

THE REGIONAL REVIEW



MEMORIAL MANSION

George Washington Birthplace National Monument, Virginia

NATIONAL PARK SERVICE
REGION ONE
RICHMOND VIRGINIA

FEBRUARY 1940

VOL. IV - NO. 2

NATIONAL HISTORIC SITE

FEDERAL HALL
MEMORIAL

SITE OF OLD FEDERAL HALL,
FIRST AMERICAN CAPITOL
UNDER THE CONSTITUTION.
HERE MET THE STAMP ACT CONGRESS,
THE PROVINCIAL ASSEMBLY AND
THE CONGRESS OF THE CONFEDERATION.
HERE WAS ADOPTED
THE NORTHWEST ORDINANCE.
ON THIS SITE, IN 1789,
WASHINGTON WAS INAUGURATED AND
THE CONGRESS, THE CABINET AND
THE SUPREME COURT WERE ORGANIZED.
HERE CONGRESS ADOPTED
THE BILL OF RIGHTS.
ON MAY 26, 1939, THIS SITE AND
THE BUILDING NOW STANDING UPON IT
WERE ESTABLISHED IN PERPETUITY
AS A NATIONAL HISTORIC SHRINE.

Inscription on bronze plaque unveiled on
George Washington's birthday anniversary
this month at Federal Hall National Histo-
ric Site, New York City.

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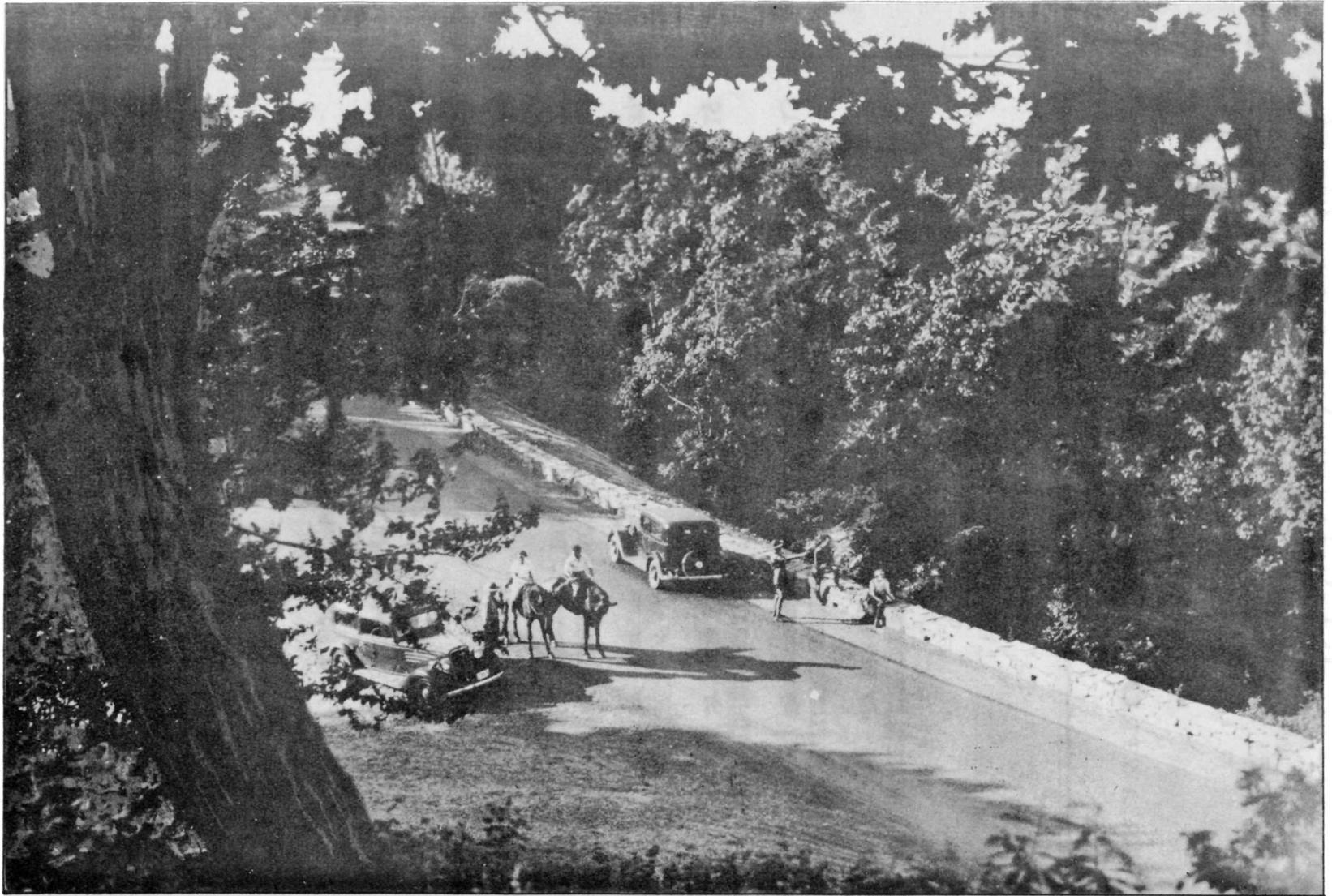
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THE UNITED STATES
DEPARTMENT OF THE INTERIOR
· NATIONAL PARK SERVICE ·
REGION ONE ~ RICHMOND, VIRGINIA



A SCENE ON THE FAMOUS DRIVE

THE SKYLINE DRIVE

A Brief History of a Mountaintop Motorway

BY HARVEY P. BENSON,
Resident Landscape Architect,
Shenandoah National Park, Virginia

Editor's Note: So numerous have been the requests for details concerning the development of the Skyline Drive from its inception in 1931 to the opening of its final unit some seven months ago, and for an inventory of the facilities and services provided along its route, that The Regional Review is particularly glad to present the careful account which follows.

Occupying a choice area of more than 180,000 acres in the famous Blue Ridge Mountains of Virginia is Shenandoah National Park, through which runs the recently completed 97-mile Skyline Drive. The park is approximately 75 miles long, lying on the backbone of the Blue Ridge and embracing some of its highest and most beautiful sections. The altitude varies from 600 feet at the north entrance to 4,049 at the summit of Hawksbill Mountain. But it is for the far-reaching views from the Skyline Drive that the park is most widely known. Macadamized and smooth, with an easy gradient and wide sweeping curves, the Drive unfolds to view innumerable panoramas of lofty peaks, forested ravines and the patchwork patterns of valley farms.

The southern section of the park, with its 31-mile link of the Drive, was opened officially to the public August 29, 1939, thus making it possible to motor the length of the park from Front Royal to the southern boundary at Jarman Gap [See map, page 5]. At this point the Drive connects with the northern extremity of the Blue Ridge National Parkway, which has been opened to travel for eight and one-half miles to Rockfish Gap near Waynesboro. The parkway is virtually a skyline drive within itself because much of it, when completed, will follow mountain ridges as it connects Shenandoah National Park with Great Smoky Mountains National Park, in Tennessee and North Carolina.

It was on September 15, 1934, that the first section of the Drive, 34 miles long, was opened for travel. This made available an extensive region of the Blue Ridge in which was located the vast central portion of the proposed Shenandoah National Park extending from Thornton Gap, where U. S. Highway No. 211 crosses the ridge, to Swift Run Gap, where the historic Spotswood Trail, U. S. No. 33, winds over the mountains. Within a year more than one-half million visitors were attracted to this portion of the park.

Recognizing that additional facilities soon would be necessary and responding to the public's desire for enjoyment of more of the famed Blue Ridge, the Service bent every effort to finish the second link of the Drive from Front Royal to Thornton Gap by the fall of 1936. That northern portion was opened officially October 1, 1936, and for the next three weeks the travel was enormous on the 32-mile stretch.

Since the opening of the Skyline Drive in 1934 the Shenandoah National Park has been leading all units of the National Park System in annual travel. Below is a tabulation showing the attendance recorded by travel years:

TRAVEL YEARS	PERSONS	AUTOS
Oct. 1, 1934-Sept. 30, 1935	516,637	149,408
Oct. 1, 1935-Sept. 30, 1936	694,098	203,525
Oct. 1, 1936-Sept. 30, 1937	1,041,204	300,974
Oct. 1, 1937-Sept. 30, 1938	954,967	280,909
Oct. 1, 1938-Sept. 30, 1939	911,612	270,833

The highest travel total for a single day occurred on September 4, 1938, when 33,681 visitors entered the park in 8,800 automobiles. The month of August, 1937, which totaled 191,494 persons in 52,896 cars, brought the greatest number to the Shenandoah.

The possibilities of such a mountain drive were suggested first in 1924. In a report of the Southern Appalachian National Park Commission to Secretary of the Interior Hubert Work, recommending the establishment of a national park in this area, it was pointed out:

The greatest single feature, however, is a possible skyline drive along the mountain top, following a continuous ridge and looking westerly on the Shenandoah Valley, from 2,500 to 3,500 feet below, and also commanding a view of the Piedmont Plain stretching easterly to the Washington Monument, which landmark may be seen on a clear day. Few scenic drives in the world could suppass it.

Nothing definite came from this report until six years later when W. E. Carson, then chairman of the Virginia State Commission on Conservation and Development, obtained an allotment from the Federal Drought Relief Appropriation for construction of the initial section from Thornton Gap to Swift Run Gap.

In 1931, work was begun on the Skyline Drive project under the joint supervision of the Bureau of Public Roads now the Public Roads Administration and the National Park Service, and by autumn of 1932 rough grading of this 34-mile section had been finished. Land for the establishment of Shenandoah National Park had not been acquired completely at that time and none of it had been accepted by the government. In order to proceed with construction work a 100-foot right-of-way strip based on the preliminary road location was obtained by purchase and donation. The road contractors had much difficulty in getting their construction equipment to the top of the mountain, and in one instance a new trail was built by a gasoline shovel before it reached the skyline. A limited time was set for use of the allotted funds and both design and construction work had to be speeded. Horizontal curves had to be laid out in plain circular fashion and the required superelevation was built into them. Minimum standards allowed some of the horizontal curves to be built with radii of less than the 200 feet now effective so that time could be saved and excavation costs kept within the funds available.

On September 15 of that year the entire central section of Skyline Drive was opened to public travel although guard walls and many parking overlooks had not been completed. At the same time reconnaissance and surveys were being made over the north section of the park, extending the Drive northward to Front Royal. Ample time was devoted to thorough study and design of the route. The terrain, except for three or four miles on Dickey Ridge, was less rugged and rocky than the previous section and it was not difficult to adjust a good line to topography.

The roadway was increased from 30 feet, used on the initial link, to 34 feet in width, which provides for a five-foot shoulder between the 20-foot pavement and guard wall. All parking areas and roadside view points were selected during the preliminary surveys and in a few cases it was necessary to shift the road line to accommodate a parking overlook. Public travel was mounting steadily on the first link of the Drive to a point where an outlet for expansion appeared urgent. A few months later, October 1, 1936, the new section was completed and opened in time for motorists to enjoy the fall-colored woodlands that reached their maximum beauty two weeks later.

In December, 1935, Secretary of the Interior Ickes accepted deeds from the Commonwealth of Virginia conveying 176,429 acres of land for establishment of Shenandoah National Park. On the following July 3 the park was dedicated officially at Big Meadows by President Roosevelt. By spring of 1936 all survey and design work had been completed for a major portion of the Drive in the southern section of the park from Swift Run Gap to Jarman Gap and construction had started. The terrain throughout this section is extremely rugged and it was difficult at times to locate the line where it best would serve its scenic purpose without causing considerable scar to the mountainsides. In several instances alternate routes were staked out so that careful field study could be made. At one time it was thought that a 1,700-foot tunnel would be necessary through Black Rock Mountain, midway in the south section. Further investigation resulted in a sacrifice of extraordinary views and alignment in favor of a location on the opposite side of the ridge where excavation was much lighter and where eventual maintenance work would be greatly reduced.

Because of the tremendous excavation involved in building this road over the steep hill sides, cut by precipitous ravines in the southern portion of the park, it was not practicable to retain the 34-foot road section that was employed on the previous link of Skyline Drive. In the interest of economy it had to be reduced to the 30 feet used originally on the first section of the Drive. All parking places were included in the original design work and excavation quantities were balanced with the general road project. The size of the overlooks was increased somewhat over previous ones in order that both cars and buses could maneuver with ease and safety. Along the total 97 miles of Skyline Drive, 67 parking overlooks have been installed with a total parking capacity of 1,800 cars.

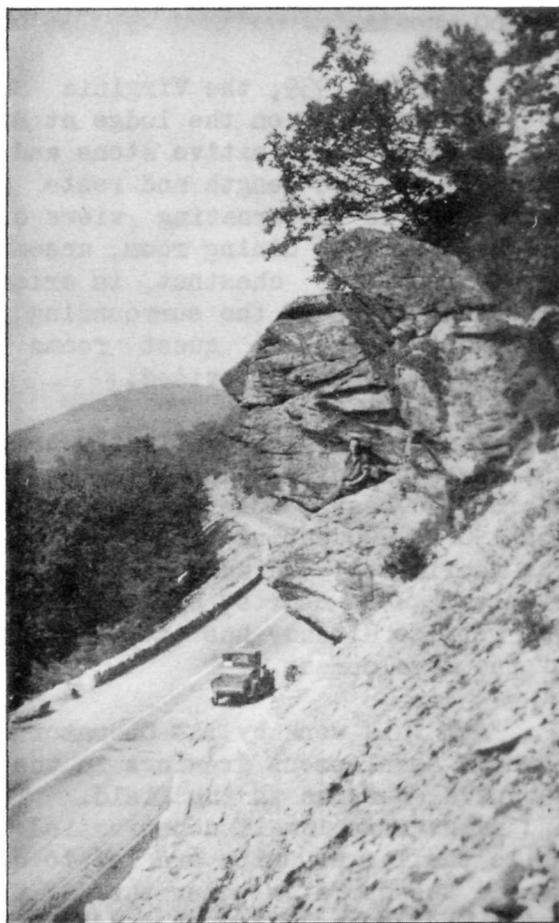
Because the Skyline Drive is an outstanding achievement in the

field of parkway development it has evoked the curiosity of many persons with regard to the actual cost of building a road of this type on the mountain top. The following table shows the approximate cost of the road as a complete unit exclusive of subsequent bituminous treatments and maintenance work.

	North Section (32 miles)	Central Section (34 miles)	South Section (31 miles)
Construction	\$1,088,376	\$1,212,826	\$1,277,345
Road Surface	102,326	87,357	99,183
Guard Walls	46,346	97,073	160,000*
Engineering	98,129	173,223	130,000*
Totals	\$1,335,177	\$1,570,479	\$1,666,528

On the 97 miles the estimated average cost per mile thus is approximately \$47,000. The guard wall, of native stone construction, a major portion of which has been completed, averaged about \$1 the running foot.

In early 1937, with 66 miles of Skyline Drive completed and travel attendance increasing each year, the Department of the Interior awarded a contract for construction and operation of all concessions in the park to the Virginia Sky-line Company, Inc., of Richmond. Under terms of the contract, which runs for 20 years, the company took over operation of existing dining and cabin facilities at Skyland and the restaurant business already established at Thornton Gap and Swift Run Gap. In addition, it agreed to establish, maintain and operate lodges, camps, stores, cafeterias and gasoline stations. In return for those privileges it pays the Department \$1,250 annually, plus a percentage of the net profit in excess of 6 per cent of the invested capital. Because existing facilities were inadequate to take care of the increased park traffic, it was estimated at the time the contract was awarded that initial development of accommodations would amount to \$300,000, with additional expenditures necessary from time to time to meet demands.



SKYLINE DRIVE
Just North of Swift Run Gap

The operator began in April 1937, to fulfill his agreement by

* Estimate

enlarging and installing modern equipment at Skyland, Thornton Gap and Swift Run Gap. By spring of the next year new roadside stations were constructed at Big Meadows in the central section and at Elkwallow in the northern section. Both of these stations, of attractive design and fitting harmoniously into the landscape, are situated far enough from the Drive, with all parking and service facilities in the rear, not to encroach too seriously on the scenic value of the motorway, but they still are readily accessible to the traveler. At both locations there are parking areas for 50 automobiles; and light lunches, gasoline and souvenirs may be obtained.

Simultaneously the operator began construction of a somewhat larger unit at Dickey Ridge, on the Drive five miles south of Front Royal. The concession building, opened to the public in May, 1938, stands just off the Drive where views of a 300-degree arc command the adjacent lowland country. The building contains a dining room for 60 persons, and an outdoor dancing terrace, in addition to a coffee shop and a gasoline station. There are parking facilities for 110 automobiles. Later in 1939 twelve cabins of native chestnut, containing from two to four rooms each with either private or joint baths, were built with total accommodations for 60 guests.

In July, 1939, the Virginia Sky-line Company finished extensive construction work on the lodge at Big Meadows about one mile northwest of the Drive. Of native stone and chestnut, the building rambles more than 300 feet in length and rests soundly on the edge of an escarpment which affords interesting views of the valley and distant mountain ranges. A large dining room, accommodating 150 guests and finished entirely in native chestnut, is oriented so that diners may enjoy far-reaching views of the surrounding countryside. In addition to a large lobby and lounge, 26 guest rooms (all with baths and some with fireplaces), have been provided.

The lodge is virtually the beginning of the development proposed by the operator in the vast area at Big Meadows, although seven two-room cabins had been completed the previous year. There is sufficient room for 150 to 200 cabins if the demand arises for such an increase in lodging facilities, and adequate areas have been planned for riding horse stables, game courts, outdoor theatre, community building and museum. The Service already has completed a campground and picnic area as part of the development.

All this work by the operator has been coordinated by the Service through development drawings in the master plan and with the help of the technical service in the field. The company employs its own architect and maintains a small construction crew for erecting minor buildings, while the larger units are let to contract. The Service has been able to aid the operator under the CCC program by installation of all utilities, and construction of roads, paths and parking areas in all developed sections. Much of this work by the Service, as well as other public

developments in the park, probably never could have been accomplished without the help of the Civilian Conservation Corps.

In 1933 and 1934 it was with some misgivings that the National Park Service watched 1,000 young men of the newly organized CCC move into the Shenandoah. It was thought that perhaps such a great number of young men turned into the park would be difficult to control with respect to their objective; but in the years since the camps came all doubt as to the positive worth of the Corps has been dispelled.



MARY'S ROCK MOUNTAIN TUNNEL
A View from the South Portal

In addition to the usual work of fire hazard reduction, fire protection, erosion control, and the construction of fire trails and roads, much has been accomplished in the recreational development of Shenandoah National Park. Slope flattening, which was not possible under the construction contracts of the Drive, has been in progress during the last five years and approximately half the route now is graded and planted.

Five years ago Pinnacles Picnic Grounds, five miles south of Thornton Gap, was developed and made ready for use. Parking accommodations for 170 cars, 20 fire places, 100 tables, five water fountains and a standard comfort station, together with water and sanitary system, were installed by the CCC. Since this first major recreational development others have followed in rapid succession due to the overwhelming demands made on the park by the increasing travel on Skyline Drive. South River Picnic Grounds, three miles north of Swift Run Gap, was developed and opened in 1935. Picnic developments followed at Elkwallow, Dickey Ridge and Big Meadows. Total picnicking facilities installed to date include parking space for 715 automobiles, 95 fire places, 350 tables, 30 water fountains and six comfort stations.

Development of the first campground for trailers and tents was finished in 1937 at Big Meadows. Popular approval of the newly completed area was indicated when, five minutes after the opening of the grounds, a camper appeared. There are 50 places provided for trailers and 20 for tents, and all the necessary facilities for convenient camping have been made available by the two standard comfort stations, a laundry and shower building, 30 fire places, 45 tables and six water fountains. It has been interesting to observe the use made of tent space against trailer areas, the percentage to date being about four to one in favor of the former.

It was noticed at the various entrance checking stations as early as 1936 that Negro traffic was beginning to appear. In 1938 and 1939 the travel amounted to 10,311 and 9,542 persons respectively. Accordingly, facilities were provided for them at an area on Lewis Mountain. Public accommodations there include a picnic ground with 40 tables, 12 fire places, parking areas for 42 automobiles, and a comfort station, while the camp grounds offer facilities for about 30 tents and trailers. The park operator has a coffee shop under construction, a structure identical in many ways to existing roadside gasoline stations. Additional plans are under way for immediate construction of three or four two-room cabins.

The Appalachian Trail, the longest marked foot trail in the world today, extending 2,049 miles from Maine to Georgia, traverses the length of Shenandoah National Park paralleling the Skyline Drive. The old route, which was little more than a blazed path, has been relocated and reconstructed by the CCC for the 96 miles routed through the park. Eight trailside shelters have been completed along the trail, five of which are locked cabins with supplies, and the remaining three are of open lean-to construction. Fourteen more units, the majority of which will be log and stone lean-tos, are in progress. Just as the Skyline Drive furnishes motorists with relaxation and enjoyment of those rare bits of scenic lore, so the Appalachian Trail provides recreation for the hiker who can devote days to the exploration of this newly developed national park.



Skiers at Sexton Knoll, near the Skyline Drive in Shenandoah National Park, taking advantage of the recent heavy snow

Lee Note Preserved at Fort Pulaski

Fort Pulaski National Monument, Georgia, possesses the distinction of having been the scene of Robert E. Lee's first assignment to duty in the United States Army after his graduation from the Military Academy at West Point.

About November 1, 1829, as a brevet second lieutenant, he reported to Major Samuel Babcock, of the Corps of Engineers, for duty on Cockspar Island, in the Savannah River. For two winters he served on this lonely, mosquito-infested marsh island, wading hip deep through mud and water while making topographical surveys and helping to place the foundations of the massive fortress that was to be constructed.

In Savannah, twelve miles up the river, lived the charming family of John Mackay, Lee's chum and roommate at the Academy, and to Savannah Lee was accustomed to go as often as he could get leave from work. Between visits he wrote frequent notes to John's mother, Mrs. Robert Mackay, and to his sisters, Eliza and Kate. One of these notes [reproduced on this page, slightly reduced] is now in the manuscript collection of Fort Pulaski National Monument, the gift of Mrs. Franklin Buchanan Screven, of Savannah, a great-granddaughter of Mrs. Mackay. The note in itself is not of historical moment, but it is of considerable sentimental value as tangible evidence of Lee's sojourn on Cockspar Island. A transcription of the text follows:

One boat has just brought us in some Bass. Another is on the point of Starting for Savannah.

Will Mrs. Mackay allow me to put one of them in this last, with orders for it to be delivered alive in Broughton Street?

R. E. Lee

P. S. Perhaps Ma'am I have heard from Bull's Island more lately than yourself? Robbin, Cudjoe &c, Returned from there on Monday, and reported all well -

Thursday 9 O'Clk.

*One boat has just brought
us in some Bass. Another is on
the point of Starting for Savannah.
Will Mrs. Mackay allow me
to put one of them in this last, with
orders for it to be delivered alive
in Broughton Street?
R. E. Lee*

*P. S. Perhaps Ma'am I have
heard from Bull's Island more
lately than yourself? Robbin, Cudjoe
&c, Returned from there on Monday,
and reported all well -*

Thursday 9 O'Clk.

It appears probable that the Misses Mackay were visiting on Bull's Island, near Beaufort, South Carolina. Robbin and Cudjoe likely were slaves.

--- Ralston B. Lattimore.

Department of the Interior
Washington, D. C. Feb 3rd 1873.

Sir:

I respectfully request your approval of the estimate of \$15,000, for the expense of constructing wagon roads into the Yellowstone National Park.

The Park is at present accessible by means of saddle and pack trains only:— a mode of conveyance involving a great deal of labor, and attended with many inconveniences. I have made a very complete exploration of the Park during the past summer, and am of the opinion that good wagon roads can be constructed from the Northern and Western borders of the Park, to the principal points of interest in this vast field of natural wonders, by routes indicated in my official report, (to which reference is respectfully made) for not less than the sum named.

Such a possession as this, combining the most ex-

tensive aggregation of wonders in the world,— wonders unexcelled because nowhere else existing, should not wait for care at the hands of the nation it adorns. It should speedily be made accessible by good roads,— and when this is done, private enterprise will provide commodious public houses, and other necessary comforts for tourists.

A judicious expenditure of the appropriation asked, will so enhance the rental value of leased premises, that the income from these sources of revenue will be sufficient to defray all expenses necessary for keeping the improvements made in proper repair.

I have the honor to be
Your obedient servant,
N. P. Langford
Superintendent of the
Yellowstone National Park.

To the Honorable
C. Schenck
Secretary of the Interior



THE NATIONAL ARCHIVES
Washington, D. C.

RECORDS OF THE DEPARTMENT OF THE INTERIOR,
The National Park Service.

Three Centimeters

The letter reproduced above is an example of the valuable documents relating to the development of the National Park System which are available in The National Archives. Written 67 years ago this month by "National Park" Langford, first Superintendent of the Yellowstone, it is believed to constitute the first request ever made for "roads and trails" funds for a national park. More about Langford appears on pages 17-18.

The National Archives

Storehouse of National Park History

BY HERMAN KAHN,
Associate Archivist,
Division of Interior Department Archives,
The National Archives,
Washington

The most important function of The National Archives is to serve as a depository for non-current records of the federal government which are of permanent administrative value or historical interest, and to make them available for use. In accordance with this purpose there is being brought together gradually in the National Archives building in Washington a vast accumulation of the papers on which have been recorded the day-to-day operations of our national government. Because materials of this sort have not been readily accessible hitherto for government officials and scholars and because of their very magnitude, the richness of the records already deposited in The National Archives as sources for historical research is not yet generally realized even by those to whose daily work they are most closely related.

The National Park Service, however, is one agency that has made frequent use of the resources of The National Archives. Park Service employees have been supplied with materials ranging from copies of letters containing the offer, and acceptance by the United States, of the Statue of Liberty, to correspondence concerning the early construction of bath houses at Hot Springs, Arkansas. In view of the rapidly growing reliance on the materials in the Archives for information in connection with Service problems, a concise description of them may serve a useful purpose. These materials may be divided broadly into two groups:

1. Records produced in the course of the administration of the national parks and monuments themselves, and hence related directly to the functions of the Service.
2. Records produced by other agencies of the federal government which contain information of importance to the Service.

The first national park was Yellowstone, which was created by Act of Congress in 1872.¹ From 1872 to 1916 the national parks and those national monuments under jurisdiction of the Secretary of the Interior²

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- (1) Hot Springs sometimes is referred to erroneously as the earliest national park, because the area was withdrawn from the public domain in 1832. But the federal government did not actually decide to preserve and use the area for public benefit until 1877, when the Hot Springs Commission was created.
 - (2) Before 1933 many national monuments were administered by the Departments of Agriculture and War.

were administered directly by the Office of the Secretary³. The records that resulted from this function are hence a part of the files of the Secretary's Office, the entire body of which, for the years from the creation of the Department in 1849 to 1907, have been transferred to The National Archives. Thus the basic materials for the early history of the national parks are now in the archives, insofar as early policy-making decisions and actions are reflected in correspondence and reports passing between Washington and Superintendents in the field⁴.

Also of interest to students of the early history of the parks are the records of the Appointments Division of the Secretary's Office. These contain the letters and supporting endorsements of applicants for positions as Superintendents of Yellowstone and as Hot Springs Commissioners, the personnel papers of the men actually appointed, and records of charges, protests and investigations⁵.

Of the records of the Service itself, there are still but few in the Archives. Somewhat as an experiment the Service is transferring at intervals its daily file of outgoing letters (known as the "daily yellows") which, up to 1936, had been destroyed because they are duplicated in the regular classified files. For historical purposes, however, a general daily file may be more valuable than a file broken down by subject. Both the General Land Office and the Office of Indian Affairs which have been preserving their daily files of outgoing letters since 1909, have found them to be of great value. Director Cammerer recently approved the transfer to the Archives of all Superintendents' monthly narrative reports for the period 1924-35, which will add an important historical series to the National Park Service materials already in hand.

Much older than the Service itself are the records resulting from one function which did not devolve upon it until 1933 --- the task of the care of the public buildings and parks in the District of Columbia⁶. The history of this function goes back to 1790 when a Board of Commissioners was provided for by Congress to build a capital city on a site to be chosen by the President. Since then the care of the public buildings and grounds has been entrusted to a variety of offices and officials, but the integrity of the files relating to the work has remained more or less unbroken. The Archives came into possession in 1938 of the records of all the agencies which have supervised buildings and grounds in the District of Columbia from 1790 to 1909, as well as the records of the many temporary independent agencies which have had charge of the construction of public buildings and works in Washington. This extensive collection contains the basic land records of the District (the

(3) Until 1881 this function was exercised by the Pension and Miscellaneous Division. Between 1881 and 1907 it was called the Patents and Miscellaneous Division. From 1907 to 1916 the national parks were administered by the Miscellaneous Section of the Chief Clerk's Office.

(4) None of the early field records, that is, the old office files of the Superintendents themselves, have been received thus far.

(5) Most of the western parks, of course, had Army officers as Superintendents in this period. There are no personnel records for these men in the Interior Department files.

(6) By President Roosevelt's Reorganization Plan No. II, the care of public buildings in the District was transferred to the new Federal Works Agency in July, 1939.

record of the division of the land in the District between the federal government and the original proprietors, and of land sales by the government). It also contains all the general correspondence and papers of the Commissioners of Public Buildings and Grounds, and special series of papers pertaining to the construction and maintenance of the Capitol, The White House, the Washington Monument⁷, other public buildings, bridges, streets and all statues and memorials in the District. To anyone interested in the history of the city of Washington, it is a fascinating group of papers, replete with sidelights on the personalities, motives, and tastes of those who have been responsible for the general design and physical appearance of the nation's capital. In these papers can be found the answers to such questions as: "When and how was running water installed in the Capitol?" "How were the streets kept in repair during the Civil War?" and "What repairs were made to the White House during Jackson's Administration?"

Recently, when the Department of the Interior acquired title to the old Chesapeake and Ohio Canal, it found that it also had come into possession of a valuable collection of business archives, the papers of the Chesapeake and Ohio Canal Company and its predecessor, the Potomac Company, which date back to 1785. Although the canal restoration program required the constant use of these records, the Service wisely decided that the proper place for them was not in its current files, and they were transferred to the Archives, which furnished desk space in its research rooms for two National Park Service historians and a stenographer. Thus the records are receiving the protection they deserve, and they are at the same time fully and easily available for the daily use that is made of them.

That the old records of any agency are of value to it in its work is obvious. Less obvious, and even frequently forgotten by many agencies, is the fact that they may find invaluable information among the older records of other agencies, which the Archives now is making available, in some instances for the first time. There are, for example, at least two large collections of records of primary importance in the historical research program of the Service. They can be described briefly here.

The Office of Indian Affairs has placed in the Archives (with certain minor exceptions) its entire group of records, including some 17,000 maps, for the period from 1789 to 1921. No one who has not wandered down the long rows where these papers are stored can appreciate the immensity of a collection of this kind. Containing as they do the entire story of the administrative relations of the federal government with the Indian tribes from the formation of the Union down to recent times, the records are a vast quarry of information on innumerable phases of our national life. To the Service these files have proved a constant source of assistance. They have provided information on the history of the Natchez Trace, on the Modoc War (which took place in what

(7) The National Archives also has custody of the records of the Washington National Monument Society, the private organization which began the construction of the monument.

now is Lava Beds National Monument, California), on the Pipestone area of Minnesota, and on the plans of the Indian agency buildings at Yakima, to mention only a few examples. Yet, from the Park Service point of view, many of the most interesting potentialities of these records still are untouched. For instance, despite the interest shown in recent years in the history of the Great Smoky Mountains, there has been no adequate investigation of the flight of a portion of the Cherokee Nation into that region in 1838 to seek refuge from the government's removal policy. The richest single source for any such study undoubtedly would be the correspondence, reports, and other papers bearing on this matter in the Indian Office records now in the Archives. Similarly, there is a vast amount of material bearing on relations between white men and the pueblo Indians and Apaches, the Navajos, and other tribes in the Southwest; these relations are certainly of fundamental importance to those who must study the history of the many existing and proposed Service areas in that region.

Perhaps of even greater utility is the collection of War Department records. The acquisition by the Service in 1933 of many historical areas in the East, which were the scenes of battles of the Revolutionary War, the War of 1812 and the Civil War, has made many aspects of military history a necessary part of its research program. One has only to mention the fact that all the Revolutionary War records of the federal government formerly in the possession of the War Department now are in the custody of the Archives to indicate the importance of a familiarity with the resources of the Archives to the staffs of such areas as Morristown and Colonial National Historical Parks, of New Jersey and Virginia. The Civil War records (of both the Union and Confederate Armies), which are vastly greater in bulk, should help to supply the answers to many puzzling questions in the minds of the Superintendents and Research Technicians of Civil War parks regarding the nature of the terrain and the details of troops movements and actions in their respective areas. In recent years there has been a marked growth in interest in local history in the western states, an interest which frequently has been coupled with movements to erect markers at old western posts, or even to restore these structures. In connection with the preparation of reports on such projects, the Army post records and old Military Department records, many of which are in the Archives, prove to be of great value. Mention should be made also of the great map collection of the Office of the Chief of Engineers, which is being transferred gradually to the Archives, as well as the document files of that Office; they are invaluable in the study of Army post sites, roads, and battlefield areas.

Still other collections touch directly or indirectly on National Park Service history and problems. The records of the National Conservation Commission and the early records and correspondence of the United States Forest Service are vital sources on the origin of the conservation movement in this country, of which the National Park Service is one of the results. Similarly, the administrative correspondence of the General Land Office, large parts of which are about to be transferred to the Archives, contains much information on the early history of withdrawals of land from the public domain for national park purposes and on specific subjects such as the long-drawn-out Hot Springs litigation.

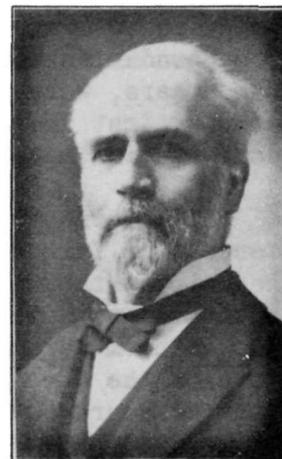
Examples of the close relationship to the work of the Service of the records in the Archives of other agencies could be multiplied almost indefinitely. The files of the old Office of the Supervising Architect, which begin in 1837, contain much information on historic public structures, such as the Sub-Treasury Building (Federal Hall National Historic Site, New York City) and the Philadelphia Customs House National Historic Site, both now under Service jurisdiction. The ship's registers, enrollments, and licenses, among the records of the former Bureau of Navigation, contain detailed information on every vessel built or registered since 1789 at Salem, Massachusetts, surely a matter of great interest to a national historic site which was so designated because of its maritime importance.

It should not be forgotten that the National Archives, in addition to the services it renders on records actually in its custody, also is frequently able to act as a clearing-house for information concerning the existence and whereabouts of records in the possession of other federal government agencies. Thus, when the Regional Supervisor of Historic Sites for Region IV (San Francisco) desired information concerning the construction of the original lighthouse built about 1854, which stands on the site of what is now Cabrillo National Monument, California, the Archives was able to direct him to the United States Lighthouse Service, which furnished a set of photostat copies of the construction plans and drawings of that structure.

The National Archives welcomes all competent persons who wish personally to carry on research on either governmental or private projects. For those unable to visit the building, the staff undertakes to answer all inquiries for information based on its records which do not require so much time as to constitute a piece of extensive research. Photostat or microfilm copies can be obtained of records in the Archives.

"National Park" Langford

The letter [page 12] chosen by Mr. Kahn to illustrate the interesting documents relating to the Service which are to be found in The National Archives, evokes memories of the first Superintendent of Yellowstone National Park, who also was explorer, vigilante and historian. He was Nathaniel P. ("National Park") Langford whose death in 1911 closed a full and adventuresome career. He went from New York state to Minnesota in 1854 and from there in 1862 he joined Captain James L. Fisk's Northern Overland Expedition to the Salmon River gold fields. With a few hardy souls he reached Bannack, Montana, 400 miles from the nearest permanent settlement. Gold had been discovered there the year before and outlaws and gunmen were attracted to the "diggings" from all parts of the West. Among them was Henry Plummer, speed draw artist and killer who, by 1863, had had himself



LANGFORD

elected sheriff. While masquerading as the arm of the law he directed a gang of cutthroats and robbers which terrorized the entire southern half of Montana. Within a few months 102 men had been killed or robbed. The situation became desperate. In a country where there was no law or order, self-respecting citizens organized in defense of their lives and property and formed the famous vigilante committee of Bannack and Virginia City. Langford was one of its leaders. In the end, 24 members of Plummer's gang were hanged and eight were banished. Plummer himself was hanged in 1864 on a gallows that he had erected as sheriff. Langford's Vigilante Days and Ways (2 vols., 1890) has become a valuable item of Americana and an authority on early Montana history.

When Montana Territory was organized in 1864, Langford was appointed U. S. Collector of Internal Revenue. In 1868 he was twice removed by President Johnson and twice reinstated by the Senate. In December, 1868, President Johnson appointed him Governor of the Territory, but his appointment was not confirmed by the Senate.

In 1869, D. E. Folsom was driven back from the Yellowstone country by hostile Indians. In his desire to explore the region more fully and to take steps to preserve adequately that wonderful region he approached General H. D. Washburn, Surveyor-General of Montana, Judge Cornelius Hedges, and Langford. General Sheridan promised a military escort and an expedition to the Yellowstone Country was organized. The group, known commonly as the Washburn-Langford-Doane Expedition, left Helena, Montana, August 17, 1870. Diaries were kept by Washburn, Langford, Hedges and Doane, and all subsequently were published. Langford's Diary of the Washburn Expedition to Yellowstone and Fire Hole Rivers in the Year 1870, a fine piece of descriptive writing, is easily the best.

Hedges and Folsom, each independently of the other, suggested that the Yellowstone region be made a national park. It was Langford, however, by lectures and writing and especially his articles in Scribner's Magazine, and his persistent work in Washington, who was most influential in assuring the establishing of Yellowstone. With William H. Clagett, the delegate to Congress from Montana, he wrote the Yellowstone Park bill. The boundaries were drawn by Dr. Heyden. These three men, more than all the others, were responsible for the passing of the bill that established the first National Park and initiated a lasting and ever-enriching conservation movement.

The Secretary of the Interior appointed Langford the first Superintendent of Yellowstone National Park. For five years he served in this capacity without compensation and without funds to carry out the duties entrusted to him. His will remain one of the first names in the national park movement in the United States. He was a worthy representative of the strong men who shaped the destinies of the West when the test of courage was action as well as words. --- Roy Edgar Appleman.

MOORLEICHEN

Bogs Yield Men and Modes of 1,500 Years Ago

BY HANS HUTH,
Collaborator,
National Park Service

Anyone who has visited Pompei will remember those skeletons which are on display in one of the vitrines of the museum. There they lie, cramped by terrific fear, with exactly the same postures in which they were caught by that surprising outbreak of Vesuvius that buried the entire city.

Not quite as spectacular on first sight but perhaps even more apt to guide the thought toward the spirit of another bygone age filled with fright and awe is a group of corpses (Moorleichen) which have been discovered in the bogs surrounding the western part of the Baltic and the eastern part



Men and costumes as reconstructed from bodies and clothes found in German bogs

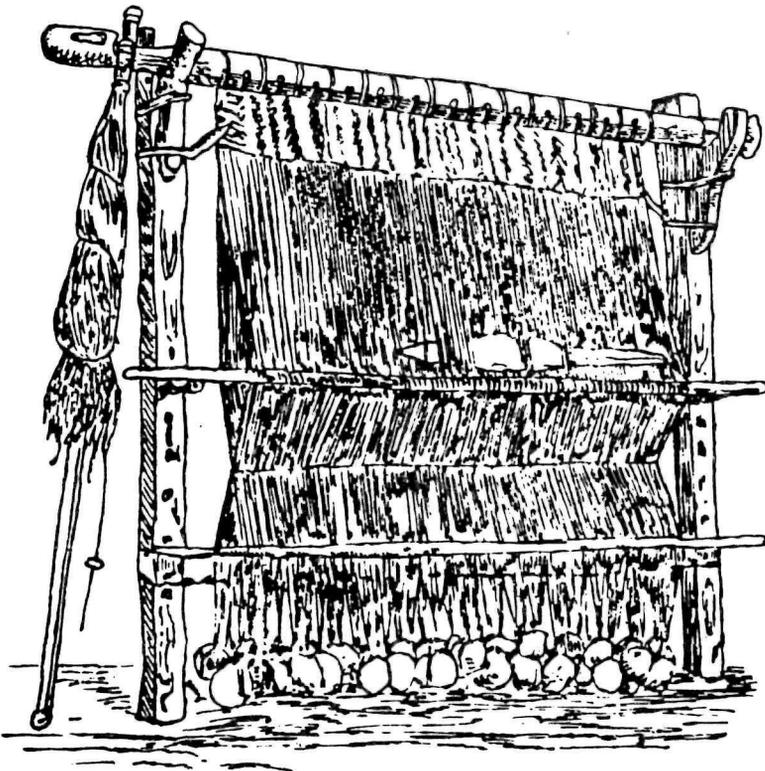
of the North Sea (Denmark, North Germany and Ireland). Since the end of the eighteenth century, when people began to be conscious of their past and were willing to pay attention to objects they might disinter from the soil, peasants digging peat occasionally uncovered single corpses which evidently had not been buried formally. It did not appear likely that all these bodies should be those of victims of accidents. Lonely and awesome as some of the areas still are, we may suppose that few persons of ancient times would willingly have trodden unaccompanied the paths leading across these dangerous bogs. Of those who did only a few may have lost their way and got entangled in the marshes, which pulled them down to strangle them. Sometimes the bodies were released after some weeks to drift upon the treacherous surface.

The circumstances in which most of the bodies were found also preclude the supposition that they were those of solitary wanderers who had gone astray. Some were naked, with perhaps a cloth lying near them; others were found cramped, with fists clenched and tied up to the neck, any rag serving as a shackle. Many were observed to have received dead-

ly wounds. Nearly all lay beneath a couple of logs. Finely woven garments had served to wrap the sinister relics, as well as terribly shaggy and patched remnants of clothing.

The macaber procession of corpses included those of men, women and boys. Some were mummified and would remain intact when exposed to the air, but others would deteriorate immediately. The skin was preserved completely in some cases, although looking like leather and notably shrunk, while not a trace of bone was to be noted. Others were nothing but bones in a rubber-like condition, easily cut through with the spade. The hair usually was well preserved although it invariably had turned foxy, lending a somewhat gruesome aspect to its owner. Impressions of violence were enhanced by the clear evidence that all these people must have undergone some terrific fear before they had been permitted to die, in prolonged struggle, making the sudden death of the inhabitants of Pompei seem slight and easy.

More than 50 of these corpses have been dug out and are to be seen in the museums of Hannover, Oldenburg, Kiel, Copenhagen, and other cities. General knowledge of such archeological excavations has not spread far because they have been carried out in only a restricted area, thus permitting but few scholars a thorough study of their cases.



Reconstruction of upright loom from Farö Islands, in the Baltic Sea. Note the weights attached to the warp to hold it taut.

Yet, careful and minute research having been made in the last two decades, some important facts have been established. The corpses and the few other recoveries made in the bogs, such as bundles of clothing, have disclosed their secrets. The results afford a valuable insight into folklore as well as into the history of costume and weaving. From Roman sources¹ we know that the ancient Germans used to punish by forcing into bogs the offenders who had committed such crimes as adultery or desertion. Traces of such customs are also to be found in epic songs like the older *Edda*².

(1) Livy, *Ab urbe condita libri*, I, 51; Tacitus, *Germania*, Ch. XII.

(2) Third *Gudrunlied*.

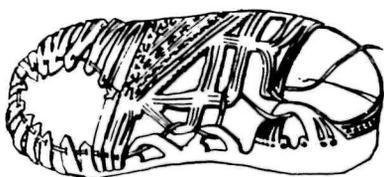


A skeleton recovered in the Province of Hannover, showing the preservation of the hair. At the right are some ancient trousers from excavations at Marx-Etzel. Originals are in the Museum of Hannover.

It has been assumed generally now that most of the bodies are those of executed criminals and only a few may be the remains of murdered persons. Though many have been found nude, that does not mean necessarily that they were killed and robbed, for if they had worn linen clothes the garments would have been destroyed completely by the acids contained in the soil. Some were found dressed in apparel that had been patched all over, indicating perhaps a defamatory attire donned for the execution. Garments made of fine weaving proved only that their owners were wealthy and left doubt whether they were executed or murdered. Most of the bodies are those of men, but three or four are of boys. Few bodies of women have been identified.

Nearly all have been found with their hands bound, including those who apparently were murdered. This was done most probably to hinder the dead from "calling" his murderer or anyone else involved in his case. (The custom of tying the hands of dead persons when they are put into coffins still exists in some parts of Europe to prevent the departed one from causing the passing of another member of the family.) Logs or crossed pikes generally were found above the bodies. This might have several explanations. For one, it might have been done to keep the body from rising out of the bog. But another and perhaps more probable reason was to banish the person to the bottom. The addition of brush meant that the soul would be banished also by becoming entangled in the twigs.

Besides the bodies, single bundles of folded clothes, together with a few items like beads (Moorfunde), were discovered. These were probably offerings thrown into the bogs. Due primarily to these somewhat more elaborate items, a general agreement has been reached among archeologists



Marx-Etzel Shoe

to date all the discoveries in question back to the third or fourth centuries.

Most of the men have been found to wear short trousers held up with belts and frocks with or without sleeves, to be pulled over the head. Besides this they used a kind of coat made in varying size and wrapped around the shoulders. It was trimmed sometimes with hooked fringes and fastened across the breast with a clasp. The lower part of the legs was tied up with bands. Shoes were made of leather, sometimes softened only on the inside while the outside was left covered with hair. They were fashioned by splitting a piece of leather around the edges into strips and then tying the pieces together with a string. Occasionally a part of the surface was marked with a geometric design. Only a few caps have been found. They were made of fur or goat skin. Portions of furs also have been discovered which apparently were used as coats.

Of women's clothing there is scarcely any evidence, because few women have been identified. Some were unearthed nude, however, indicating presumably that they wore linen which has disappeared completely. As linen elements of all the fabrics have disappeared, we now are able to find only what had been executed in wool, to which sometimes the hair of deer or cows was added. Weaving was done skilfully. Yarns were made of strings varying from one to four shafts. Some weaving shows such a fine twist as to have a silk-like character. Others are woven loosely with coarse but even threads. A special feature to assure greater firmness of the texture was introduced by yarns twisted in one way, to be used for the warp, and in the opposing way for the woof. Patterns of rhomboid or striped shape are frequent. There is no doubt that such woven fabrics were made on upright looms with hanging weights, somewhat similar to one reconstructed in 1851 in accordance with discoveries made on the Fårö Islands in the Baltic [See illustration, page 20]. It is interesting to note that such looms had a breadth capacity of about six feet, and that every garment was woven as a single piece. Black and several colors, such as blue, were employed, and there were contrasts between dyed and undyed woolens. It is much to be regretted that no linens have been preserved. They must have been of especially good quality because, according to Pliny, they were exported largely to Rome.

Experiments have been made for many years at Neumuenster, Schleswig-Holstein, to copy the old technique in weaving and dying. When such studies proved to be successful several museums used the reproductions and installed mannequins dressed with the garments.

The importance of these finds in the northern European bogs can be perceived readily by anyone concerned with the history of textiles or other aspects of material culture. Burial sites containing precolumbian textiles have been unearthed rarely in America. In the region of the moundbuilders a few have been found, but no satisfactory dating has been established. An Indian body discovered in Mammoth Cave National Park, Kentucky, although mummified, bore only bark sandals.

Some developed weavings were dug out of the Etowah mounds near Cartersville, Georgia, and a few well preserved examples of early weaving were discovered also in the Seip Mound of Ross County, Ohio. Owing to the chemical reaction of copper breastplates which were buried at the same time, and to their acting precisely in the manner of the acids in the European bogs, they were kept in quite as good a condition as the Baltic textiles, although only small fragments were preserved. The cloth fabric in those cases shows mauve colors with tan designs produced probably by dyes made with minerals. It may be that stamps were used for applying the design.

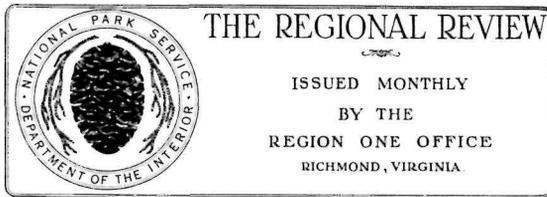
If, however, any parallel between North America and Europe should be drawn as to the importance of finds which might be used for the purpose of fixing dates for steps in human culture, it would be necessary at present to refer to the prehistoric Southwestern basketry rather than to the aforementioned items of American textiles.

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- Reconstructions, p. 19, and skeleton, p. 21, Jacob-Friesen, op. cit., 170.
- Loom, p. 20, and trousers, p. 21, Stokar, op. cit., 79, 120.
- Shoe, p. 22, Hans Hahne, "Die Moorleichenfunde der Provinz Hannover." Mannus-Zeitschrift fuer Vorgeschichte, II. Ergaenzungs-Band, 1911.



THE REGIONAL REVIEW

ISSUED MONTHLY
BY THE
REGION ONE OFFICE
RICHMOND, VIRGINIA

Vol. IV February, 1940 No. 2

BACK ISSUES

Braving the risk of an accusation of nagging its readers, The Review repeats a request already made several times on this page. It is addressed to all those who possess early numbers of our bulletin, but who have no desire to maintain a permanent file.

Our distributable supply of the first issues, particularly Vol. I, Nos. 1, 2 and 3 (July, August and September, 1938), was exhausted many months ago. There also is a scarcity of Vol. II, No. 1 (January, 1939). We have a waiting list of a good many university, state and public libraries which lack those numbers and we feel that such repositories should receive special consideration because of the far-reaching services they perform.

The Superintendent of Rocky Mountain National Park, Colorado, sent to us this month a series of duplicate issues found in his file. Requested numbers were transferred immediately to Cornell University, which had priority on the waiting list. We are aware that it is Indian-giving, but we should welcome similar returns from other parks, monuments and individuals in all cases which duplicate or unwanted early issues are available.

TRADE

In the East it is "trade last"; in the Deepest South it is "last-go trade". Both mean: "You report something good on me, because I've just heard a Number One on you".

It is a handy device for the compliment-starved, and The Review, ever human, has recourse to it this month as a result of a commendatory note on John I. Neasmith which arrived by telegram:

"ARTICLE BY NEASMITH IM JUST AN IDLE SUMMER CAMP IS EXCELLENT. DESIRE PLACE IDEA EXPRESSED BEFORE 4,200 CAMP DIRECTOR READERS OF CAMPING WORLD MAGAZINE. CAN YOU GIVE PERMISSION FOR REPRINTING WITH FULL CREDIT? WANT TO INCLUDE IN CURRENT ISSUE. WIRE REPLY.

L. NOEL BOOTH, EDITOR."

Editor Booth had telegraphic reference to Mr. Neasmith's article in last month's Review. It now is incumbent upon Mr. Neasmith to extend his external auditory apparatus to maximum length to pick up a "last-go" for The Review.

ACHIEVEMENT

One of The Review's visitors this month was a modest gentleman who is destined to add materially to the miscellaneous contributions which the Service has made to America's knowledge of itself. He was Joseph S. Hall, Columbia University English Fellow and Service Collaborator.

In his luggage Mr. Hall had some 140 double-disc aluminum or acetate recordings of the speech of about 100 older residents of Great Smoky Mountains National Park. All were made from June of last year up to the first few days of this month. There are interviews, anecdotes, kitchen and moonshine recipes, bear hunts, superstitions, square dances and songs and ballads. Aside from its great values in the somewhat technical field of linguistics, Mr. Hall's collection offers a precious by-product which should be of lasting importance in the interesting study of Southern Appalachian folklore.

H. R. A.

The Letter Box

OUR BOUQUET CORNER

I desire to take this occasion to compliment you upon the excellent article which appears in the last issue of The Regional Review by Roy Edgar Appleman, headed "The Star Spangled Banner at Fort McHenry."

Each one of our members, I am certain, would be very much interested if he could read this article concerning the origin of the National Anthem. Our Society celebrated the 125th anniversary of the writing of the poem last September, so that the time is appropriate for the article referred to. Would it be possible for you to mail a copy to the membership of the General Society of the War of 1812? . . .

May I again express the sentiment that the work . . . [of the National Park Service] is of distinct and immeasurable value to the public welfare.

MILO FREDERICK McALPIN,
Secretary General,
General Society
of the War of 1812.

New York City.

[The Review plans to reissue Mr. Appleman's article.]

ANOTHER FLOWER

Recently my attention was called to the article in The Regional Review published by you in June, 1939, entitled "Stolen Waters --- in Tennessee." This article is by Harry S. Ladd. . .

I have been very much struck by the presentation of the subject. I live on Lookout Mountain, and have lived here in Chattanooga all my life. The way Mr. Ladd handles

what might easily be handled in a very dry way is most unusual and effective.

I ran across this article when securing data to support a presentation of an application for a radio station in Chattanooga. . .

JOHN A. CHAMBLISS,
Sizer, Chambliss
& Kefauver.

Chattanooga.

THANK YOU

Region One of the National Park Service deserves high praise for its scholarly and attractive magazine, The Regional Review. You are making a real contribution to history, both from the scholarly and the popular standpoint.

LESTER J. CAPPON,
Archivist,
University of Virginia.

Charlottesville.

GET ALONG LITTLE DOGGEREL

Your editorial on telepathic transmission of kitchen doggerel has been duly noted. Such matter is transmitted over the private telegraph wires of various corporations during lulls in business. It is disseminated with the speed of light and, believe me, that's fast.

H. C. DIETZNER,
Project Superintendent,
Magnolia State Park.

Ocean Springs,
Mississippi.

[Professor Michelson's determination of the velocity of light is 299,853,000 meters a second, a good racking gait, but The Review doubts that even backyard poesy is amenable to the laws of physics.]

WINTER BIRDS OF ACADIA

BY MAURICE SULLIVAN,
Park Naturalist,
Acadia National Park, Bar Harbor, Maine

There is not a sound save the wind in the spruces and pines and firs. The pure white new-fallen snow lies a foot deep on the level. It is a dry fluffy snow, each flake a perfect star, as if the heavens had sent down a shower from the Milky Way. The music of the wind in the trees is punctuated occasionally by a dull thud and a swish as some overburdened bough is relieved of its accumulation of snow and springs back to its normal position. Fine tracks of some mouse or larger tracks of the red squirrel are the only evidence that any animal has penetrated the deep spruce forest, dark, silent and deserted.



PURPLE FINCHES AT ACADIA

If Champlain had first landed here in winter we well could understand the reason for calling this place Mount Desert Island. The birds which are so numerous in summer are now far away in warmer regions where the food is more plentiful. It is lonely; the forest needs inhabitants; one's own footfall is muffled. Thoughts of far-off places, of isolated lighthouses, of early pioneers, invade the mind.

Two branches creak faintly, almost unheard. The "Ti, ti, ti, ti" comes nearer, a busy Golden-crowned Kinglet searching everywhere for insect eggs. If two hen's eggs and three slices of bacon suffice me for a meal, do you suppose two moth eggs and three dried spiders satisfy his hunger? I doubt it. He has to maintain a higher temperature than I do, and is far more active. He probably consumes hundreds of insects eggs and dead or numbed specimens every day. And a good service he renders the forests.

From the rear a Chickadee suddenly introduces itself with "Chicka-dee-dee-dee." It is the state bird of Maine and one of the most common winter land birds in Acadia. In all probability these two birds are all that will be seen among the evergreens, although an erratic band of Crossbills, either White-winged or Red, may appear.

The winter birds of Acadia are not dwellers of the deep forest, but frequent the more open hardwood areas, the fields and gardens, and, of course, the unfrozen ocean. There probably are more species of land birds on Mount Desert Island now than there were when the island was in

a primeval condition. Before white man came it most certainly lacked the introduced Starling, English Sparrow, Ring-necked Pheasant and Rock Doves which now are present. It has lost certain species, no doubt, but there the record is not so definite. Whether the Passenger Pigeon, Spruce Grouse, Wild Turkey, Golden Eagle, and perhaps other land birds once overwintered in Acadia is unknown, but the presence of the Golden Eagle and Spruce Grouse could be expected.

The white man cleared the forests, planted gardens, carried on agriculture, and permitted more grasses, weeds and hardwoods, such as wild cherry, gray birch, and berried shrubs, such as raspberry, blackberry, blueberry, elderberry and huckleberry, to flourish in burned-over and cleared areas. He planted barberry, sumac, roses, hawthorn, mountain ash, wahoo, and other berried shrubs. These are particularly numerous on the large summer estates. The open fields are thereby made more attractive to Juncos, Song Sparrows, Redpolls and White-throated Sparrows. The feeding stations maintained at many homes are perhaps responsible for some birds overwintering in areas where natural food would not be sufficient otherwise.

Nuthatches (both White-breasted and Red-breasted), Tree Sparrows, Song Sparrows, and sometimes Purple Finches, Goldfinches and Pine Siskins, are entirely or in part dependent on feeding stations. The hardy Ring-necked Pheasant needs artificial feeding because he has not learned to eat birch buds as does his relative, the Ruffed Grouse. The Grouse has another adaptation which the Pheasant lacks. At the approach of cold weather small projections develop on the toes of the Ruffed Grouse. These are his snowshoes and enable him to travel more easily. The Indian may have invented the snowshoe, but he must have received his idea from the Grouse or the Snowshoe Rabbit. Robins, Pine Grosbeaks and Mocking Birds, which sometimes overwinter, must be grateful for the cultivated berry-bearing shrubs and trees.

Among the Woodpeckers a Downy is the only one that can be found regularly. The Hairy can be seen occasionally, but it is a rare experience to find either the Three-toed or the Pileated. It is likely that woodpeckers were more plentiful when the island was better forested and there were more dead and dying trees.

The numbers and even the presence of certain northern birds cannot be predicted. During the winter of 1935-36 Pine Grosbeaks were common, but since then they have been absent or rare until this winter then they appeared in considerable numbers, one flock containing more than 100 birds. When they first were seen in November (1939) they fed on the seeds of the white ash, carefully shelling out the seeds from the rest of the winged fruit. Seeds of the cranberry tree (*Viburnum opulus*) next were consumed. Each bright red berry contains one seed which was carefully extracted and eaten, the pulp and juice often giving a brilliant color to the snow beneath the bush in which the Grosbeaks had fed. So tame are these visitors from the sparsely settled regions of the north that one of the local bird-banders succeeded in approaching two feeding birds and capturing them with his hands.

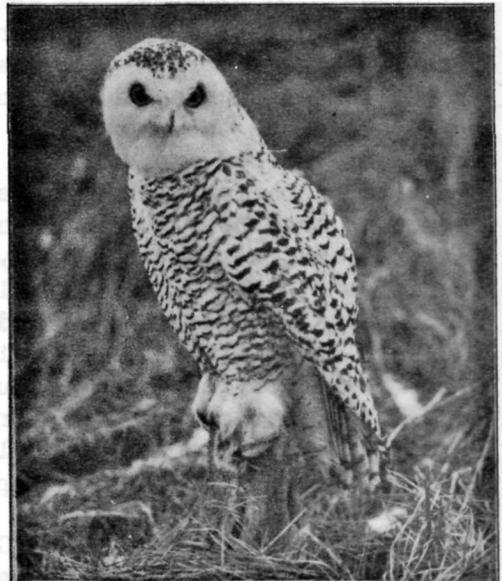
Excepting for Bald Eagles, the raptorial birds are poorly represented in winter. A Red-tailed Hawk was shot recently at the Southwest Harbor town dump, where it probably was hunting for rats and mice, but it may have been scavenging. The American Rough-legged Hawk is an occasional visitor but less common than the Goshawk, which is known to nest in the park.

Among the Owls the Snowy is perhaps the most interesting because of its size, habits and coloring [See photograph at right]. A few probably wander down every winter, often keeping to the outer islands and shores. They arrive occasionally in considerable numbers, and although shy, many are shot because of their conspicuous white feathers and their habit of diurnal hunting in the open areas. The appearance of these Owls in large numbers seems to coincide with a scarcity of lemmings and hares in the far north, although other factors may be involved.

Other Owls include the Barred Owl, Great Horned Owl, Saw-whet or Acadian Owl, Richardson's Owl and Hawk Owl. Of these the Barred Owl and Great Horned Owl are reported most often, due possibly to size and to the fact that both are "hoot owls". The only specimen of Richardson's Owl was obtained by some boys hunting a Christmas tree. The confiding Owl was killed with their hatchet.

Other migrants from the north are the Redpolls, nesting in boreal zones as far as the tree limit or beyond, but overwintering in New England and as far south as North Carolina, Tennessee and Missouri. It is most common at Acadia in late winter, being found in open fields, about barns, and in thickets of gray birch. Its tameness and confiding manner make it a favorite with bird lovers. It is fond of visiting feeding stations.

Of the 64 species recorded in six



Top, Snowy Owl; center, Hairy Woodpecker, and bottom, Raven, at Acadia National Park. Owl and Raven are mounted.

Christmas bird censuses, 25 are water birds. Of these the American Eider is probably the most numerous and the Herring Gull the most widespread. The Eiders may be seen riding the waves and diving for food around ledges such as the one near Otter Cliff. Herring Gulls are scattered all along the shore, but are numerous near the fishing centers in Southwest Harbor and McKinley where they pick up offal from the fish-cleaning operations, thereby performing an indispensable service. So common is the Herring Gull that few persons are aware that it was in danger of extinction about 40 years ago. The traffic in feathers was so lucrative at that time that almost any large bird furnished millinery decorations. Gulls were killed by the thousands. Action by the National Association of Audubon Societies finally stopped the slaughter and Gulls now have increased to such an extent and are so numerous in some localities that control measures, usually the puncturing of eggs, are required. Reduction of natural predators, such as Mink, Eagles, Crows, and possibly angler fish, has permitted the Gull to increase.

The Great Black-backed Gull is boss among the Gulls and for that reason is usually by himself, separated from other Gulls by at least a "safe distance". He is larger and more powerful, but with wings which are blackish on the upper surface. At least one pair is known to exist in this region. Iceland and Glaucous Gulls are to be expected every winter but are not very common. Both are boreal birds nesting in the Arctic regions and wintering as far south as the New England states. Careful searches among the many Herring Gulls probably would reveal the presence of these two Gulls.

Of the other Ducks, the American Golden-eye, the Old Squaw and the Black Ducks are usually most numerous. The common name for the Golden-eye is "Whistler", due to the sound of his fast-beating wings. He is typical of the Maine coast in winter as he feeds in salt or fresh water but nests in holes in trees on inland lakes and streams. Whenever you visit the seashore you probably can hear the Old Squaws if they are near, because they are the most garrulous of sea Ducks. Their generic name, Clangula, has the same root as "clangor" and "clang". It is a heavily feathered, hardy bird, said to be able to dive to depths exceeding 150 feet.

For years, "gunning for coots" has been the favorite wild fowl hunting among coastal fishermen, to whom all Scoters are "coots". The Scoters arrive in the autumn before many other species and in times past have been so numerous that barrels of them were salted down for winter use. Down and feathers from Scoters and other sea birds were sold or used at home for beds and pillows. I have such a feather bed, acquired from an old sea captain. Next to pure eider down, nothing could be warmer for our cold winter nights in Acadia.

Among the common Ducks, the Black Duck is esteemed highly for eating. It is a good-sized Duck and has a fine flavor, especially when it has fed in fresh water as it does until ice covers the lakes. It is one of the few Ducks which nests locally, being somewhat common on beaver flowages and other suitable areas.

The little Dovekie is one of the most interesting visitors to our shores, arriving about the middle of November. A "blow" occurs occasionally just when the migration is in full swing and dozens of these Little Auks are forced ashore, or even miles inland, where they are found dead or too exhausted to rise.

The Dovekie is ordinarily found offshore where it gets sufficient food and is well able to withstand all save the fiercest "blows". In March they start their slow migration back to Greenland, Baffin Island, and similar areas in the Arctic where they are welcomed by the Eskimos. All winter the natives have been in darkness, living on dried fish, blubber, an occasional hare or fox, and perhaps a little food obtained from a trading post. The Dovekies suddenly begin to arrive. All is commotion as the women rush for nets, the boys seek rocks, and the men bring forth guns and bows and arrows. In all probability the first birds killed will be eaten raw, directly from the skin, while the body still is warm and bleeding. The natives are ravenous for fresh meat and the Dovekies supply it in quantity. Eggs are utilized in season and the surplus birds are stored, insides, feathers and all, in a seal skin to be kept for many months and eaten as needed.

The north wind sings down the fireplace and around the corner, a reminder that winter is still with us here at Acadia, despite the bright sunshine outside. It has rained but once in the last six weeks ^{Up} to February 1, Ed. 7, the thermometer has stood between 10 and 30 degrees above zero most of the time, and winter will be with us until April. Not until late April and early May will the Warblers return in number.

The writer hopes that no one will be disappointed if he has failed to write about a favorite bird. If the reader seeks further information he may consult the accompanying summary. A good book, such as Forbush, Birds of Massachusetts and Other New England States, will supply details.

CHRISTMAS BIRD CENSUSES SUMMARY

	1933	1934	1936	1937	1938	1939
Common Loon		6	3	2	9	3
Red-throated Loon				6		
Holboell's Grebe	3		7	3	5	2
Horned Grebe		4	21	7	1	3
European Cormorant		13	91	34	6	8
Black Duck	71	65	17	550	1024	225
Greater Scaup				7		20
Lesser Scaup			1?		31	
American Golden-eye	8	23	92	294	312	320
Barrow's Golden-eye					25	
Buffle-head			36	28	32	41
Old Squaw	28	20	81	68	205	115
American Eider			800	404	604	1000
White-winged Scoter	2	29	9	20	57	59

	1933	1934	1936	1937	1938	1939
Surf Scoter			2			1
American Scoter			10	5	5	5
American Merganser			3	1	26	3
Red-breasted Merganser		1	23	11	31	20
Red-tailed Hawk			1?	1	1	
Bald Eagle	1	7	6	10	3	8
Duck Hawk						1
Ruffed Grouse	1	1	9	9	6	3
Ring-necked Pheasant					8	3
Purple Sandpiper					150	
Great Black-backed Gull		6	5	3	5	3
Herring Gull	164	10	208	250	203	200
Ring-billed Gull		115		1		
Brunnich's Murre					1	
Dovekie		5		5		
Black Guillemot			34	8	1	7
Rock Dove (pigeon)			16		13	40
Barred Owl						1
Kingfisher		1				
Hairy Woodpecker			1		7	2
Downy Woodpecker	10	1	12	4	8	4
Arctic Three-toed Woodpecker	1					
Blue Jay				1		2
Raven		3	6	2	1	12
Crow	13	49	29	50	22	20
Black-capped Chickadee	18	29	41	75	34	29
Acadian Chickadee			3	3		
White-breasted Nuthatch				4	1	2
Red-breasted Nuthatch	17		2	30	4	
Brown Creeper	4		6	1	1	1
Winter Wren		1				
Mockingbird			1			1
Robin	3	2	2	4	2	2
Golden-crowned Kinglet	16	13	48	27	23	15
Northern Shrike		1		1		1
Starling	10	63	49	21	122	16
English Sparrow	2		2	40	22	8
Bronzed Grackle					1	
Purple Finch					2	
Pine Grosbeak	10					150
Pine Siskin				10	35	16
Goldfinch					7	14
Red Crossbill	21					
White-winged Crossbill	27		2	20	85	
Slate-colored Junco	4		2			3
Tree Sparrow	10	4	16	2	1	2
Chipping Sparrow			1			
White-throated Sparrow		1	8	1	1	4
Fox Sparrow			1	1		
Song Sparrow	2	1		2	1	2

PARK AND COLLEGE TEAMWORK

Mt. Tom and Massachusetts State: An Object Lesson

BY EDWARD L. BIKE,
State Supervisor
Park, Parkway and Recreational-Area Study
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It is axiomatic that state parks are acquired, developed, maintained and operated for the maximum use and enjoyment of all the people. Our state park systems today include varied types of areas, each possessing its special intrinsic qualities for the physical, mental, and spiritual benefits of the recreation seeker. Until recently, many park executives considered their job complete after they had provided certain recreational facilities and made necessary provision for their maintenance and operation. It was taken for granted that park visitors would obtain automatically all the possible benefits from the use of an area and its related recreational facilities.

While it is true that some park visitors know how to enjoy themselves in the out-of-doors, they are in the minority. To the great mass of people, particularly those living in cities, outdoor recreation is comparatively new. Their recreational habits and interests have been formed under urban conditions. Nature is strange and bewildering to them. For them to get the fullest value from their outing, they must have an appreciation of nature and the forms of recreation which it makes possible. Interpretational leadership assists them in acquiring this appreciation. It is thus natural that officials are becoming more interested and more conscious of the need for leadership in bringing about greater use of their state parks. Stimulated by the success of demonstration leadership programs carried out on southern parks, efforts to try such a program in a state park in New England were initiated. Some conservative New England opinion was at first expressed against such a venture. It was intimated that existing state parks in the region already receive heavy use and that park visitors did not need, and would not participate in, such a program.

Among those who recognized the possibilities of the proposal was Charles Bray, Secretary of the Mt. Tom State Reservation Commission, who, with his fellow commissioners, decided to experiment with a leadership program at their park. This foresighted decision proved to be another outstanding achievement in the Commission's long period of public service to the thousands of Mt. Tom visitors. The 1939 Mt. Tom recreation program, the first of its kind in any state park in Massachusetts, or for that matter, in New England, proved to be a decided success. The primary objective was to offer park visitors new and stimulating forms of recreation that utilize the resources of the area. As an example, participa-

tion in the nature recreation program gave patrons a keener appreciation of the natural beauties of the park and aroused their interest in pursuit of related outdoor hobbies.

Tangible evidence of the popularity of the program is to be found in the thousands of park patrons who engaged in (1) nature recreation (guided nature walks and the use of the self-guided nature trail); (2) camp-fire program, and (3) day outing activities. The success of the program was due to the great number of cooperating agencies and individuals who donated their time and services. Principal among the contributing agencies was the Massachusetts State College. Since the assistance it rendered represents a concrete example of how such educational institutions can aid similar or related recreational undertakings in non-urban parks the story of its actual participation is worth noting.

It happened this way. When the Mt. Tom State Reservation Commission gave assurance of sponsoring the program and of employing a recreation director, a conference was held with Harold M. Gore, Professor of Physical Education for Men at Massachusetts State College, concerning the possibility of student help in working out details of the plan. A graduate student in Mr. Gore's department, Robert Hunter, chose the problem for his thesis in part fulfillment of requirements for the master's degree. As Mr. Hunter progressed with his problem, it was considered advisable to assign two additional students to assist in planning and to designate the recreational facilities required to carry out the recommended program.

A state park thus may be seen doing service as an excellent laboratory for college work. Robert Cole, a student in the Special Problems Course in Recreational Physical Education, studying under Dr. William G. Vinal, Director of the Nature Guide School, was given the responsibility of planning and laying out the self-guiding nature trail, along with the preparation of all necessary signs and labels. Mr. Cole made numerous inspectional trips to the area before a decision was reached on the final location of the trail. The project required considerable classroom work and research. The assignment was carried on under guidance of Dr. Vinal and correlated with Mr. Hunter's work.

Robert Joyce, the third student (also taking the Special Problems Course) was assigned the task of designing an amphitheater. At the time he was working on that problem, he was studying under Dr. Frank Waugh, head of the Department of Landscape Architecture. Classroom work and special field trips again were the order before construction of the amphitheater began. When the facilities were approved by all concerned, Civilian Conservation Corps enrollees, in typical fashion, did an excellent job of constructing them.

An advisory committee was formed by Mr. Hunter to assist the Mt. Tom Commission, and in particular, the Recreation Director, in carrying out the recommended program. The next step was to appoint a director. A happy choice was made by the Commission in the selection of Mr. Cole who, as already indicated, had training as a naturalist under Dr. Vinal, in addition to basic courses in the philosophy of play and recreation under

Prof. Gore and fundamental study in landscape architecture under Dr. Waugh. Before Mr. Cole's official entrance on duty, he was given practical laboratory experience, under the supervision of Dr. Vinal, in conducting various groups of students and neighborhood organizations on nature walks.

The assignment of the three students taking the Special Problems Course and the collaboration of three major departments of the Massachusetts State College in developing this specific recreation program resulted in a unique and valuable contribution to the field of recreation research. The successful experience clearly indicates one method through which colleges can assist in the solution of some of the problems of recreation.

Transfers and Assignments

FRED T. JOHNSTON entered on duty in the regional headquarters this month as Associate Regional Director. He formerly was acting chief of the State Relations Division of the Branch of Recreation, Land Planning and State Cooperation, Washington.

H. S. LADD, formerly Regional Geologist stationed in Richmond, entered on duty this month as Associate Geologist (Civil Service) with the United States Geological Survey, Washington.

ROGERS W. YOUNG, Assistant Research Technician who had been assigned to the Chesapeake and Ohio Canal Restoration Project, has been transferred to the Historic Sites Survey with headquarters in Philadelphia.

FREDERICK L. RATH, Junior Research Technician at Fort Pulaski National Monument, Georgia, has been detailed to Washington for six months for work of the Historic Sites Survey.

A. WILLIAM KANKA, who had been detailed from Washington to Great Smoky Mountains National Park to supervise construction of the administration building there, has entered on duty in the Richmond Office as Assistant Architect.

FRANCIS F. WILSHIN, Junior Research Technician, has been transferred from Vicksburg National Military Park, Mississippi, to Saratoga National Historical Park Project, New York.

Since The Review reported in its December issue the employees who had been assigned to Richmond as a result of the establishment of a regional unit of the Historic American Buildings Survey, the following additional staff members have entered on duty: Major EUGENE BRADBERRY, Architect in Charge; J. L. BURNETT, CARROLL S. RUBIRA and H. J. FURMAN, all Junior Architects; CURTIS O. GREEN, Photographer, and MRS. ISABELLE M. BELLMANN, Assistant Clerk-Stenographer.



JOHNSTON

SUMMARY SHOWS GAIN IN USE OF RECREATIONAL DEMONSTRATION AREAS

Substantial increases in all types of use are shown in a summary of camper days and visitor attendance during the calendar year 1939 for the Recreational Demonstration Areas of the eastern region. Figures compiled this month reveal that there was a total of 190,136 seasonal permit camper days as against 104,323 for 1938. Short-term camper days totaled 48,347 against 31,913. Totals for all camper days were 238,483 for 1939, and 136,236 for 1938.

The total of visitors recorded at the areas was 832,143. Incomplete figures for 1938 showed 472,459.

LEE AND JACKSON JOIN HANDS IN FREDERICKSBURG GIFT BOOK

The Life of Stonewall Jackson, autographed by its one-time owner, "R. E. Lee, May 3, 1867," has been donated to the museum of Fredericksburg and Spotsylvania National Military Park, Virginia by Roland L. Taylor, Philadelphia financier.

On a flyleaf of the volume is an autograph of Stonewall Jackson which, it is believed, General Lee cut from a letter or order and pasted in. It reads, "Respectfully, T. J. Jackson." A penned note on another flyleaf points out: "This volume was the first from the press. Ayres and Wade, Richmond, 1863." Of even greater historical importance is an original map of the Chancellorsville battlefield, drawn and initialed by Jackson, which also had been pasted into the front of the book.

CALIFORNIA PROHIBITS 'COMMERCIALIZATION' OF STATE PARKS

The California Legislature, at its last session, adopted a concurrent resolution establishing a policy concerning state park concessions:

"That this Legislature approves the policy of avoiding exploitation or commercialization of State Parks through developments of the hotel or cabin resort type, wherever such developments can reasonably be shown to be in competition with private enterprise; and that, when existing concession agreements do not conform to this general policy, this Legislature believes they should be abandoned at the expiration of the existing concession agreements; provided that for the convenience of the public wishing to enjoy the beauties of nature and wholesome outdoor life in our State parks, this body recognizes the need for State operated campgrounds so located and developed as not to lessen the attractiveness of the parks, with such concessions as are necessary to the comfort and convenience of the public, where this need cannot reasonably be met by private enterprise; and this body further recognizes the reasonableness of moderate fees to help meet the cost to the State of special uses of facilities in the parks, at the same time believing that emphasis be placed upon the protection of the parks, rather than dependence upon revenues derived therefrom."

THE CONTRIBUTORS

HARVEY P. BENSON, a native of Iowa, entered the Service in 1933 at Rocky Mountain National Park, Colorado, and was transferred soon afterward to Chattanooga, Tennessee. He has been Resident Landscape Architect in Shenandoah National Park, Virginia, for the last five years. He is an alumnus of Iowa State ('27). He served for six years in professional offices in Illinois and Colorado

EDWARD L. BIKE, born in Meriden, Connecticut, has been in the Service for six years. He has had more than 15 years of experience in the field of school and camp physical education and allied recreational activities, and has degrees from Massachusetts State College and New York University. He has been a State Supervisor of the Park, Parkway and Recreational-Area Study since January, 1937. New England is his territory.

HANS HUTH, a distinguished German authority on art and architecture of the 17th and 18th centuries, joined the Service a few months ago as a Collaborator employed through grants provided through his sponsor, the Oberlander Trust of Philadelphia. Before leaving Germany two years ago, Dr. Huth had charge of former Kaiser Wilhelm's private library in Berlin. He also was keeper in charge of the former royal palaces at Potsdam, Kassel and Homburg. He received his doctorate under Adolph Goldschmidt in Berlin. He has taken out his first citizenship papers.

HERMAN KAHN, who left the Service in 1936 to become Associate Archivist with The National Archives, was a Junior Park Historian in 1934 at Morristown National Historical Park. He soon was transferred to Washington where he acted as Chief of the Eastern Division of the Branch of Historic Sites. A University Fellow in History at Harvard in 1933-34, Mr. Kahn holds degrees from the University of Minnesota. He was for two years a member of the faculty of Nebraska State Teachers College.

