driven vehicle who meets with an accident shall report the same at the nearest ranger station or to the superintendent of the park.

10. *Cadillac Mountain and Bubble Pond.—Jordan Pond motor-road system.*—Automobiles and motor cycles may enter upon this system between the hours of 7 a. m. and 9 p. m. daily from its opening in the spring until September 15 of each year. From September 15 until such later period as the superintendent may designate the closing hour shall be 8 p. m.

11. *Sieur de Monts Spring Road and Champlain Mountain Road.*—Automobiles and motor cycles are admitted on the Champlain Mountain and Sieur de Monts Spring Roads subject to the foregoing regulations, except that of opening and closing hours. Hours during which motor traffic may be permitted upon these roads will be posted from time to time and shall be determined by the use and condition of the roads.

12. *Horse roads.*—No motor vehicles are permitted on any road specially marked, designated, or constructed for horse-drawn vehicular traffic except for general road and roadside maintenance, repair and construction purposes, fire fighting, and in case of accident.

13. *Suspension of regulations.*—Annually, between November 1 and June 1, or at other times in cases of emergency, the park roads may be closed to traffic except such as the superintendent may deem necessary for maintenance or other work.

14. *Fines and penalties.*—Any person who violates any of the foregoing regulations shall be deemed guilty of a misdemeanor and shall be subject to a fine of not more than \$500 or imprisonment not exceeding six months, or both, and be adjudged to pay all costs of the proceedings, and/or by immediate ejectment from the park.

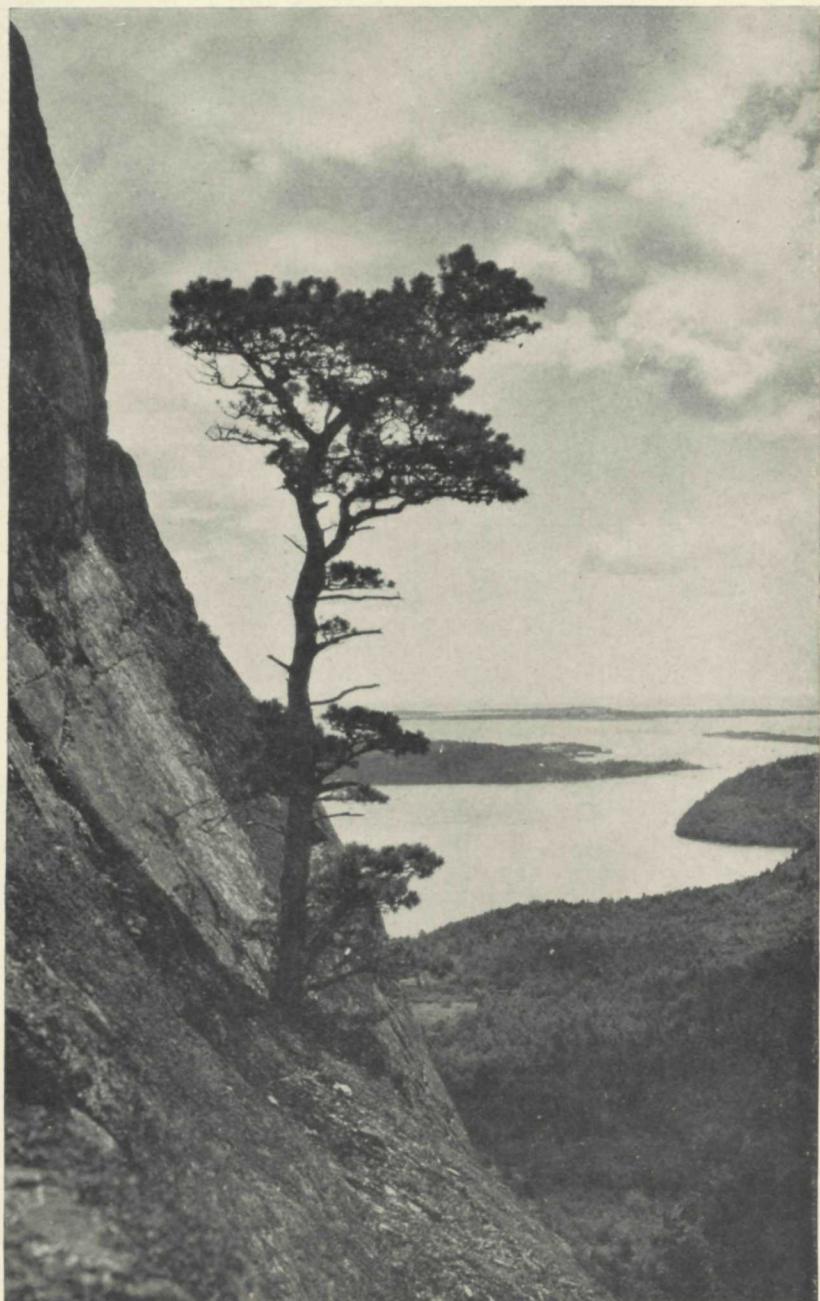
**The Government is in no way responsible
for any kind of accident**

NATIONAL MONUMENTS

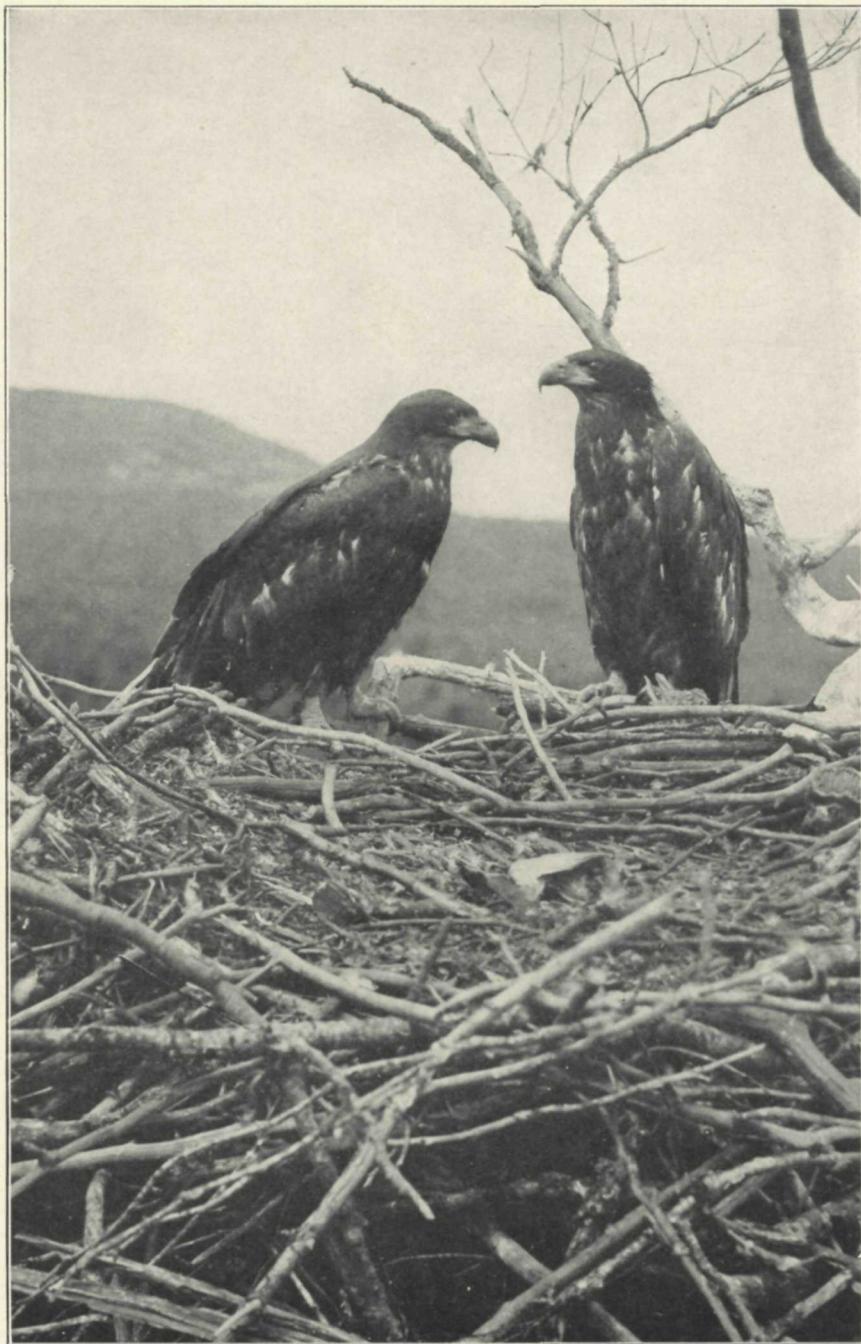
Speaking generally, national monuments are preserved in Federal ownership because of outstanding historic, prehistoric, or scientific features, as distinguished from scenic beauty, the chief attribute of national parks. In addition to these 39 national monuments administered by the National Park Service, there are 15 under the jurisdiction of the Department of Agriculture and 24 under the War Department.

- Arches.** UTAH. Gigantic arches, windows, and other unique examples of wind erosion.
- Aztec Ruins.** NEW MEXICO. Pueblo ruins; one containing 500 rooms.
- Bandelier.** NEW MEXICO. Vast number of cliff-dweller ruins.
- Canyon de Chelly.** ARIZONA. Cliff dwellings in caves and crevasses of canyons with red sandstone walls 700 to 1,000 feet.
- Capulin Mountain.** NEW MEXICO. Cinder cone of geologically recent formation.
- Casa Grande.** ARIZONA. Outstanding relics of prehistoric age and people.
- Chaco Canyon.** NEW MEXICO. Cliff-dweller ruins, including communal house.
- Colonial.** VIRGINIA. Portions of Jamestown Island, Yorktown, and Williamsburg connected by parkway.
- Colorado.** COLORADO. Wonderful examples of erosion.
- Craters of the Moon.** IDAHO. Volcanic region with weird landscape effects.
- Death Valley.** CALIFORNIA. Weird scenery; unusual plant and animal life; lowest point in United States; surrounded by great mountain ranges.
- Devils Tower.** WYOMING. 1,200-foot rock tower of volcanic origin.
- Dinosaur.** UTAH. Fossil remains of prehistoric animal life.
- El Morro.** NEW MEXICO. Sandstone rock eroded in form of castle. Inscriptions by early Spanish explorers. Cliff-dweller ruins.
- Fossil Cycad.** SOUTH DAKOTA. Deposits of plant fossils.
- George Washington Birthplace.** VIRGINIA. Rehabilitated site of birthplace of George Washington. Museum.
- Glacier Bay.** ALASKA. Tidewater glaciers of first rank.
- Gran Quivira.** NEW MEXICO. Important early Spanish mission rule.
- Grand Canyon.** ARIZONA. Toroweap Point. Vulcan's Throne. Magnificent views of Grand Canyon of the Colorado.
- Great Sand Dunes.** COLORADO. Among largest and highest sand dunes in United States.
- Hovenweep.** UTAH AND COLORADO. Four groups of prehistoric towers, pueblos, and cliff dwellings.
- Katmai.** ALASKA. Volcanic area of great interest. Valley of Ten Thousand Smokes. Large numbers of Alaska brown bear.
- Lewis and Clark Cavern.** MONTANA. Immense limestone cavern. Closed to prevent vandalism.
- Montezuma Castle.** ARIZONA. Cliff dwelling of unusual size in niche of vertical cliff.
- Muir Woods.** CALIFORNIA. Noted redwood grove. Seven miles from San Francisco.
- Natural Bridges.** UTAH. Three natural bridges, among largest examples of their kind.
- Navajo.** ARIZONA. Numerous pueblos, well preserved.
- Petrified Forest.** ARIZONA. Petrified coniferous trees of great beauty. Outstanding scientific interest.
- Pinnacles.** CALIFORNIA. Spirelike rock formation 600 to 1,000 feet high.
- Pipe Spring.** ARIZONA. Old stone fort, memorial to pioneer days.
- Rainbow Bridge.** UTAH. Natural bridge of special scientific interest; 309 feet above water.
- Scotts Bluff.** NEBRASKA. Historic and scientific interest. Many famous pioneer trails passed through area.
- Shoshone Cavern.** WYOMING. Large cavern; not open to visitors at present.
- Sitka.** ALASKA. Best examples of totem poles. Scene of Indian massacre of Russians.
- Tumacacori.** ARIZONA. Seventeenth century Franciscan mission ruin.
- Verendrye.** NORTH DAKOTA. Crowhigh Butte from which Verendrye first beheld territory beyond Missouri River.
- White Sands.** NEW MEXICO. Deposits of wind-blown gypsum.
- Wupatki.** ARIZONA. Prehistoric dwellings of ancestors of Hopi Indians.
- Yucca House.** COLORADO. Relic of prehistoric inhabitants on slope of Sleeping Ute Mountain.





THE GREAT HARBOR OF MOUNT DESERT FROM ACADIA MOUNTAIN



YOUNG BALD EAGLES