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A GUIDE TO THE HISTORY OF ACADIA  
NATIONAL PARK'S HIKING TRAILS

SPRING 1987

BY: THERESA MICHAELS

A GUIDE TO THE HISTORY OF ACADIA NATIONAL PARK'S HIKING TRAILS

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## INTRODUCTION

In the late 1800's the best way to make a living on Mount Desert Island (MDI) was to work for wealthy cottage owners. By then, Bar Harbor, Seal Harbor, and Northeast Harbor were booming summer resort towns and every spring more and more people were arriving via railroads and ferries from the major east coast cities of Boston, New York, Philadelphia and Washington. For local MDI residents who preferred the solitude of the winter months, the spring brought some resentment. But for carpenters, masons, gardeners, and other laborers, the cottagers provided numerous opportunities for work.

The same workers who helped build MDI's "places of grandeur" were also assigned to construct over two-hundred miles of hiking trails. Most of the existing trails within Acadia National Park (ANP) were built by cottage era laborers, although the iron rungs of the Precipice Trail and Dorr Mountain's rock steps are often associated with the work of the CCC's during the Depression.

A common myth is that most cottagers spent their recreation time at golf courses, tennis courts, and swimming pools. But there was a large group of cottagers, unlike the rest, who preferred hiking to golf and tennis. For them, the Island's lure was not the glamour of its social life. Rather the Island's attraction was its hills, forests, lakes, and rugged coast. By constructing hiking trails, they aimed to make these places accessible to all people. In 1891 the Island's first trail plans were drafted. Each year, trail

construction projects were funded until all points of interest on the Island were connected and crisscrossed by trails. Annual maintenance was also important, not only for the trail's recreational purpose but because trails were a means of travel from one place to another. Even after the automobile arrived in the late 1920's, many cottagers, not ready for progress, argued for continued use and upkeep of trails; they wanted the Island to remain unscathed by the conveniences of the city.

There are less than one-hundred miles of existing trails within ANP, and economic limitations threaten to eliminate more. Anyone interested in the future upkeep of ANP's trails should contact the park and make known your concerns.

A hiker who wanders off the marked trails will find remnants of old trails: long stretches of rock steps, forgotten springs enclosed by granite blocks, decayed trail signs indicating "unknown" places, commemorative plaques placed on boulders.

The first section of this paper will be a brief history of the trails; describing who planned, funded, constructed and maintained the trails from 1891 to the present. The next sections, starting with the eastern mountains and ending with the western mountains, will include related stories, photographs and descriptions of old and existing trails. In the final section I will talk about trail maintenance and why future upkeep of ANP's trails is important for three main reasons: historical preservation, recreation, safety.

## A BRIEF HISTORY OF ACADIA NATIONAL PARK'S HIKING TRAILS

Before <sup>Lafayette</sup> ~~Acadia~~ National Park (ANP) was formed in 1919, hiking trails were constructed and maintained by the Bar Harbor, Seal Harbor, Northeast Harbor and Southwest Harbor Village Improvement Societies (VIS). Each VIS consisted of several committees whose primary functions were construction and maintenance of the town's bicycle paths, roads, sidewalks, hiking trails, and water and sewage systems. In addition, each committee was responsible for soliciting donations and organizing paid and volunteer laborers to perform various tasks. Meetings were held to discuss each committee's work and put together the annual VIS report.

The Bar Harbor Path's Committee was the first to initiate trail construction plans in 1891. By 1896 the trail system extended over some sixty miles and by then the Island's other path committees were busy constructing trails in their districts. As reported in 1915 there were over two-hundred miles of trails; astounding for an island thirteen miles wide and sixteen miles long. This work was accomplished through generous contributions and volunteer labor, although two paid workers from each town were hired for \$3.50/day to supervise and assist in all trail projects.

Additional funds came from donors who paid for the construction and future upkeep of "Memorial Paths." These paths were often named after deceased members of the Paths and Trails committee involved in the first trail construction projects. The first Memorial Path was built in honor of



*— also President of Bear Harbor Village Improvement Society*

Waldron Bates, a cartographer who drafted the Island's first trail plans and drew path maps. A bronze tablet which reads "path maker" was placed on a large boulder along the Cadillac Cliffs Trail in 1909 in his memory. Other Memorial Paths were the Kane Path, Emery Trail, Kurt Diederich's Climb, Grandgent Trail and Van Santvoord Circuit, to name just a few. The names of these trails have since been changed by the Park, although older MDI residents still refer to the trail's original names.

The early 1920's marked the end of the trail building era. Automobiles were in full swing by then and there was more interest in constructing roads, rather than trails. Many enjoyed riding their motor cars through wooded by-ways, while others frowned at the "infernal machines" and described them as noisy and decadent. They also said that cars would bring a decline in health; "avid walkers" took pride in their lack of doctor bills. The Seal Harbor VIS report of 1929 stated, "an inevitable first effect of the oncoming of the automobile was the banishment of the horse and the desertation of foot paths and trails." The island was meant to be quiet and secluded, argued some. Others realized progress was eventually going to eke its way onto the Island so why postpone its arrival.

To the dismay of the Paths committees and hikers, over sixty miles of trail were obliterated by the arrival of automobile roads and carriage paths.

John D. Rockefeller, summer resident of Seal Harbor, reacted positively to the admittance of automobiles, yet he is best known on Mount Desert Island (MDI) for the "auto free

roads" or carriage paths he designed and had constructed. There were several MDI residents, however, who did not back Rockefeller's carriage path plans.

Carriage path construction was protested vigorously by two members of the Paths committee of Bar Harbor, Harold Peabody and Mr. Pepper. Although carriage paths were designed to be pristine and auto free, the disfigurement of the woods caused by the construction upset Peabody and Pepper and prompted them to protest. Many supported the protest and in <sup>1933</sup>1921 Rockefeller ceased construction. But by then Rockefeller's carriage path system extended <sup>fifty</sup>over a hundred miles, enough to suit Rockefeller's eagerness to build roads.

Rockefeller was an advocate of automobile roads and funded \$150,000 in 1923 for the construction of the first auto road in ANP, which extended from Bar Harbor to Jordan Pond.

The VIS continued to maintain the trails until the Depression when former donors could no longer offer money for trail maintenance projects. Joseph Kelly, chairman of the Paths committee of Seal Harbor, urged previous donors to continue with their financial support. He said, "In this time of wide spread depression one is tempted to cut off luxuries and pleasures and to save for what are assumed to be more essential needs. But it is just such times of greater stress that the serenity and wholesome activity of outdoor life is more than ever a necessity, not a luxury." During the Depression the Park took over the responsibility of trail

maintenance, although they were also affected by the financial restraints of the time.

By the 1940's and 1950's most of the trails built by the VIS were within Park boundaries. Nevertheless the VIS continued to feel responsible for the maintenance of the endowed memorial paths. The VIS took pride in these paths because they represent quality trail building- bridges, culverts, rock steps, rock walls. The Park agreed in 1941 that the memorial paths be maintained by the VIS. Unfortunately the Park did not acknowledge the agreement in practice and as a result there was confusion on the trails. At memorial path trail junctions there was two sets of trail signs; one set belonged to the VIS and the other to the Park. For example at the north end of the Tarn one of the two signs directed the hiker to Dry Mt. via the Kane Path and Kurt Diederich's Climb, whereas the other sign read to Dorr Mt via the Tarn Trail and the Dorr Mt. Trail (the Park changed the trail names to give hikers directional information). ANP's former trail foreman, Norm Walls remembered a tired hiker who asked him, "Where am I really?"

Eventually the memorial path endowments ran out and ANP resumed the job of trail maintenance. Over sixty miles of trails were closed in the 1940's and 1950's because of lack of money, personnel and interest in hiking. Walls remembered how some of the trails were closed. He said, "park administrators eliminated trails which ran parallel to other trails going in the same direction." But he also said that trails were closed

in an arbitrary manner. He said, "they closed trails by looking at maps and didn't consider if the trail was interesting or easy to maintain."

Some trails were closed due to the '47 fire, although the fire does not seem to be a major contributing factor. Norm Walls said, "VIS crews and Rockefeller crews cleared the debris from the trails the summer after the fire." Gladys O'Neil, curator of the Bar Harbor Historical Museum, said, "some of the memorial paths were destroyed as a result of the fire."

Trails were also closed for safety and economic reasons. An example is Bubble Mt. Climb. This trail was a circular path around South Bubble Mt. Hikers sidled the mountain using iron rungs as hand and foot holds. The trail was costly because it needed constant maintenance in order to be safe.

Safety and challenge are descriptive of trails built by the VIS. An example is the Precipice Trail which ascends the eastern slope of Champlain Mt.. In 1915 the trail was designed by Professor Rudolph Brunnow to combine safety with the thrill of a challenging mountain climb.

The Precipice Trail is the most heavily used trail in the Park. Increased numbers of hikers and lack of maintenance contribute to the trail's safety risk. The Park ~~needs to~~ <sup>has</sup> assumed responsibility of maintaining the trail in order for it to remain safe, ~~or this trail, like Bubble Mt. Climb, will be closed.~~

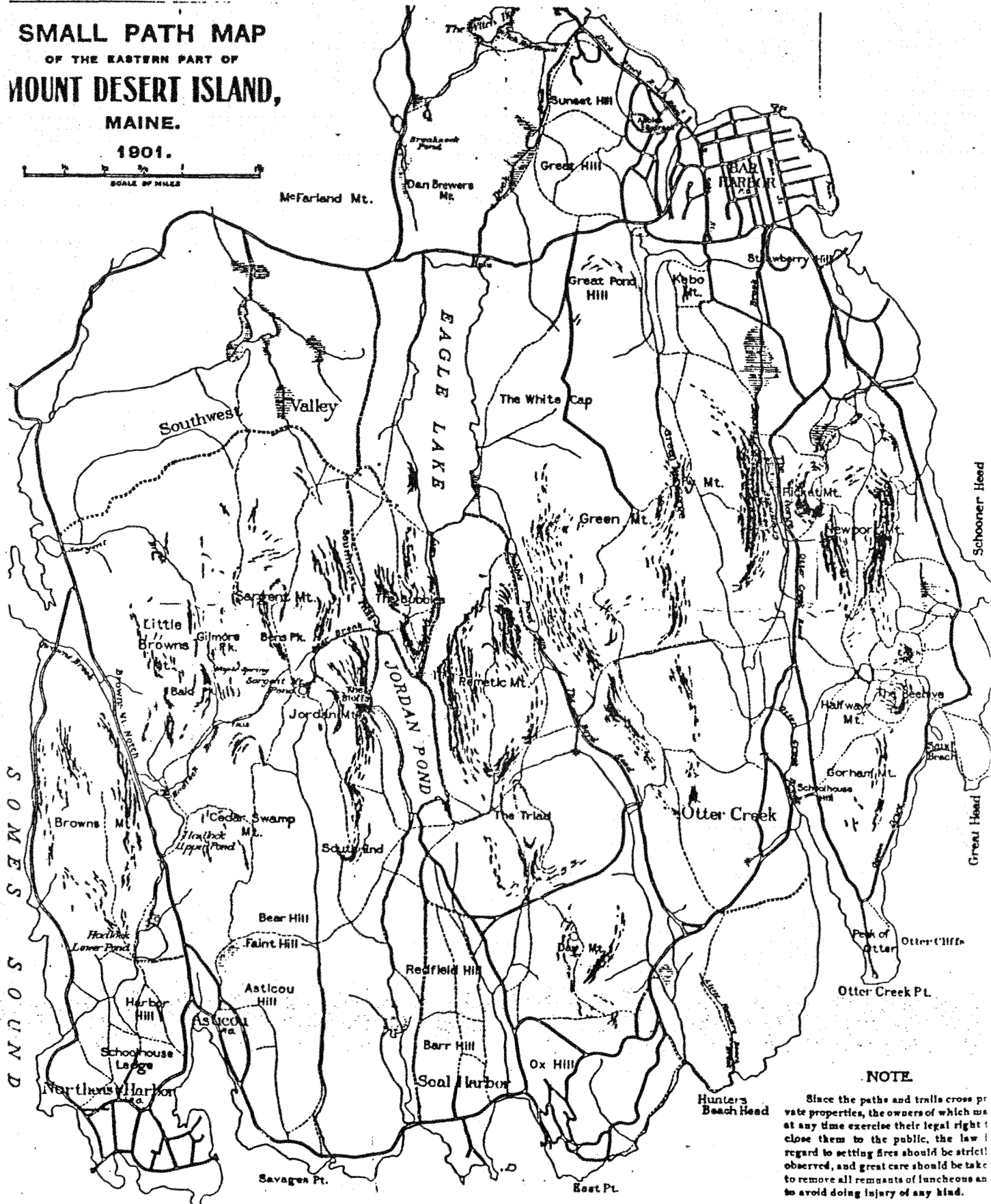
Gary Stellpflug, the present trail foreman of ANP, suggests the Park hire a small trail crew of three or four

people who return each year for more than the three summer months. He said, "volunteers and YCC crews can't take the place of a standing trail crew because of their limited technical ability." Without a trail crew and <sup>little</sup> ~~no~~ money or time allocated for trails, the trail foreman can not possibly maintain the one-hundred miles of existing trails.

ANP's trails are worth every effort to maintain. The trails are of historical interest and provide access to ~~the~~ ~~most~~ interesting and beautiful places within the Park.

# SMALL PATH MAP OF THE EASTERN PART OF MOUNT DESERT ISLAND, MAINE.

1901.



### NOTE

Since the paths and trails cross private properties, the owners of which may at any time exercise their legal right to close them to the public, the law in regard to setting fires should be strictly observed, and great care should be taken to remove all remnants of luncheons as to avoid doing injury of any kind.

## The Eastern District

### CHAMPLAIN MOUNTAIN (NEWPORT)

Champlain Mt.(1058 ft) is best known for its steep eastern cliffs. The east slope was a favorite climbing spot even before hiking trails were constructed, although the Bar Harbor Blue Book and Mt. Desert Guide of 1881 warned against the climb. In 1891 the Paths Committee of the Bar Harbor Village Improvement Society (VIS) constructed a large network of trails on and near Champlain, first and foremost, because of the mountain's known danger. There have been more reported accidents and deaths from Champlain than any other mountain on Mount Desert Island (MDI). The trails built on Champlain were identified by different colors and all the trails combined were referred to as the "Colored Paths System."

The mountain is named in honor of Samuel de Champlain, a French explorer who was the first European to discover the Island in 1604. He described the Island as "very high and notched in some places so that there is an appearance to one at sea of seven or eight mountains along near each other. The summit of them is destitute of trees, as there are only rocks upon them." He appropriately named the Island - "Isle des Monts Deserts." For several years the mountain was named Newport after Christopher Newport, captain of the Jamestown Fleet which arrived on the Island in 1607.

The small neighboring mountain on the north-west corner of Champlain is Huguenot Head (730 ft.). The mountain's original name was Picket and then changed to Huguenot Head because Samuel de Champlain was once governor (the head) of a Huguenot city in France.

The Bowl and Beehive section on the south-east corner of Champlain Mt. was the first tract of land donated by Mrs. Eliza Homans of Boston to the Trustees of Public Reservations in 1908 (see photograph pg. 19). This was an influential gift because it resulted in other land donations and eventually the formation of ANP. The Beehive (520 ft.) and the Bowl (412 ft.), a small mountain pond, were named from their shapes by artists in the 1860's.

In 1893 the Beehive Mt. Aqueduct Company was formed. Remnants may still be found. A two inch galvanized pipe encased by a four inch pipe siphoned water from the Bowl down the north-east slope of Champlain to lower Main Street. Stockholders included the Homans, Hale, Francis, and Brigham families of the Schooner Head Road.

Gorham Mt. (525 ft.), south of the Beehive, is the site of the Waldron Bates Memorial tablet. Bates helped design hiking trails and drew the Island's first path maps. The Bar Harbor VIS report of 1909 said that Bates, "gave to them (paths and trails) as a system, time, care, energy and intelligent love." Bates willed \$5000 to the Bar Harbor Path committee. His large donation enabled the Bar Harbor VIS to fund the construction of seventy-five miles of trail between 1910 and 1915.



Champlain

## EXISTING TRAILS (prior names)

1. Bear Brook (Black)
2. Precipice (Big Precipice)
3. East Face (Orange and Black)

Huquenot Head

- 1a. Beachcroft (same)

Beehive

- 1b. Beehive (short Precipice)
- 2b. spur trail to Bowl (white and brown)

Gorham

- 1c. Gorham Mt. Trail (Black)
- 2c. Cadillac Cliffs Trail

Refer to the 1926 Bates, Rand and Jaques Path map on pg. 17 and the 1982 Phillips Road and Path Map on pg. 18.

Champlain

1. The BEAR BROOK TRAIL starts at the Bear Brook Picnic area on the Park Loop Road, climbs the north ridge to the summit of Champlain and descends to the south end of the Bowl (2.5 mi.)

## ABANDONED TRAILS

A. The following trails formed what was known as the Colored Paths System

- Orange and Black
- White
- Red
- Blue
- Yellow
- Red and White
- Blue and White
- Green and Black
- Green and White
- Yellow and White
- Red and Black

This trail was built by the Bar Harbor VIS in 1891 and was referred to as the Black Path.

2. The PRECIPICE TRAIL is a steep ascent up the eastern cliffs of Champlain. The trail is characterized by its boulder field and the iron rung railings and ladders fastened into the east cliffs. The trail starts at the Precipice Trail parking area, .5 mi. before Sand Beach on the Park Loop Rd and ends at Champlain's summit (.8 mi.) (see photograph pg. 19)

Since its construction in 1915 by the Bar Harbor VIS, the Precipice Trail has been the most popular and heavily traveled trail in ANP. Although there are many different oral accounts of the trail's history, it is believed by many that the trail was constructed by Professor Rudolph Brunnow, previous owner of the High Seas, after he had received notice of his wife's death upon the Titanic.

It is also rumored that Professor Brunnow was a German spy during World War <sup>I</sup> II. Brunnow fell while hiking on Champlain and was not found until the next day. From the incident he caught pneumonia and died.

The Bar Harbor VIS reports do not verify this story, although Brunnow designed the trail and proposed its construction. Andrew Liscomb, trail worker for the Bar Harbor VIS for thirty years, supervised other paid laborers and many volunteers in the trail's construction. The Bates Fund defrayed the building cost of \$464.53.

3. The EAST FACE TRAIL is approached from the Park Loop Road 1 mi. before reaching the Precipice Trail parking area. After

climbing .2 mi. there is a trail junction, go north to the Bear Brook Trail or south along the east shoulder of Champlain to where the trail connects with the Precipice Trail.

The trail was constructed by the Bar Harbor VIS in 1891 as part of the Colored Paths System (see A.). The trail was known as the Orange and Black trail. The colors represented Princeton's school colors, because the trail was designed by Rudolph Brunnow, a professor at Princeton.

#### Huguenot Head

1a. The BEACHCROFT TRAIL begins off of Rt. 3 opposite the Tarn, ascends the mountain's west side and continues to the summit of Champlain (.8 mi.) (see photograph pg. 20).

The trail was a memorial path constructed in 1915 by the Bar Harbor VIS and funded by Mrs. C. Morton Smith. The name Beachcroft was also the name of Smith's summer cottage.

#### Beehive

1b. The BEEHIVE TRAIL begins opposite the Sand Beach Parking area on the Park Loop Rd. and ascends the steep southern face of the Beehive using iron rung ladders (see photographs pg. 20) In 1916 the Bar Harbor VIS constructed the trail and named it the Short Precipice because it was similar, in construction, to the Precipice Trail.

2b. The SPUR TRAIL TO THE BOWL leads from the summit of the Beehive to the Bowl, a small mountain pond. The trail was constructed as part of the Colored Paths system in 1891 by the Bar Harbor VIS.

Gorham

1c. The GORHAM MOUNTAIN TRAIL starts <sup>2/10 mile beyond</sup> opposite Thunder Hole at the Gorham Mt. parking lot. This trail was the lower half of the Black Trail and was constructed in 1891 by the Bar Harbor VIS.

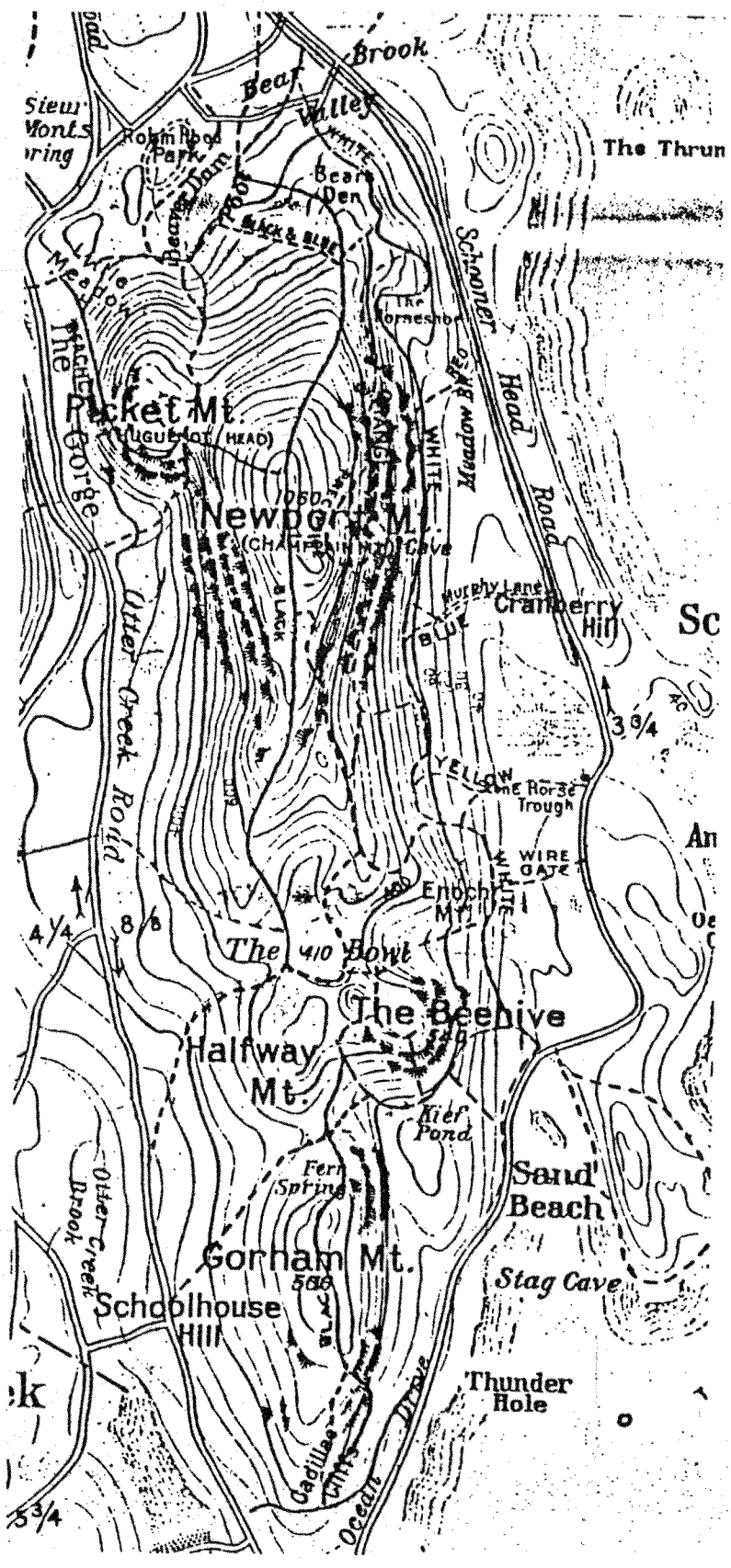
2c. The CADILLAC CLIFFS TRAIL begins on the Gorham Mt. Trail, goes past cliffs and caves and loops back to the Gorham Mt Trail (see photograph pg. 21). The Cadillac Cliffs Trail was built in 1913 by the Bar Harbor VIS to provide access to the Bates Memorial Tablet.

## A. THE COLORED PATHS SYSTEM

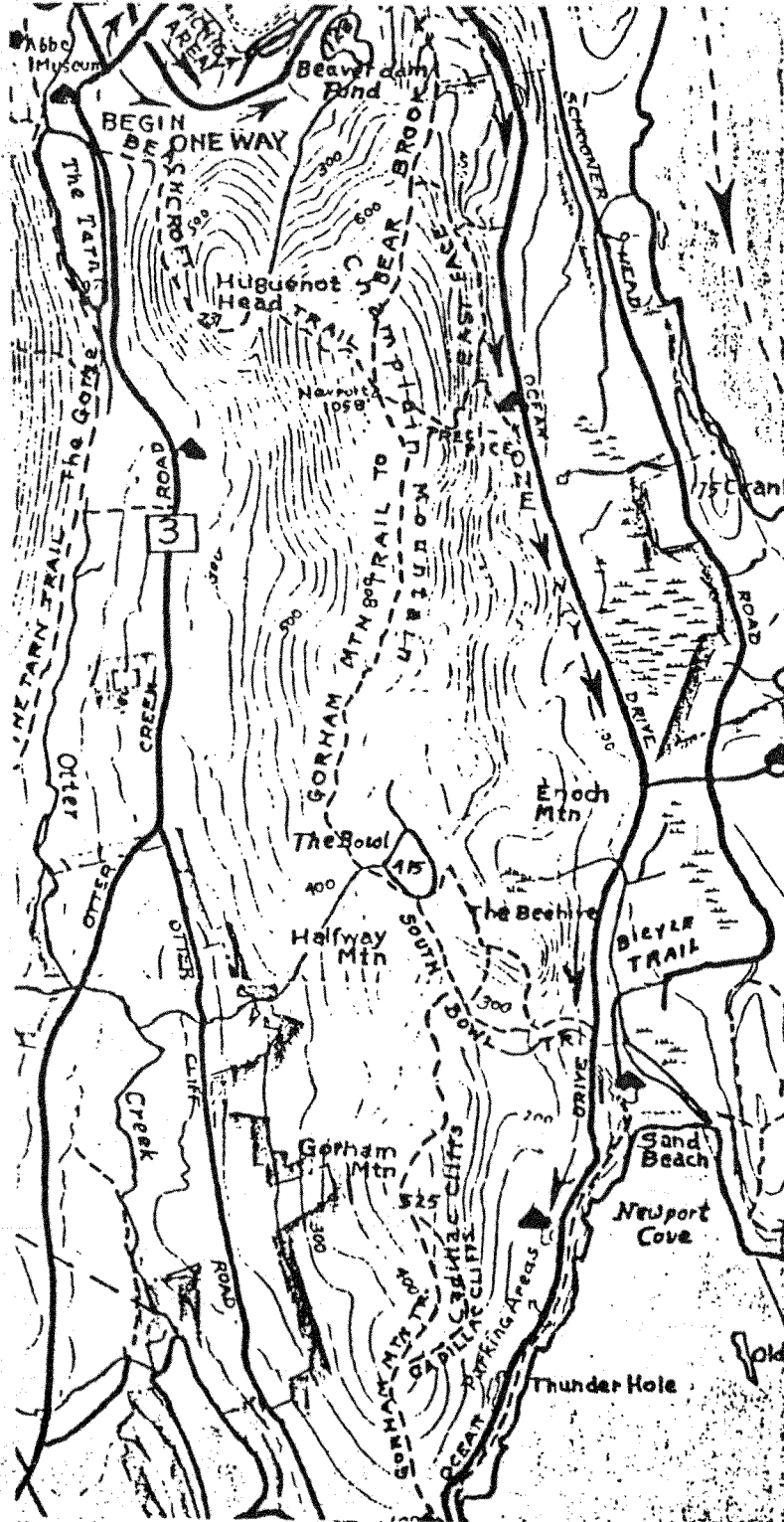
The two main trails of the colored system were the Black and White Trails. The White Trail\* (see photograph pg. 21) extended three miles from the Bear Brook Valley (now the picnic area) along the eastern base of Champlain and Beehive Mountains. The Black Trail, five miles long, started from the Beaver Dam Pool (see photograph pg. 21), ascended Champlain Mt., descended to the Bowl, ascended again to the summit of Gorham Mt. and went down the mountain's south-west slope to Otter Creek Road. Trails with two name colors (for example, the Green and White Trail) referred to the trail it connected with (in this example the White Trail). The "Green Connector Trails" came up from the Otter Creek Road on the west side and the "Red Connector Trails" were found on the east slope between the White and the Black Paths (See Map). The Red, Blue and

Yellow trails were spur trails from the White trail to the Schooner Head Rd. Small variations were made every few years.

\* The White trail was obliterated by the construction of the Park Loop Road.



1926 Bates, Rand, and Jaques Path Map (revised)



1982 Phillips Road and Path Map



The Beehive, 1st gift to Park (1911 photograph)

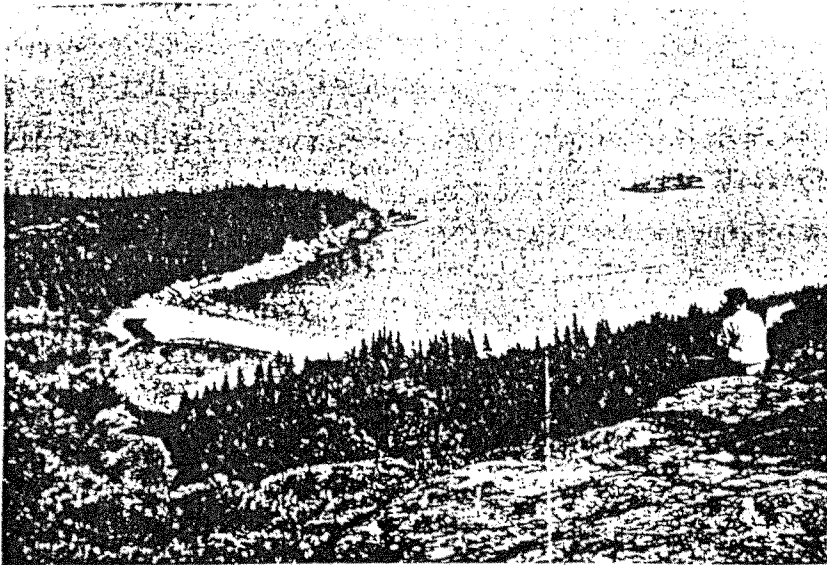


The Precipice Trail (1917 photograph)





The Beachcroft Path (1920 photograph)



The Short Precipice up the Beehive (1918 photographs)



The White Path (1915 photograph)



Ancient Sea Cliff  
Cadillac Cliffs Trail (1910 photograph)



Beaver Dam Pool (1912 photograph)

## CADILLAC MOUNTAIN (ADAM'S GRAVE, GREEN)

People are often fascinated with the highest mountain of an area and consequently they have a desire to ascend to its summit. The same holds true for Cadillac Mt. (1530 ft.), the highest mountain on MDI.

There has been road access to Cadillac's summit since the arrival of summer visitors. Even before MDI attracted tourists, there was an rocky and unstable carriage road to the top of Cadillac. This road was used by foresters to survey the land for timber. For several years, Cadillac was owned by the Bingham heirs of Philadelphia, one of the wealthiest families of the Early Republic who invested in ~~several acres~~ of land along the east coast for its timber value.

Summer tourists who ventured up the "lumber road" (and many did) were upset with the deforestation and resulting erosion on the mountain's slopes. The problem spurred a wealthy citizen of Hulls Cove, Edward Brewer, to purchase the land from the Bingham. Brewer, an enterprising man, built an Inn on Cadillac's summit and advertised the spectacular sunsets and sunrises viewed from atop the mountain (see picture pg. 30).

In 1883, another entrepreneur, Mr Clerque proposed to build a cog railway from the shore of Eagle Lake to the Inn on Cadillac. Construction of the scenic railway was completed by 1888. Mr Clerque went a little too far in his enterprising tactics, however, when he had the old carriage road destroyed to discourage buckboard competitors. By 1893 the "Green Mt.

Railway" lost popularity and the locomotive was sent to New Hampshire's Mount Washington, where ~~in 1929 it went out of control down a steep slope and exploded~~ (see picture pg.30).

Now a well constructed road zigzags up the north ridge to the summit of Cadillac and is one of the most popular tourist attractions in ANP. Construction began in 1925 and was completed in 1931.

Cadillac Mountain is named after Antoine Laumet, a French explorer who came to the Island in the late seventeenth century. In 1688 Louis XIV granted the Island to him. Laumet was a self-styled man who gave himself the honorable title of Sieur de Cadillac. Later Laumet explored Montreal, became involved with the fur trade and founded Detroit. It's no surprise that the Cadillac car is named after him.

The mountain was renamed from Green Mt. The name Green derived from an Indian word meaning with many springs. On early maps the mountain was called Adam's Grave partly because it faced the town of Eden (now Bar Harbor).



Parking area on Cadillac (1940 photograph)

Refer to the 1926 Bates, Rand and Jaques Path Map on pg.28 and the 1982 Phillips Map on pg. 29.

EXISTING TRAILS (prior names)

1. A. Murray Young (same)
2. Gorge Trail (same)
3. Canon Brook (Canyon Brook)
4. West Face (Steep Trail, first section)
5. Pond Trail (same)
6. North Ridge (same)
7. South Ridge (same)

ABANDONED TRAILS

- A. Steep Trail (summit section)
- B. Pot Holes Trail
- C. Boyd Road Trail
- D. East Ridge Trail

1. The A. MURRAY YOUNG TRAIL begins at the Canon Brook Trail .7 mi. west of Rt. 3 in the valley between Dorr and Cadillac. The trail (1 mi.) connects with the Gorge Trail (north) and the Dorr Mt. Notch Trail (east and west to either summit).

The A. Murray Young Path was built by the Bar Harbor VIS in 1897 and funded as a Memorial Path in 1924 by Mrs. Young in memory of her husband who served on the Bar Harbor Paths Committee for several years. On a large rock in the brook, at the beginning of the path is inscribed, " In memory of Andrew Murray Young who loved this Island where God has given of his beauty with a lavish hand."

2. The GORGE TRAIL begins on the south side of the Park Loop Road .5 mi beyond the Sand Beach and Visitor Center intersection. The trail goes through the ravine between Cadillac and Dorr along-side Kebo Brook (see photograph pg. 30)

This trail was built by the Bar Harbor VIS and appears on the 1901 small path map. The trail was dedicated to Lillian Endicott Francklyn by a group of her friends. A plaque can be found along the trail on a large boulder.

According to the 1921 Bar Harbor VIS report, Pulpit Rock which is shown on the 1926 Path Map (see map pg. 28) west of the Gorge Trail, was stolen by vandals. If this story is true, then the rock has since been replaced by the vandals. Gary Stellpflug trail foreman at ANP when told the Pulpit Rock story said, "it would be humanly impossible to remove and return the rock." But who knows!

3. CANON BROOK TRAIL starts .3 mi. from the southern end of the Tarn, travels south, turns sharply west, runs along-side Canon Brook and terminates at the Cadillac Mt. South Ridge and Pond Trail intersection.

The Bar Harbor VIS built this trail in 1899. In older guide books and maps Canon Brook was named Canyon Brook, although there is no explanation. Perhaps someone made a typo.

4. The WEST FACE TRAIL ascends steeply to the summit of Cadillac mountain from the north end of Bubble Pond.

In 1919 the trail was constructed by the Bar Harbor VIS and named the Steep trail because it ran in a direct line from Bubble Pond to Cadillac mountain. The VIS determined the trail to be too steep and relocated it to its present location using switchbacks. (Bubble Pond was named Turtle Lake in the 1920's and 1930's)

5. The POND TRAIL begins from the south-east shore of Jordan Pond and continues south through the valley to Bubble Pond where it meets the Canon Brook Trail.

The trail was built in 1900 by the Bar Harbor VIS. The trail was named Pond because it goes to both Bubble and Jordan Ponds.

6. The NORTH RIDGE TRAIL ascends the northern slope of Cadillac Mountain from the Park Loop Road .5 mi after the Visitor Center and Sand Beach intersection.

The Bar Harbor VIS constructed this trail in 1910. The trail has since been relocated because of the construction of the Park Loop Road and the Cadillac Mt. Road.

7. The SOUTH RIDGE TRAIL begins at the Black Woods Campground and continues south to the summit. The trail first appears on the 1901 small path map and was constructed by the Bar Harbor VIS.

A. The STEEP TRAIL- see no. 4. (West Face Trail)

B. The POT HOLES TRAIL began south of Eagles Crag on Cadillac's South Ridge Trail and descended down the east slope to Otter Creek Valley. Then it took a U-shape turn and ascended in a north-west direction to Feather bed, also along the South Ridge Trail.

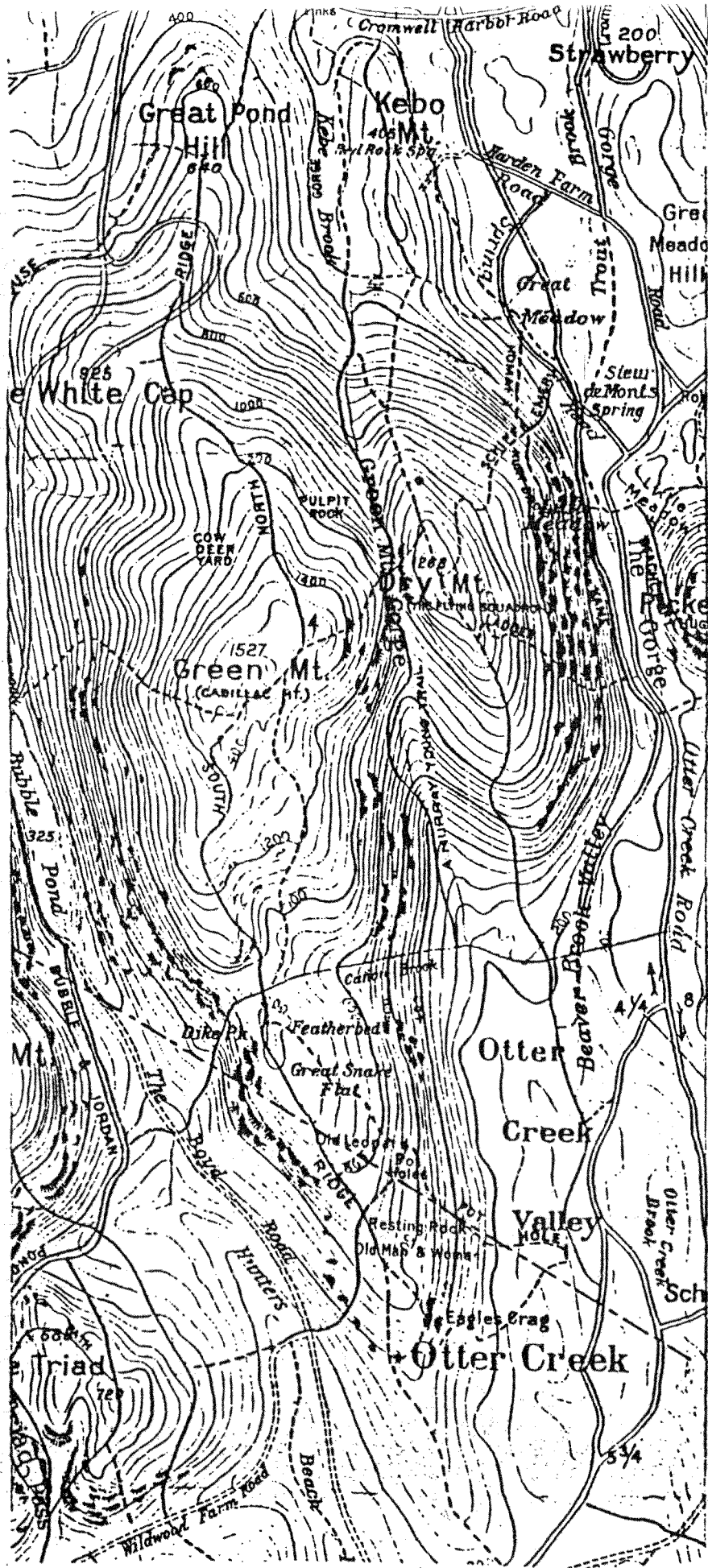
The trail was constructed in 1905 by the Bar Harbor VIS and named Pot Holes because of the Pot Holes found in the rocks along the trail. One set of pot holes resembled foot prints and was named "devil's foot tracks." Many unusual names were associated with the area around Eagle's Crag and Feather Bed

(such as Old Leopard, Great Snake Flat, Resting Rock, Old Man and Woman) and appeared on older maps.

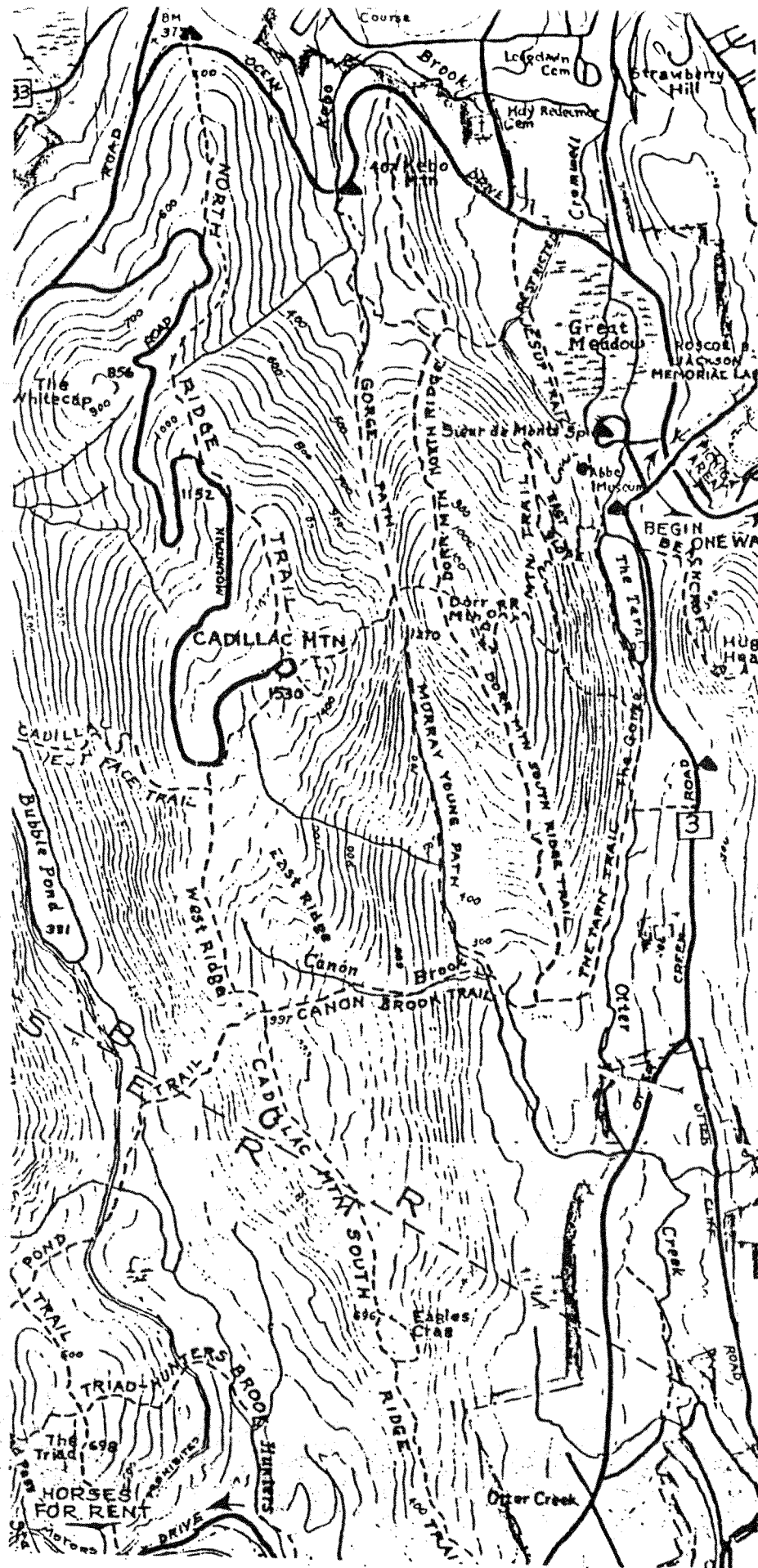
C. The BOYD ROAD TRAIL descended steeply from the junction of the Pot Holes Trail and the South Ridge Trail to the Boyd Rd. The trail was constructed in 1897 by the Bar Harbor VIS.

D. The EAST RIDGE TRAIL started .1 mi. east of Cadillac's summit, gradually descended the east ridge, and ended near the west end of the Canon Brook Trail. The trail was constructed by the Bar Harbor VIS in 1907.

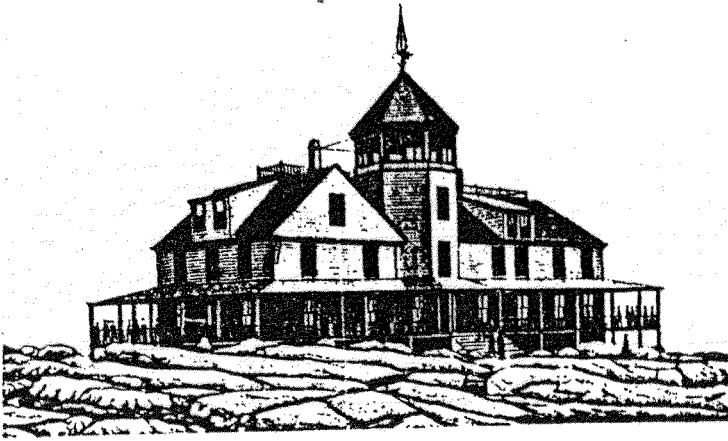




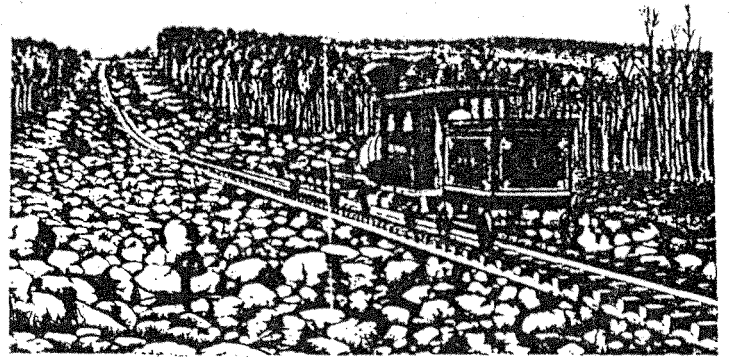
1926 Bates, Rand and Jaques Path Map



1982 Phillips Road and Path Map



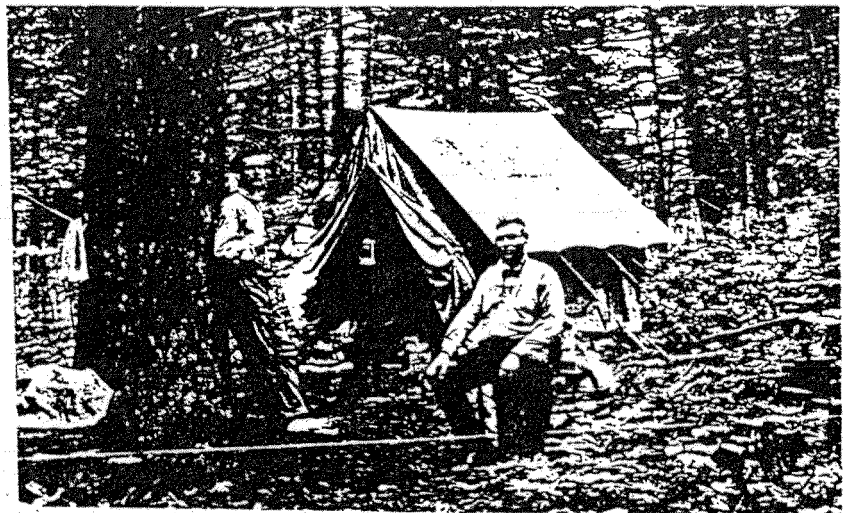
Inn on Cadillac



Green Mt. Railway



The Gorge Trail  
(1929 photograph)



Camping at Blackwoods (1920  
photograph)

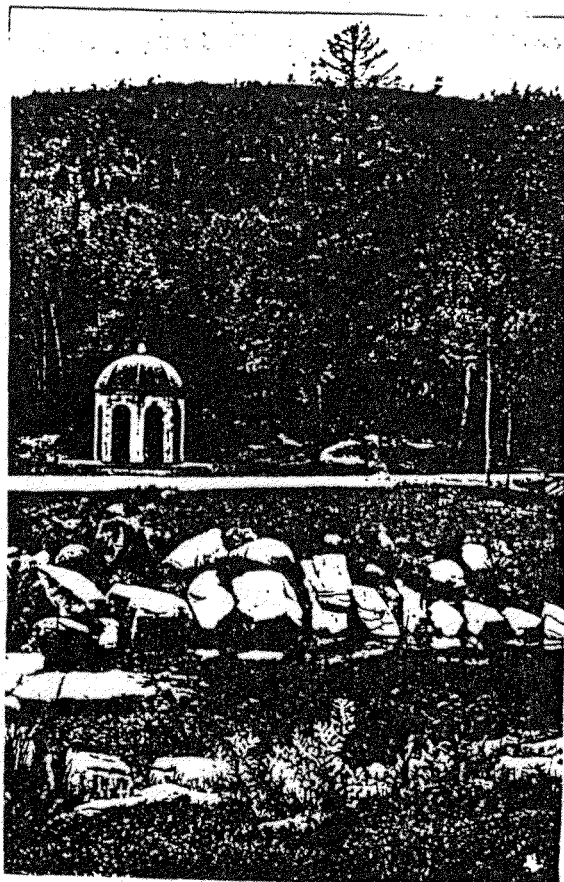
## DORR MOUNTAIN (Dry)

The native Americans were the first to name Dorr Mt.. The original name- Dry translated from the Indian language and means having no springs. No one understands why the Indians chose this name since the mountain has several streams and at the western base is Sieur de Monts spring. Now this 1270 ft. mountain, separated from the eastern slope of Cadillac Mt. by an impressive gorge, is named in honor of George B. Dorr, the founder of ANP.

Why was this mountain chosen to hold Dorr's name? George Dorr, who had fond interests in springs since his childhood, used Sieur de Monts spring, located at the foot of the mountain, as the foundation to build ANP. Before ANP was considered a National Park, Sieur de Monts spring was a National Monument site. The monument, however, did not only refer to the glassed in dome structure surrounding the spring, it also included several tracts of land previously secured by a charter granted to the Trustees of Public Reservations.

The land charter held by the Trustees of Public Reservations included the following land tracts: the Bowl, Beehive tract of Champlain Mt., the summit of Cadillac Mt, ten acres of land around Sieur de Monts Spring (south end of Great Meadow), Beaver Dam Pool, Huguenot Head, eastern shore of Eagle Lake, the Bubbles, Pemetic Mt., Penobscot Mt., Cedar Swamp Mt. spur, Sargent Mt. and the Ampitheatre, the land around Eagle Lake and Jordan Pond. The land secured by the Trustees was essential in the formation of ANP.

In 1914 a bill introduced to state legislation threatened to annul the charter. George Dorr took action to defeat the bill and in the process recognized another need: to secure the land through federal protection for future generations. In an attempt "to make safe what the Trustees of Public Reservations had secured" he remembered the National Monuments Act approved by President Theodore Roosevelt in 1906. Dorr saw the Act as a means of safeguarding the land and as the first step in establishing a national park. Sieur de Monts National Monument gained recognition by the government as a national park in 1919 because of the land's scenic, scientific, and historical interests.



Sieur de Monts Spring  
(1917 photograph)

projects. He owned the Bany-Bryn cottage on the old Norman Rd..

2. After crossing the steeping stones over the northern terminus of the Tarn, the EAST SLOPE TRAIL climbs the eastern slope of Dorr. The name Kurt Diederich's Climb is inscribed on a large rock in the first set of rock steps (see photographs pg. 38)

Kurt Diederich's Climb was a memorial path built by the Bar Harbor VIS in 1915 and donated by Mr. Diederich's Aunt, Mrs. Hunt Slater.

3. The LADDER TRAIL goes up the eastern side of Dorr Mt from the southern end of the Tarn.

The Bar Harbor VIS constructed this trail in 1917. It is characterized by rock steps and iron rung ladders secured into the cliffs.

4. The TARN TRAIL travels along the Tarn's western shore and connects with the Canon Brook Trail just above the Tarn's southern terminus (see photograph pg. 38)

The Tarn Trail, formerly known as the Kane Path, was built by the Bar Harbor VIS in 1915 and donated by Mrs. Kane. Directly south, at the northern end of the Tarn, is a memorial plaque dedicated to John Innes Kane. Mr. Kane was a member of the Bar Harbor Paths committee for several years.

5. The JESUP PATH starts at the Kebo Mt. Rd., goes through the western edge of Great Meadow, then through a hard wood forest and ends .3 mile past Siuer de Monts Spring at the northern end of the Tarn (see photograph pg. 38)

Before reaching the Tarn, there is a memorial plaque which commemorates Mrs. and Mr. Morris Jesup. The path was constructed in honor of them in 1915 by the Bar Harbor VIS. The Jesups supported all the Society's projects, especially those of the Paths committee. Mr Jesup was a member of the Paths committee in its first years of operation.

6. The KEBO MT. TRAIL to Dorr Mt. north ridge was one of the first trails built by the Bar Harbor VIS. Sketches of this trail appear in the July and August issues of the Bar Harbor Record in 1891 (see photograph pg.39)

7. DORR MT SOUTH RIDGE TRAIL starts at the Blackwoods Campground, goes south, crosses ME 3 and climbs along the South Ridge to the summit of Cadillac. This trail was constructed in 1897 by the Bar Harbor VIS.

8. The DORR MT. NOTCH TRAIL connects the summits of Dorr and Cadillac from the Gorge between the two mountains.

This trail was built along with the North Ridge trail in 1891 by the Bar Harbor VIS to provide easy access to Cadillac Mt.

A. The HOMANS PATH was a memorial path dedicated to Mrs. Eliza Homans who gave the Beehive/Bowl tract of Champlain Mt. to the Trustees of Public Reservations in 1909. This was an important gift because it led to other land donations and the eventual formation of ANP.

The trail descended steeply, from the East Slope and Dorr

Mt. Trail junction, down the north-west slope of Dorr to the western edge of Great Meadow.

B. North-east of Sieur de Monts spring there is a large boulder with the name Stratheden inscribed into it. This marked the start of the STRATHEDEN PATH. The path was eliminated with the construction of the Park Loop Road and the entrance road to Sieur de Monts spring.

C. The WILD GARDENS PATH started at the foot of Kebo Mt. near Red Rock Spring, went Southeast, and connected with the Beachcroft Path.





Emery Path (1919  
photograph)

Schiff Path to Dorr's Summit  
(1919 photograph)





38

Kurt Diederich's Climb (1915 photographs)

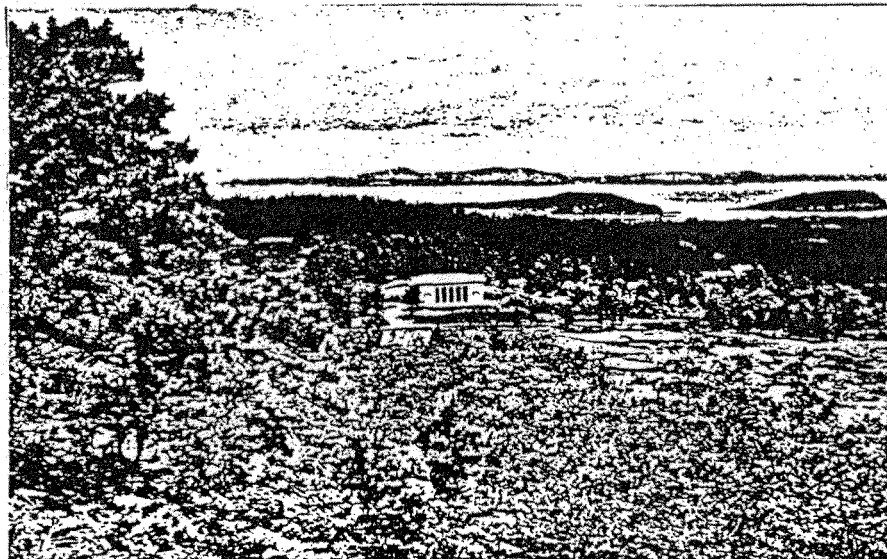


Vance McCormick,  
National Chairman  
Democratic Party  
1916

Stepping stones over Tarn (1917 photograph)



George B. Dorr, founder of ANP, on Beachcroft Path (1922 photograph)



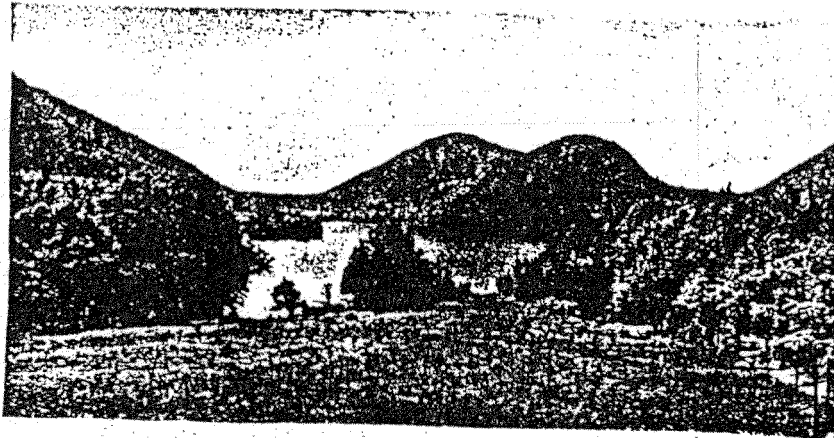
The Building of Arts and the Golf Links from Kebo Mt. (1915 photograph)

## PEMETIC MOUNTAIN and BUBBLE MOUNTAINS

Pemetic Mountain (1248) and Bubble Mountains (North, 874 ft. and South 766 ft.) lie in the center of the eastern district.

Pemetic was the word given by the Indians to name and describe the Island. There are three translations of the word - Pemetic: "sloping land", "range of mountains", "clam" (possibly meant the Island resembled a heap of clam shells). On older maps MDI was named Black.

Bubble Mountains were named from their shapes. The word Bubbles is a euphemism for the original name "boobies". As seen from the south end of Jordan Pd., the mountain's original name seems more descriptive (see photograph below).



Bubble Mountains from the south end of Jordan Pond

Pemetic

## EXISTING TRAILS (prior names)

1. Bubble/Pemetic Trail
2. Pemetic Trail
3. Pemetic West Cliff

## ABANDONED TRAILS

- A. Goat Trail
- B. Southeast slope Trail  
-spur to Pemetic Mt.  
Trail

Refer to 1926 Bates, Rand and Jaques Map on pg. 44 and the 1982 Phillips Map on pg. 44. for Pemetic and Bubbles Mountains.

1. The BUBBLE/PEMETIC TRAIL starts on the west side of the Park Loop Road, 1 mi. south of Bubble Pond. The trail reaches the summit of Pemetic in a .5 mi.

The trail was constructed in 1917 by the Seal Harbor VIS, although sections were re-built because of erosion in 1979 by ANP.

2. The PEMETIC TRAIL begins at the north end of Bubble Pond, ascends Pemetic Mt., descends down the south ridge, goes over the Triad and ends at the carriage road in the valley between Triad and Day Mountains.

The Seal Harbor VIS constructed this trail in the late 1890's. It appears on the small path map of 1901.

3. The PEMETIC WEST CLIFF TRAIL starts just before the intersection of the Pond Trail with the Triad Pass Trail, near the southern base of Pemetic. The trail climbs the mountain's south-west ridge to the summit.

This trail was constructed by the Seal Harbor VIS and appears on the 1901 small path map.

A. The GOAT TRAIL ascended in a direct line up the steep west slope of Pemetic from the east shore of Jordan Pond.

The Seal Harbor VIS constructed this trail in 1917.

B. The SOUTHEAST SLOPE TRAIL started .2 mi. below the summit of Pemetic on the Pemetic Mountain Trail and descended southeast where it connected with the Bubble/Jordan Pond Trail. The SPUR TRAIL TO THE PEMETIC MOUNTAIN TRAIL started on the Southeast Slope Trail, .3 mi. before the Bubble/Jordan Pond junction. From there the Spur Trail went directly west to connect with the Pemetic Mt. Trail.

### Bubbles

#### EXISTING TRAILS (prior names)

1. Eagle Lake Trail (same)
2. Bubbles/Pemetic Trail
  - spur to no. Bubble
  - spur to so. Bubble
3. Jordan Pd. Carry Trail  
(Eagle Lake Carry Trail)

#### ABANDONED TRAILS

- A. Bubble Cliffs Climb
- B. West Cliff of No. Bubble
- C. Curran Path

1. The EAGLE LAKE TRAIL starts from the carriage path road on the western shore of Eagle Lake. The trail ascends Corners Nubble (588 ft.), formerly known as Burnt Bubble, and continues along the north ridge of North Bubble Mt.

The trail was constructed by the Seal Harbor VIS in 1897.

2. The BUBBLES/PEMETIC TRAIL starts from the Bubble Rock Parking area on the Jordan Pond Road and ascends to the notch between North and South Bubble. From the notch there are spur trails to either summit. West of So. Bubble's summit is Balanced Rock (see photograph pg.43) The trail straight ahead leads to the north end of Jordan Pond and connects with the Deer Brook Trail. This trail appears on the 1901 small path map.

3. The JORDAN POND CARRY TRAIL starts at the south-west shore of Eagle Lake, goes south and connects with the No. Bubble Trail. The Carry Trail was built in 1888 by the Bar Harbor VIS.

A. The BUBBLE CLIFFS TRAIL was a circular path around the So. Bubble Mt. Hikers sidled the mountain using iron rungs as hand and foot holds.

The trail was built in 1929 by the Seal Harbor VIS. The trail was closed in the late 1950's because the trail was considered a safety hazard (see Brief History pg.6).

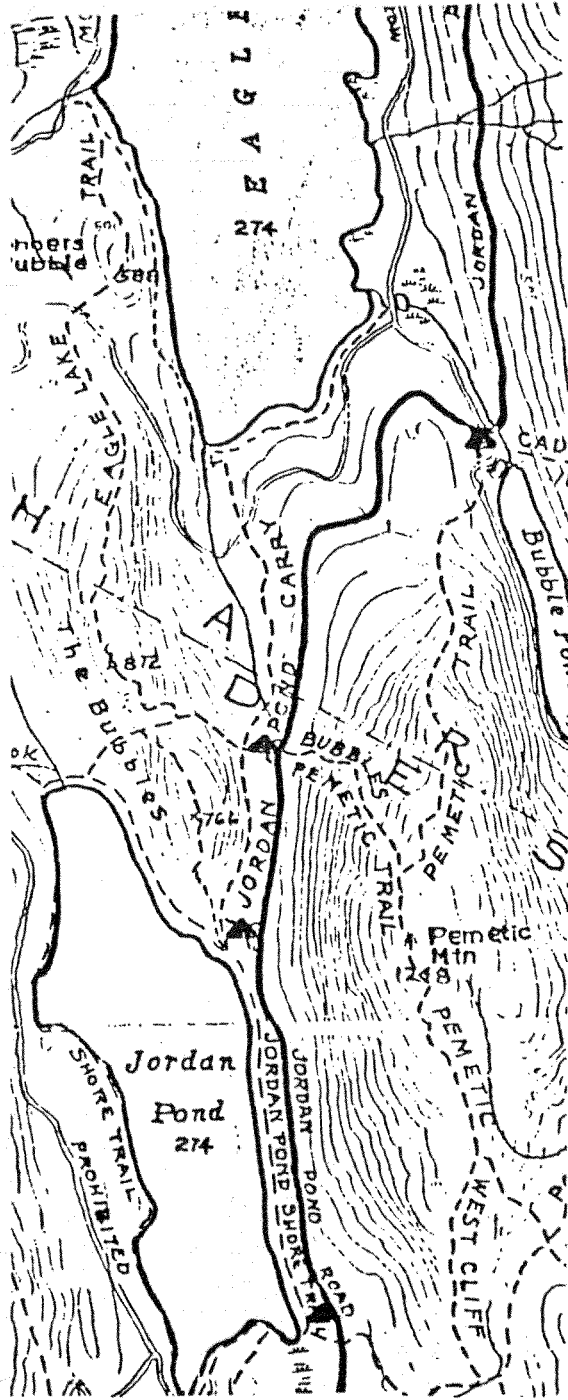
B. The WEST CLIFF TRAIL went along the west cliff of Bubble Mt. and connected with the Bubble Cliffs Trail on South Bubble.

This trail was built as a continuation of the Bubble Cliffs Trail by the Seal Harbor VIS in 1931.

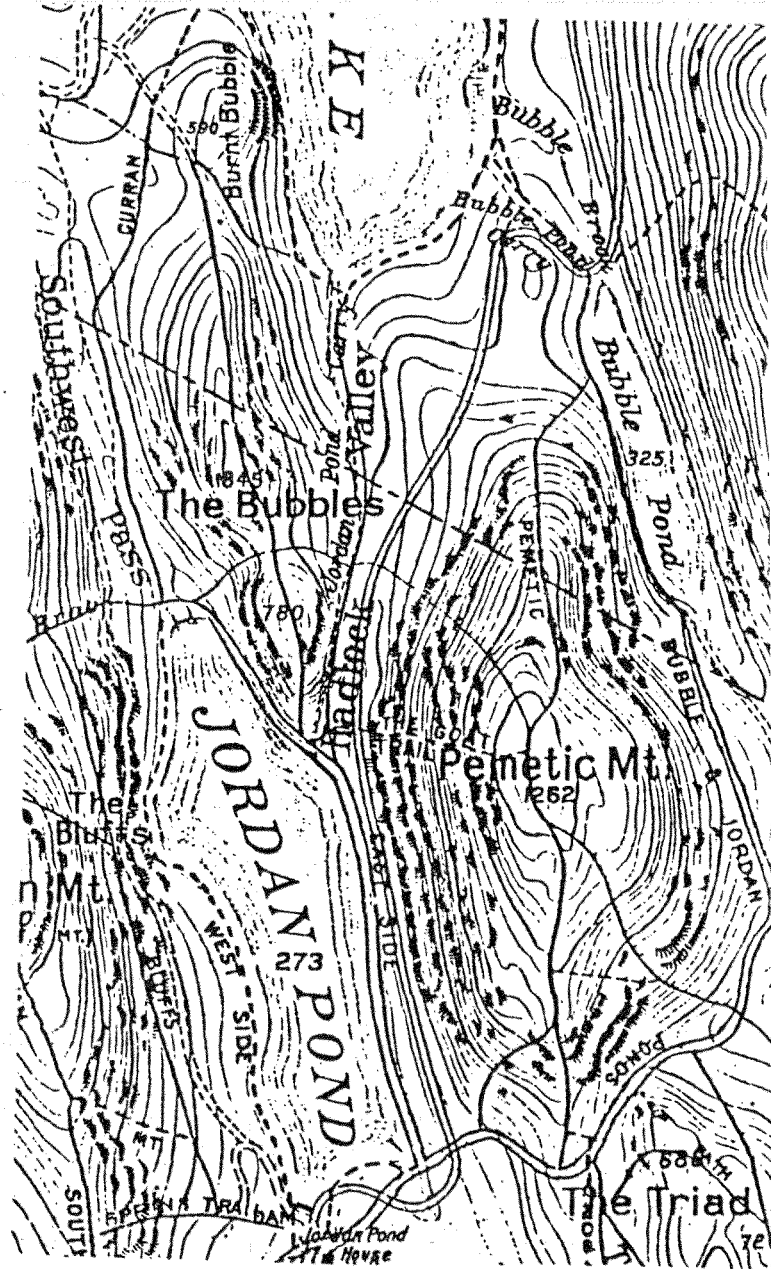
C. The CURRAN PATH was built in 1896 by the Bar Harbor VIS. The trail started on the west side of Eagle Lake, went through the south-west pass between the Bubbles and Sargent Mt. and terminated at the north end of Jordan Pond.



Balanced Rock on South Bubble Mountain (1972 photograph)



1982 Phillips  
Road and Path Map



1926 Bates, Rand and  
Jaques Path Map



## TRIAD and DAY MOUNTAINS

Triad was named from its triple-peaked elevation; east (720 ft.), middle (698 ft.), west (600 ft.). The east peak of the Triad is the site of the Van Santvoord memorial plaque. Van Santvoord was the chairman of the Seal Harbor VIS for six years. In 1916 the Seal Harbor VIS placed the plaque near the top of the east Triad. According to the Seal Harbor VIS report Santvoord was, "Of a modest and retiring nature, his efficient work was known only to those intimately associated with him, but everyone realized how ever ready he was to undertake any work in connection with paths and trails and what constant supervision he had over their care and maintenance."

Day Mt. has two summits, north (610 ft.) and south (460 ft.). An Ancient sea stack~~s~~ and a cave~~s~~ are present on the mountain. *cobble beaches,*

Refer to the 1926 Bates, Rand and Jaques Path map on pg. 49 and the 1982 Phillips Road and Path Map on pg 49. for Triad and Day Mountains.

### Triad

#### EXISTING TRAILS (prior names)

1. Triad/Hunters Brook Trail  
(same)
2. Pemetic Trail to Day Mt.  
(same)

#### ABANDONED TRAILS

- A. Triad Pass Trail  
east side of Pass-  
Van Santy Path
- B. Triad Gorge Trail
- C. Triad Circuit Trail
- D. Wildwood Farm from  
west Triad.

1. The TRIAD/HUNTERS BROOK TRAIL starts on the Park Loop Rd., .3 mi past the Rt. 3 underpass. The trail goes northeast along-side Hunters Brook, turns sharply west, crosses the carriage path road and climbs the east slope to the Pematic Trail junction. This trail first appears on the 1941 path map.
2. After the PEMETIC TRAIL TO DAY MT. descends the south slope of Pematic and crosses the Pond Trail, it ascends the north ridge of the Triad's middle summit and then goes east to the east summit. The trail descends to the Wildwood Horse stables on the Park Loop Road.

The Seal Harbor VIS constructed this trail in the late 1890's. It appears on the small path map of 1901.

A. The TRIAD PASS TRAIL, an elliptical shaped trail, began on the Bubble/Jordan Pond Trail, went south along the east ridge of Triad Pass and reached the Triad Circuit intersection. At the intersection the trail turned directly north, travelled along the west ridge of the Pass and ended at its beginning on the Bubble/Jordan Pond Trail.

This trail was built by the Seal Harbor VIS in 1912. The east side of the Pass trail was dedicated to J.S. Van Santvoord and called the Van Santy Path on the 1926 Path Map. The plaque commemorating Van Santvoord is directly below the Triad's east summit.

B. The TRIAD GORGE TRAIL was a short spur trail from the east ridge of the Pass down through the Gorge over to the west ridge to connect the east and west sides of the Triad Pass Trail.

This trail was built as a connecting trail along with the Triad Pass Trail by the Seal Harbor VIS in 1912.

C. The TRIAD CIRCUIT TRAIL circuited and connected the three peaks of the Triad.

The Seal Harbor VIS constructed this trail in 1915.

D. The WILDWOOD FARM TRAIL FROM THE WEST TRIAD descended from the west Triad to the Wildwood Farm Rd. This trail was constructed by the Seal Harbor VIS in 1914.

### Day

#### EXISTING TRAILS (prior names)

1. Day Mt. Trail

#### ABANDONED TRAILS

A. Tilting Rock Trail

B. Sea Cave Trail and  
- spur trail to summit  
- spur trail to Beach Brook

C. Icy Hill Trail

1. The DAY MT. TRAIL starts on the Park Loop Rd. opposite Wildwood Horse Stables, climbs the north ridge to the summit and descends the south ridge. The trail climbs down through caves using ladders and crosses the carriage road 5x before ending at the Champlain Monument on Rt. 3.

*No - not part of current trail*

A. The TILTING ROCK TRAIL started at the Ox Hill Rd. to Seal Harbor (now Rt. 3, .5 mi. after the Champlain Monument), climbed the southwest slope and reached the Tilting Rock, Sea Cave and Day Mt. summit intersection. From the intersection,

the Tilting Rock Trail went southeast over a cliff to the south summit and then descended .3 mi to Tilting Rock.

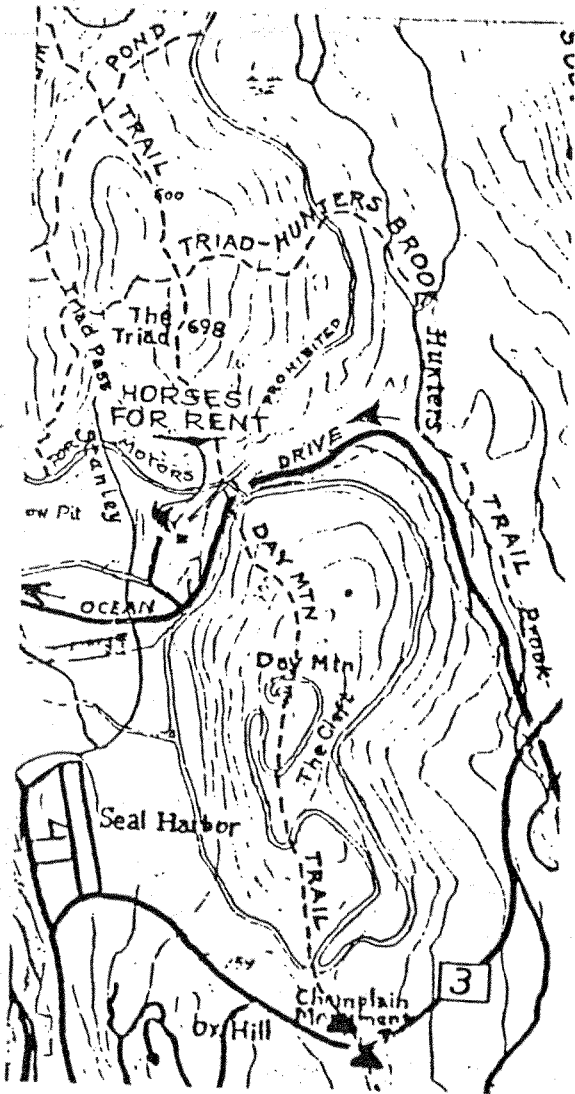
According to the map, Tilting Rock can be found along the carriage road, .3 mi before passing under the south summit (see picture pg.50). The Seal Harbor VIS constructed this trail in 1911.

B. The SEA CAVE TRAIL started from the Wildwood Farm Road (now the Park Loop Rd., .5 mi before reaching the Wildwood Horse Stables) and gradually ascended the north east slope of Day.

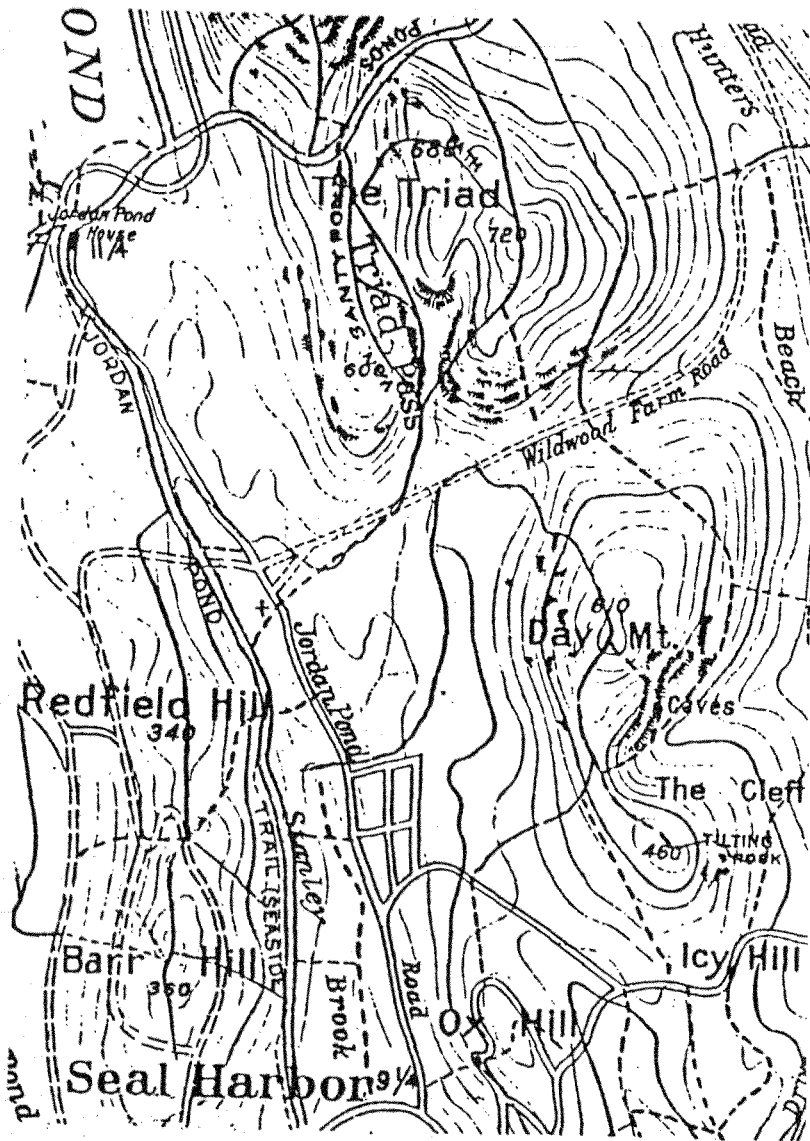
The Sea Cave Trail turned west, after reaching the SPUR TRAIL TO <sup>HUNTERS</sup> BEACH BROOK which descended down the east slope to the Bear Brook Trail, and continued west to the Sea Caves. At the Caves the SPUR TRAIL TO DAY MT. climbed steeply up the southeast slope to Day Mt.

C. The ICY HILL TRAIL started on the County Rd. at Icy Hill. The road was steep, crooked and a disaster if the road was icy. It was replaced by the construction of Rt. 3. From Icy Hill the trail went directly southwest to the Tilting Rock Trail.

The trail was constructed by the seal Harbor VIS in 1921.



1982 Phillips Road and Path Map



1926 Bates, Rand and Jaques Path Map



Tilting Rock (1928 photograph)



Sargent Mt., Jordan Mt., Pemetic Mt. and the Triads from Day Mt. (1928 photograph)

## SARGENT MT. (BRASSY) AND PENOBSCOT MT. (JORDAN)

In certain light, Sargent Mt. (1344 ft.) acquires a distinct brass color when seen from the sea. For this reason, fishermen in the early 1870's called the mountain, Brassy Mt. The name did not last for long, however, and was renamed Sargent after Stephen Sargent of Gloucester, MA who owned the land for several years.

Penobscot Mt. (1180 ft.) borders on Sargent's south slope and was called Jordan Mt for several years, because it rises from the western shore of Jordan Pond. The mountain and the pond were named after George H. and J.S. Jordan, lumbermen who forested at the base of the mountain in the mid 1800's. ~~Unfortunately~~ The fire of 1864 destroyed the primitive forest and put the Jordans, and many others, out of business. Now the mountain's name, Penobscot, refers to the name of an Indian tribe that once inhabited the Island.

Mr. Charles T. How sold Jordan Mt. (Penobscot), the Cedar Swamp Mt. spur, the Amphitheatre, and the south slope of Sargent for \$100 in 1909 to the Trustees of Public Reservations. The land acquired by the Trustees was important in the formation of ANP.

Refer to the 1926 Bates, Rand and Jaques Path Map on pg. 58 and the 1982 Phillips Road and Path Map on pg. 59 for Sargent and Penobscot Mountains.

Sargent

EXISTING TRAILS (prior names)

ABANDONED TRAILS

1. South Ridge (Sargent Mt. Trail)  
Trail

A. Aunt Betty's Pond

2. Giant Slide (Sargent Brook and  
Giant Slide)

B. Bates/Chasm Trail

3. North Ridge (upper half of Aunt  
Betty's Pond Trail)

C. McFarland Path

4. Hadlock Brook ( Waterfall Trail)

5. Maple Spring (same)

6. Amphitheatre (same)

7. Parkman Mt. (Little Brown's)

8. Grandgent (same)

1. The SOUTH RIDGE TRAIL starts at the southern base of Cedar Swamp Mt.. The trail climbs up and over Cedar Swamp MT., and climbs the south slope of Sargent to the summit. This trail appears on the 1901 small path map and was built by the Bar Harbor VIS.

2. The GIANT SLIDE TRAIL is a great way to approach Sargent mountain from the north-west side. It starts from the stone chapel on the east side of Rt. 198, about 1 mi. after the 233 intersection.

The trail was built in 1903 by the Bar Harbor VIS and called the Giant Slide because it climbs over tumbled boulders in Sargent Brook.



3. The NORTH RIDGE TRAIL starts from the Giant Slide Trail and first goes east and then north-east to the summit of Sargent.

The North Ridge Trail is the southeast section of the Aunt Betty's Pond trail built by the Northeast Harbor VIS prior to 1901.

4. The HADLOCK BROOK TRAIL begins on Rt. 198 north of upper Hadlock Pond and opposite the Norumbega Mt. Parking area. The trail climbs along-side Hadlock Brook and connects with the South Ridge trail.

This trail was formerly known as the Waterfall Trail because of the Waterfall it passes, (now along the carriage path road) found along the trail. It was built in 1894 by the Bar Harbor VIS and relocated several times because of the trail's muddy condition.

5. The MAPLE SPRING TRAIL begins on the Hadlock Brook Trail and runs parallel to the brook. The trail passes under Gilmore Peak, goes east to Maple Spring, and connects with the South Ridge Trail.

The North-east Harbor VIS constructed this trail in 1914.

6. The AMPHITHEATRE TRAIL begins on the carriage path road (1. mi. south-west from the south end of Jordan Pond) Then the trail goes north along Little Harbor Brook where it turns sharply west to Birch Spring and the intersection of the South Ridge trail. This trail was constructed by the North-east Harbor VIS in 1914.

7. The PARKMAN MT TRAIL begins on the east side of Rt. 198 at the parking area, goes north, crosses the carriage road three

times, and ascends to the summit of Parkman Mt. (941 ft.) The trail descends, crosses the carriage road again and leads to the intersection of the Giant Slide and North Ridge Trails.

The Parkman Mt. Trail, formerly known as Little Brown's Trail, was directly opposite Brown's Mt. (now Norumbega Mt.) was built in 1920 by the Northeast Harbor VIS.

8. The GRANDGENT TRAIL starts at the south end of the Giant Slide Trail at Gilmore Peak (1036 ft.) and climbs the upper west slope of Sargent.

The trail was named in honor of Charles H Grandgent, a member of the South-west Harbor VIS. He also wrote "Walks on Mount Desert Island", a trail guide printed in 1928.

The Grandgent Trail was built in the late 1930's by the North-east Harbor VIS and didn't appear on path maps until 1941.

A. The AUNT BETTY'S POND TRAIL started at the northern end of Aunt Betty's Pond, continued south, crossed the north ridge section of the Giant Slide Trail and turned sharply west up the west slope of Sargent Mt. The North-east Harbor VIS constructed this trail prior to 1901.

Along the north ridge, where the Aunt Betty's Pond Trail turned sharply west, there is part of an iron rung driven into the rock. Gary Stellpflug, trail foreman at ANP, guesses this was used as a 1000 ft. elevation marker.

B. The BATES/CHASM TRAIL began on the old South-west Valley Rd.

(now part of the carriage path system), climbed the northern ridge of Sargent Mt., and followed along Chasm Brook.

The trail was built by the Bar Harbor VIS. In 1910 the trail was dedicated to Waldron Bates, who was a path builder, designer and map maker for the Bar Harbor VIS for several years.

C. The MCFARLAND TRAIL started at the Eagle Lake Road, opposite McFarland Hill, went north and eventually ran parallel to the Chasm/Bates Trail and the Aunt Betty's Pond Trail along the north ridge of Sargent Mt. The trail was constructed in 1899 by the Bar Harbor VIS.

### Penobscot

#### EXISTING TRAILS (prior names)

1. Penobscot Mt. Trail (Jordan Mt. South End and Spring Trail)
2. Jordan Cliffs (Jordan Bluffs)
3. Deer Brook Trail (same)
4. Asticou/Jordan Pd. Trail (same)
5. Jordan Pd. Shore Trail (east and west shore trails)

#### ABANDONED TRAILS

- A. Amphitheatre Trail  
.6 mi. south from summit
- B. south end section of South End Trail
- C. The old Jordan Cliffs Trail
- D. spur trails around Sargent Pond

1. The PENOBSCOT MOUNTAIN TRAIL begins at the Jordan Pd. House, crosses the carriage road and Jordan Stream and rises to the south end of Jordan Ridge. The trail continues north to the summit.

This trail appears on the 1901 small path map and was constructed by the Bar Harbor VIS. The trail formerly began from the Asticou/Jordan Pond Trail, west of the Jordan Pond House. The first section of the trail was known as the Spring Trail

2. The JORDAN CLIFFS TRAIL is an exciting approach to Penobscot mountain and offers great views of Jordan Pond. The trail begins west of the Jordan Pond House, runs north and climbs the east shoulder of Penobscot Mt.

The trail was referred to as the Jordan Bluffs Trail and was constructed by the Seal Harbor VIS in 1921.

3. The DEER BROOK TRAIL climbs steeply from the north end of Jordan Pond, follows Deer Brook, and ends at the spur trail to Sargent Mt. Pond.

The Bar Harbor VIS constructed this trail in 1899. In 1922 the Seal Harbor VIS built a spur trail from the Deer Brook Trail to the summit of Sargent.

4. The ASTICOU/JORDAN POND TRAIL is a wide path leading from the Asticou Inn in North-east Harbor to the south-west end of Jordan Pd. The Northeast Harbor VIS constructed this trail in 1914.

5. The JORDAN POND SHORE TRAIL is a circular path around the shore of Jordan Pond. It gives access to trails ascending the Bubbles, Pemetic, Penobscot and Sargent Mountains.

The shore path appears on the 1901 small path map. The east side of the shore trail was maintained as a wide, graded path, whereas the <sup>west</sup>~~east~~ side was narrow and rather rough.

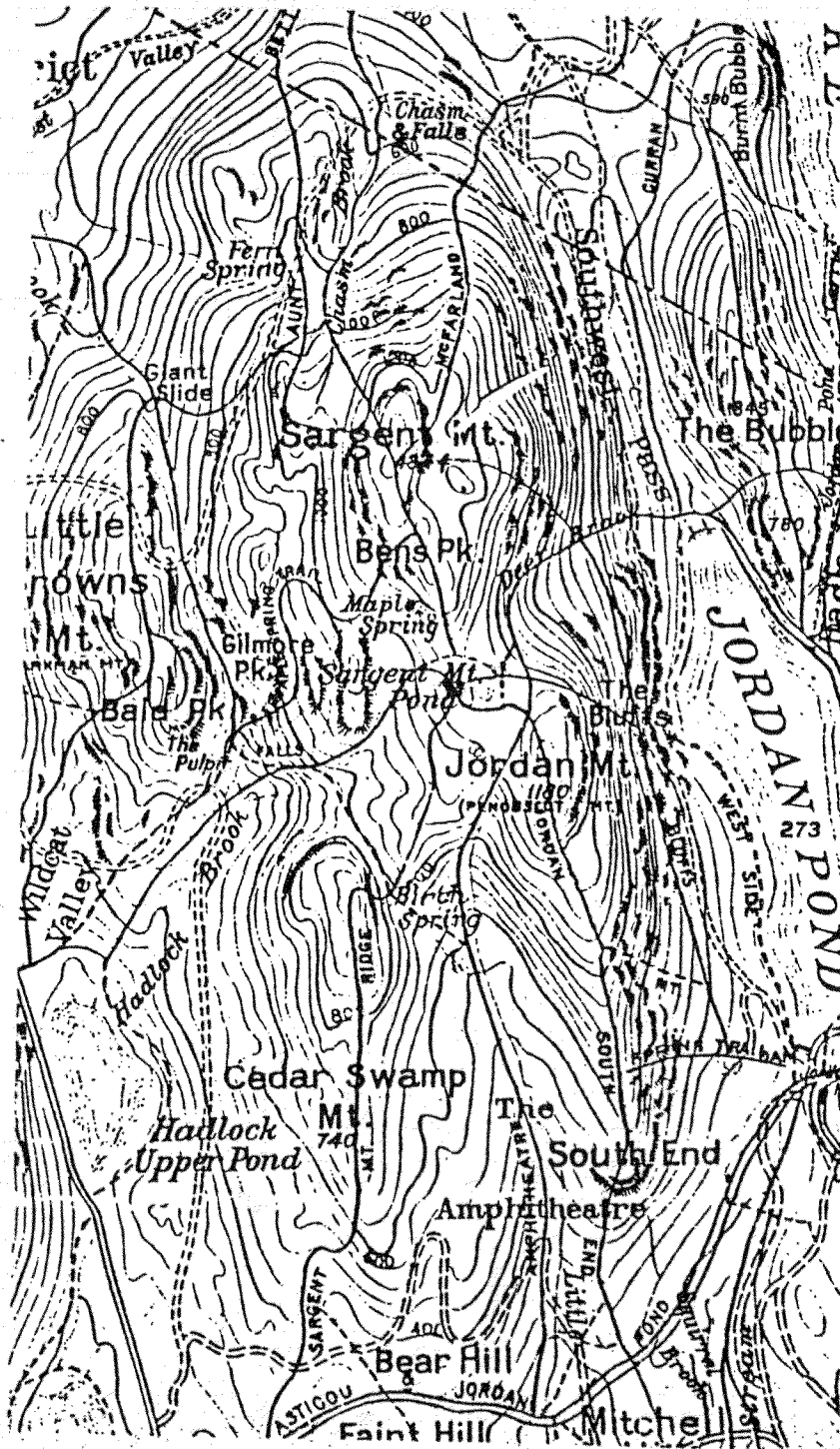
A. Instead of going west to Birch Spring, the old AMPHITHEATRE TRAIL (SEE Sargent #6) continued north, followed Little Harbor Brook and terminated at the summit of Penobscot Mt.. The trail was constructed in 1914 by the North-east Harbor VIS.

B. SOUTH END SECTION OF THE SOUTH END TRAIL (see 1.)

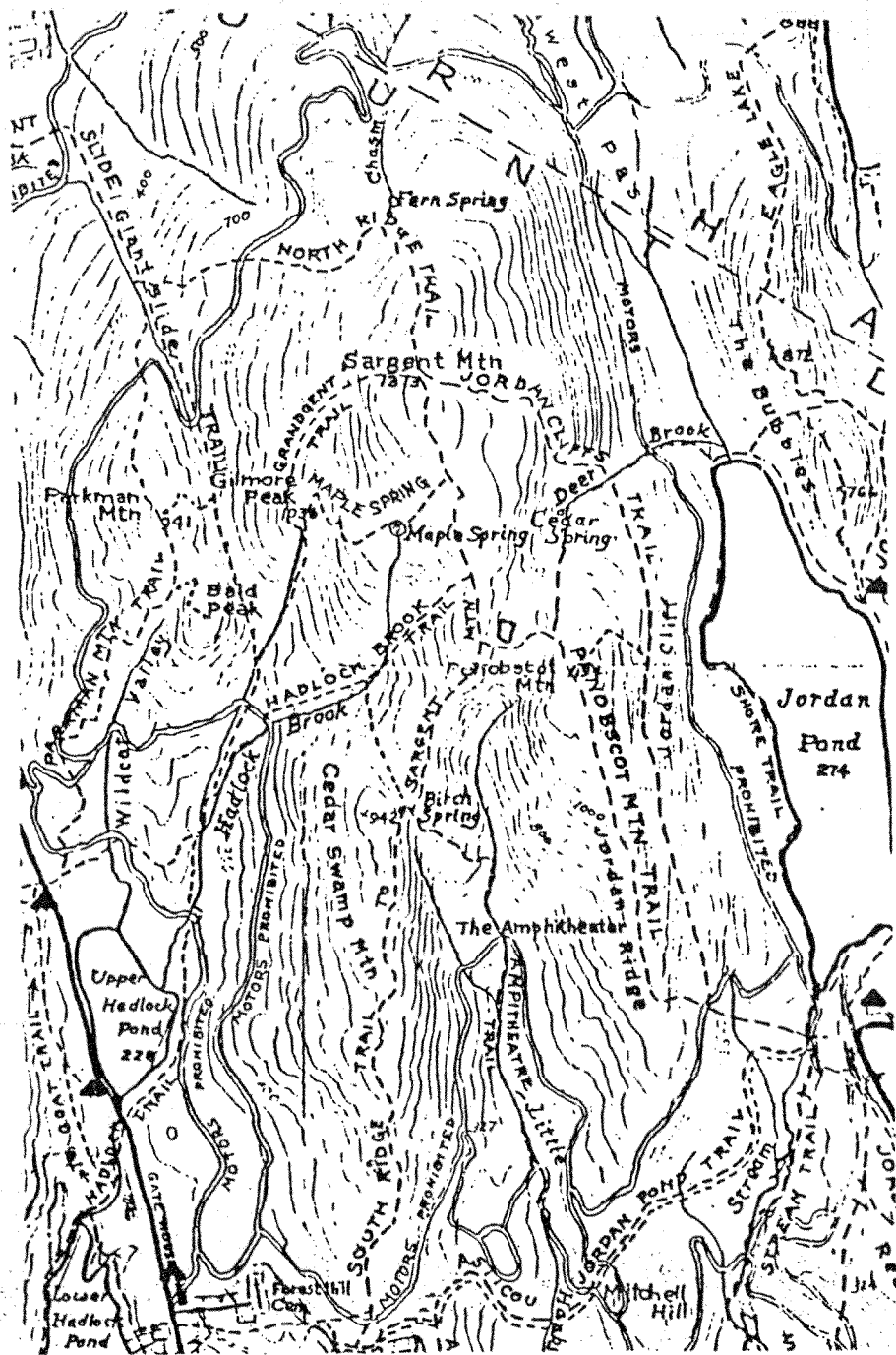
C. The OLD JORDAN BLUFFS TRAIL began from the Spring Trail (now the 1st section of the Penobscot Mt. Trail), went directly north along the lower eastern cliffs and connected with the Deer Brook Trail (see photograph pg. 60).

D. There were several SPUR TRAILS to Sargent Mt. Pond diverging from the main trails to Sargent and Penobscot Mountains (see photograph pg. 60).





1926 Bates, Rand and Jaques Path Map



1982 Phillips Road and Path Map



Sargent Mt. Pond (1928 photograph)



Jordan Pond from rockfall on Jordan Cliffs Trail (1928 photograph)



NORUMBEGA MOUNTAIN (BROWN~~S~~)

Norumbega Mt. (852 ft.) is on the east side of Somes Sound and offers great views of the western mountains across the Sound. Norumbega is an Indian word and translated it means reference to "City of Gold" an indefinitely bound area. The Indians entertained French explorers and told them that Norumbega, a wealthy and walled in city, was within their reach. In search of Norumbega, the French extensively explored the coast.

The Mt. was named Brown~~s~~ for several years after John Brown, who owned a 117 acre lot just north of the mountain.

## EXISTING TRAILS (prior names)

1. Norumbega Mt. Trail (Brown Mt. Trail)

2. same as #1 but starts from Hadlock Brook Dam

3. Goat Trail

## ABANDONED TRAILS

A. North Ridge Trail

Refer to 1926 Bates, Rand and Jaques Path Map and the Phillips Road and Path Map of 1982 on pg. 62 a.

1. The NORUMBEGA MOUNTAIN TRAIL starts from the southern end of lower Hadlock Pond and climbs the South Ridge to the top.

This trail was constructed in 1900 by the North-east Harbor VIS and was the first trail constructed on this mountain.

2. From the ninth tee at the North-east Harbor Golf Course, the NORUMBEGA MOUNTAIN TRAIL runs parallel to the trail ascending from the dam and connects with it after .3 mi..

In 1914 this trail was constructed by the North-east Harbor VIS.

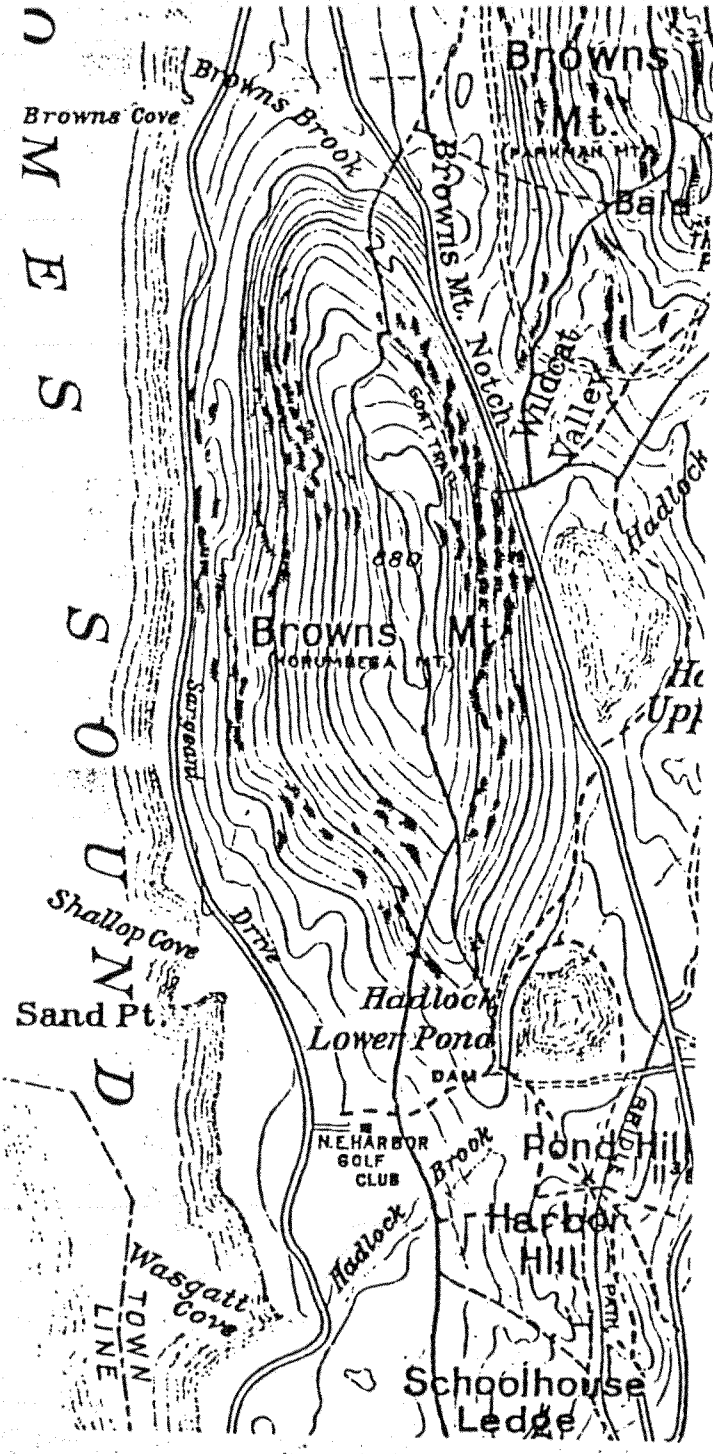
3. The GOAT TRAIL is a steep ascent up the eastern side of Norumbega from Rt. 198, just before reaching Upper Hadlock Pond. This trail was constructed in 1914 by the North-east Harbor VIS.

A. The NORTH RIDGE TRAIL ascended from the Brown Mt. Notch Rd. (now 198), .5 mi. after the stone chapel on the road's east side.

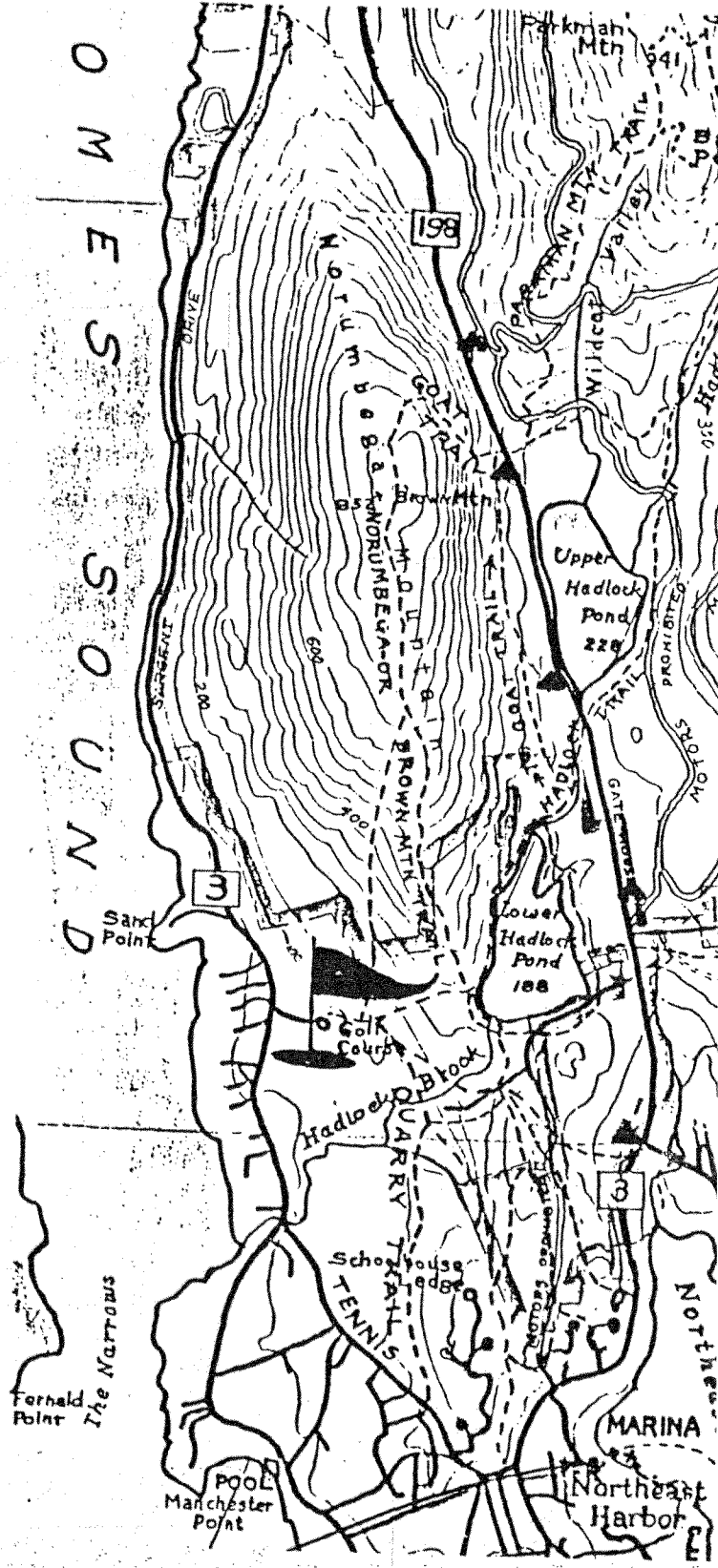
The trail was constructed in 1912 by the North-east Harbor VIS.



Looking southeast over the Hadlock Ponds and Northeast Harbor (1928 photograph)



1926 Bates, Rand and Jaques Path Map



1982 Phillips Road and Path Map

## West of Somes Sound

## ST. SAVEUR MOUNTAIN (DOG) and ACADIA MOUNTAIN (ROBINSON)

St. Saveur Mt. (679 ft.) was renamed from Dog Mt., although older local residents still refer to the mountain's previous name. The mountain was named Dog supposedly because a dog had fallen from a cliff on the mountain side.

The current name, St. Saveur, refers to the name given by the Jesuits to a mission. The mission was established in 1613 at the foot of Flying Mt. (southeast of St. Saveur and Valley Peak).

Flying Mt. (248 ft.) was named by the Indians because the mountain juts out into Somes Sound. It was said to have detached itself from St. Saveur mountain and was "flying" out to sea.

Acadia Mt. (681 ft.) is on the western shore of Somes Sound and is the only mountain on MDI to have an east-west ridge. The mountain's former name was Robinson after a man who settled near the mountain.

Mr Robinson was an unusual man who searched throughout his life for treasures and other pirate remnants. He believed that Captain Kidd's treasure was buried in the side of the mountain and he sunk shafts in an attempt to find it. Robinson became senile (according to some) and claimed he had found the treasure. Local Southwest Harbor Merchants recalled Robinson coming into the stores to buy gunpowder with the purpose of using it to blow open his discovered treasure chest.

Mr. and Mrs. Lincoln Cromwell of New York gave Acadia Mt. to the Park in memory of her father, Rev. Cornelius Smith—first summer resident to build a home on Somes Sound.

\* Before the arrival of automobiles the best approach to the trails on St. Saveur and Acadia was via boat to Man O'War Brook, on the shore of Somes Sound.

### St Saveur

#### EXISTING TRAILS (prior names)

1. St. Saveur Trail (Dog Mt. Trail)
2. Ledge Trail (same)
3. Valley Peak Trail  
(Eagle Cliff Trail)
4. Flying Mt. Trail (same)

#### ABANDONED TRAILS

- A. Slide Trail
- B. Echo Lake Trail
- C. Dole Trail
- D. Lovers Lane Trail

Refer to the 1930 Bates, Rand and Jaques Path map on pg. 67 and the 1982 Phillips Map on pg. 67, for Acadia and St. Saveur Mountains.

NOTE: The trails west of Somes Sound were constructed by the Southwest Harbor Village Improvement Society. Unfortunately the Southwest Harbor VIS reports are missing and I'm unaware of any other written accounts about the trails in the western district. If anyone has information on these trails or know where I might find the VIS reports, please contact me or Gary Stellpflug—trail foreman at Acadia National Park.

1. The ST. SAVEUR TRAIL begins across the street from the Acadia Mt. parking area on Rt. 102 ( 3 mi. south of Somesville).

The trail gradually climbs the north ridge of the mountain to the summit (1.3-mi.) and connects with the Valley Peak Trail.

2. The LEDGE TRAIL starts at the St. Saveur Parking area on Rt. 102 (2 mi. north of the Echo Lake parking area ). The trail is

a steep ascent over ledges and meets with the St. Saviour Trail (0.5 mi.). From there it's only .3 to the summit.

3. The VALLEY PEAK TRAIL starts at the east end of the Man O' War Brook Fire Road. The trail ascends steeply up the northeast shoulder of St. Saviour to the summit (.8 mi.), goes over Eagle Cliff (good views of Valley Cove) and descends to the Valley Cove Truck Rd.

4. The FLYING MOUNTAIN TRAIL starts at the Acadia/ St. Saviour trail junction at Man O' War Brook, follows the shore of Somes Sound south passing Eagle Cliff and then ascends steeply to the summit of Flying Mt. (1.2 mi.). The trail follows the south ridge and descends to the Valley Cove Truck Rd. (.3 mi.).

A. The SLIDE TRAIL began on the Fernald Pt. Rd. and climbed the southeastern shoulder of St. Saviour to the summit. The trail was called slide because it passed over large boulders of a land slide.

B. The ECHO LAKE TRAIL started on the old Somesville Rd. (now Rt. 102) at the start of the St. Saviour Ledge Trail. The trail went west to Echo Lake and the start of the Beech Cliff Trail.

C. The DOLE TRAIL started at the Dole landing at Fernald Pt. and went north across the Somesville Rd. (now Rt. 102) and then west to the Beech Hill Rd.

D. The LOVERS LANE TRAIL started at the Beech Hill Rd and travelled south-west to the head of Norwood Cove.

Acadia

## EXISTING TRAILS (prior names)

## ABANDONED TRAILS

1. Man O' War Brook Trail

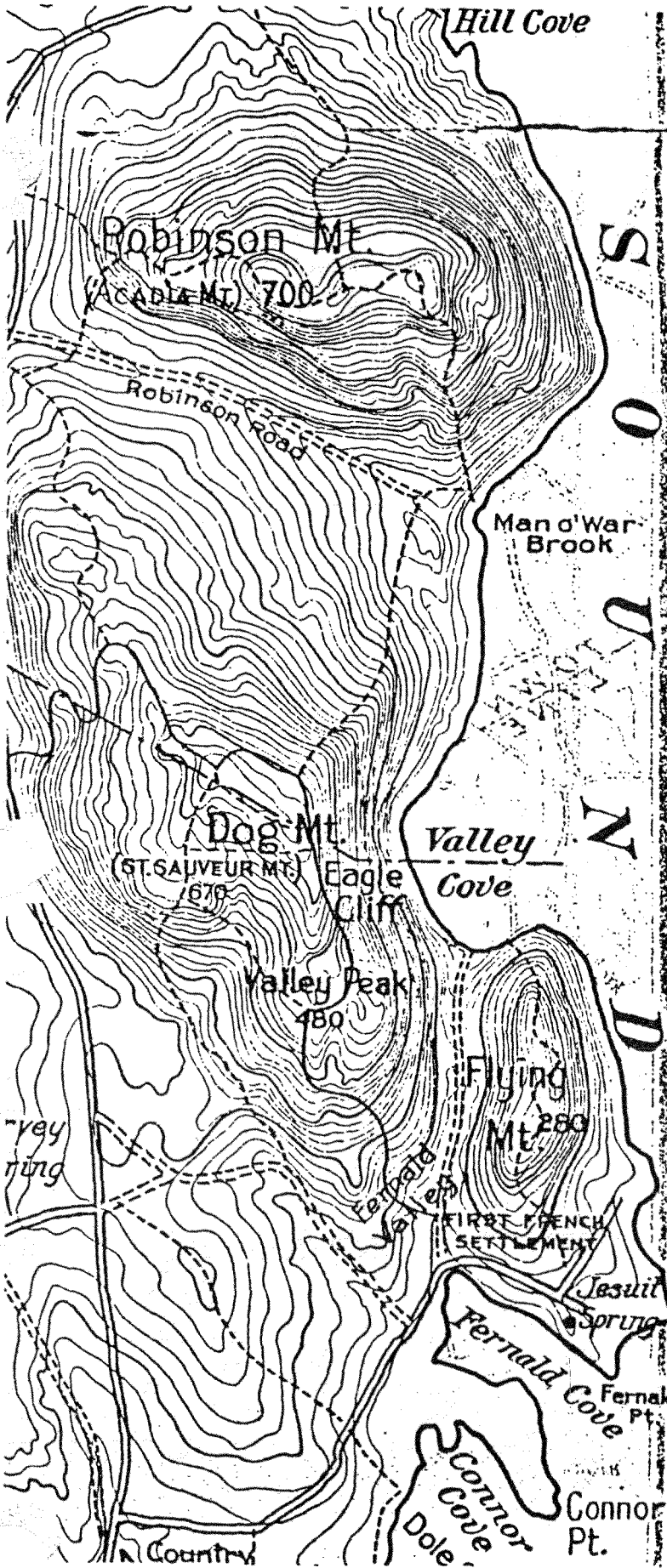
A. Quarry Trail

2. Acadia Mt. Trail  
(Robinson Mt. Trail and  
Tug O' War Trail)

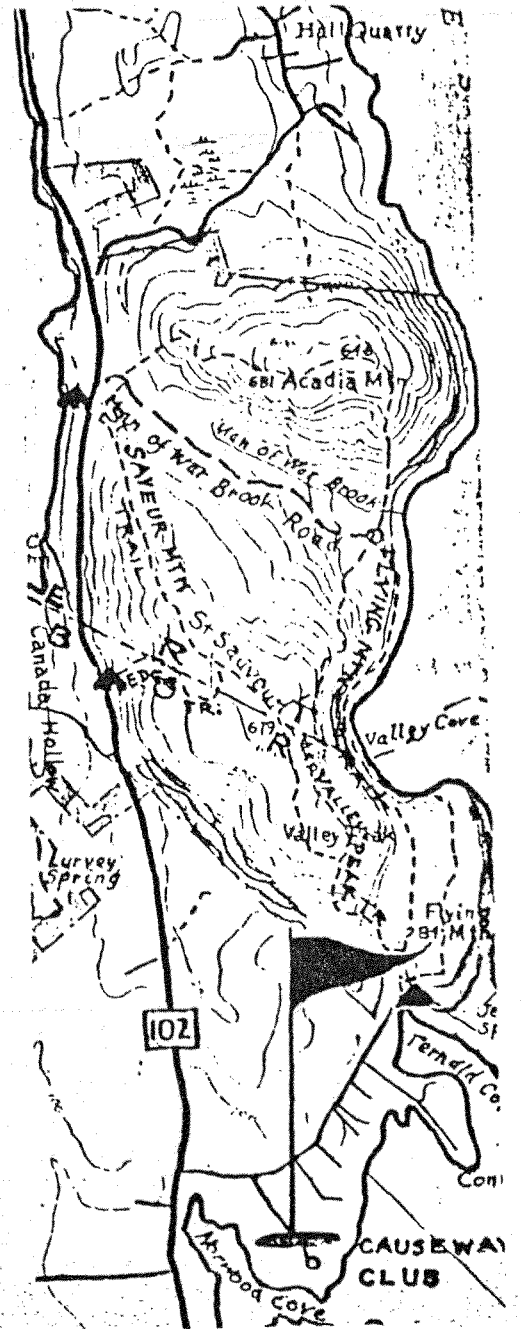
1. The MAN O' WAR BROOK TRAIL starts at the junction of the Acadia Mt. Trail and the St. Saveur Trail at Man O' War Brook. The brook was named Man O' War because English and French fighters anchored their frigates in the deep waters of Somes Sound and were close enough to the shore to gather much needed water from this brook. The trail terminates at the Man O' War cascade on the shore of Somes Sound.

2. The ACADIA MT TRAIL starts across the street from the Acadia Mt. parking area on Rt. 102, 3 mi south of Somesville. The trail ascends the west side to the summit, travels along the east-west ridge which offers great views of Somes Sound, descends steeply down the south side, crosses Man O' War Brook, and ends at the St. Saveur/Acadia Mt. trail junction. Man O' War Brook Fire Road is 200 yards to the west.

A. The QUARRY TRAIL started at the road opposite Hall Quarry, climbed southwest and south along the north ridge of Acadia, and connected with the Tug O'War Trail, .3 mi. west of the summit.



1930 Bates, Rand and Jaques Path Map



1982 Phillips Road and Path Map





The Cliffs of Acadia Mountain, looking across Somes Sound to Northeast Harbor (1921 photograph)

## The Western Mountains

### MOUNT MANSELL, BERNARD MOUNTAIN AND BEECH MOUNTAIN

Mount Mansell (east peak- 949 ft.) and Bernard Mt. (west peak- 1071 ft.) together form what was known for hundreds of years as Western Mt. The trails on these mountains are more wooded and different from the eastern mountains which offer panoramic views.

Mount Mansell is named after Sir Robert Mansell who was Vice Admiral of the British Fleet and a member of the Council of New England. Mansell bought the Island from the English Crown for 110 pounds, although he never settled on the Island and consequently lost his claim to ownership. In the late 1600's, for a short while, the Island was named Mount Mansell.

Bernard Mt. is named after Sir Frances Bernard. He was Captain General and Governor In Chief of the Province of Massachusetts Bay in the mid 1700's. The Province of Massachusetts Bay granted the western half of the Island to Bernard in 1771.

Beech Mt. (855 ft.) is east of the Western Mountains and lies between Long Pond and Echo Lake. The mountain was named Beech because of the grove of Beech Trees found at the mountain's southeastern base.

NOTE: Other sources verify that the trails west of Somes Sound were constructed by the Southwest Harbor VIS, but unfortunately the Southwest Harbor VIS Annual Reports are missing. Therefore details about who constructed, funded and planned these trails are lacking in the following trail descriptions. If anyone knows the whereabouts of the Southwest Harbor VIS Annual Reports, please contact me or Gary Stellflug at Acadia National Park.

Mansell

## EXISTING TRAILS (prior names)

1. Great Pond Trail (same)
2. Perpendicular Trail  
(summit section of trail from  
Great Pond)
3. Mansell Peak Trail (East  
Peak Trail)
4. Razor Back Trail (same)

## ABANDONED TRAILS

- A. East Cliff to Great  
Pond Trail
- B. northern part of  
  
Pond Trail

Refer to the 1930 Bates, Rand and Jaques Path Map on pg 76. and the 1982 Phillips Road and Path Map on pg. 77 for Mansell and Bernard Mountains.

1. The GREAT POND TRAIL begins at the pumping station at the southern end of Long Pond, follows the west shore (1.5 mi.), bears southwest and climbs along-side Great Brook, and terminates at the Western Trail (2.9 mi.) (see photograph pg. )

On older maps the Great Pond Trail turned sharply west about .5 mi. from the pumping station and climbed the steep east cliffs to the summit of Mansell. The latter half of the trail is now part of the Perpendicular Trail.

2. The Perpendicular Trail starts on the west shore of Long Pond, .2 mi. along the Great Pond Trail from the pumping station. A long set of rock steps spiral northwest and north up the steep east slope of Mansell to the summit.

The Perpendicular Trail first appears on the 1941 path map, although it is mentioned in the 1928 trail guide. The trail guide does not mention the long series of rock steps but

says the trail is "rather rough", over "heaps of rubble", and passes a "ruined hut".

3. The MANSELL PEAK TRAIL starts at the Gilley Field Parking area on the Western Mt. Truck Rd. and climbs the south ridge through woods and over ledges to the summit of Mansell.

This trail was the first to be constructed on Mansell in the early 1900's by the Southwest Harbor VIS.

4. The RAZOR BACK TRAIL starts at the Gilley Field parking area, climbs the south ridge, runs parallel to the Mansell Peak Trail and connects with the Western Mt. - Moss Trail going to either summit.

The Bar Harbor VIS report mentioned that the construction of the Razor Back Trail was directed by the Southwest Harbor VIS in 1919.

A. & B. The GREAT POND TRAIL and EAST CLIFF TRAIL (see # 1.)

### Bernard

#### EXISTING TRAILS (prior names)

1. South Face Trail (same)
2. Sluiceway Trail (same)
3. Great Notch (south section of Gilley Trail) summit
4. Western Trail
5. Moss-Western Mt. Trail

#### ABANDONED TRAILS

- A. Circular Trail
- B. Center - Pretty Marsh Trail
- C. Spring Trail and spur trail to Middle

Bernard or the West Peak of Western Mountain has three summits (north, middle, south). The middle summit is the highest and

was once the site of rustic summer home owned by Mr. Kaighn (see 5.). Great Notch is in between Mansell and the north summit, or Knight's Nubble of Bernard, and Little Notch lies between the north and middle summits of Bernard. Between middle and south summits is Spring Notch.

1. The SOUTH FACE TRAIL starts at Mill Field on the Western Mt. Truck Rd., travels west along an old ski trail, and climbs the south ridge through a spruce and fir forest to Bernard's summit (1.7 mi.).

2. The SLUICEWAY TRAIL begins at Mill Field on the Western Mt. Truck Rd. The trail goes north, turns west, and climbs steeply to the junction of the South Face Trail (1 mi.).

This trail's construction is mentioned along with the Razor Back Trail in the 1919 Bar Harbor VIS Report.

3. The GREAT NOTCH TRAIL starts at Gilley Field, runs northwest to the Sluiceway Trail junction and then goes directly to the Western-Moss Trail junction.

As outlined in the 1928 trail guide book, the Great Notch Trail (GNT) took a different course. The Gilley Trail continued northwest to the junction of the Sluiceway Trail and the Spring Trail (see C.), whereas the GNT went north through the notch to the intersection of the Western Mt.-Moss Trail and the Center-Pretty Marsh Trail (now the 1st half of the Western Trail (see # 4.).

4. The WESTERN TRAIL starts from the Long Pond Fire Truck Rd.

on the East Side, about .5 mi. from the Pine Hill parking area. The trail gradually climbs southeast and ends in Great Notch.

The trail, formerly known as the Center-Pretty Marsh Trail, started at Pretty Marsh Center P.O. and traveled south and southeast to Great Notch.

5. The WESTERN MT. TRAIL - MOSS TRAIL travels east and west and provides access to Bernard and Mansell Peak. The trail is known as the Moss Trail because it passes many interesting mosses, lichens and ferns.

The Bernard summit section of the Moss Trail was called the Kaighn Trail because it passed Mr. Kaighn's summer home on the summit.

A. The CIRCULAR TRAIL started at two points along the Moss Trail (east and west) and circumvented the north summit of Bernard.

B. The CENTER-PRETTY MARSH TRAIL (see # 4.)

C. The SPRING TRAIL started at Spring Notch in between the south and middle summits of Bernard. The trail went southeast and connected with the Sluiceway Trail. This trail was closed in 1974 by ANP due to large wind throws, although they could have been removed.

After descending .2 mi. on the Spring Trail, the SPUR TRAIL climbed the steep west side of Bernard to the summit's lookout. This trail was relocated in the 1940's, although there is no mention why. In 1976 D.Cole, former trail foreman, closed the trail because it was considered unnecessary. Staircases can still be found.

Beech

## EXISTING TRAILS (prior names)

1. Beech Cliffs Trail  
(same)
2. Beech Mt. Trail (same)
3. Valley Trail
4. South Ridge (part of Long Ridge Trail)
5. West Ridge Trail

## ABANDONED TRAILS

- A. Old Beech Cliffs Trail
- B. The Long Ridge Trail
- C. Echo Lake Trail

Refer to the 1930 Bates, Rand and Jaques Path Map on pg. 78 and the 1982 Phillips Road and Path Map on pg 79.

1. The BEECH CLIFF TRAIL starts at the Beech Hill parking area near the south shore of Echo Lake. The trail climbs steeply up the east cliffs via switch backs and ladders, goes north along Canada Ridge and ends at the beginning of the Beech Cliff Trail (north) (see photograph pg 81.)

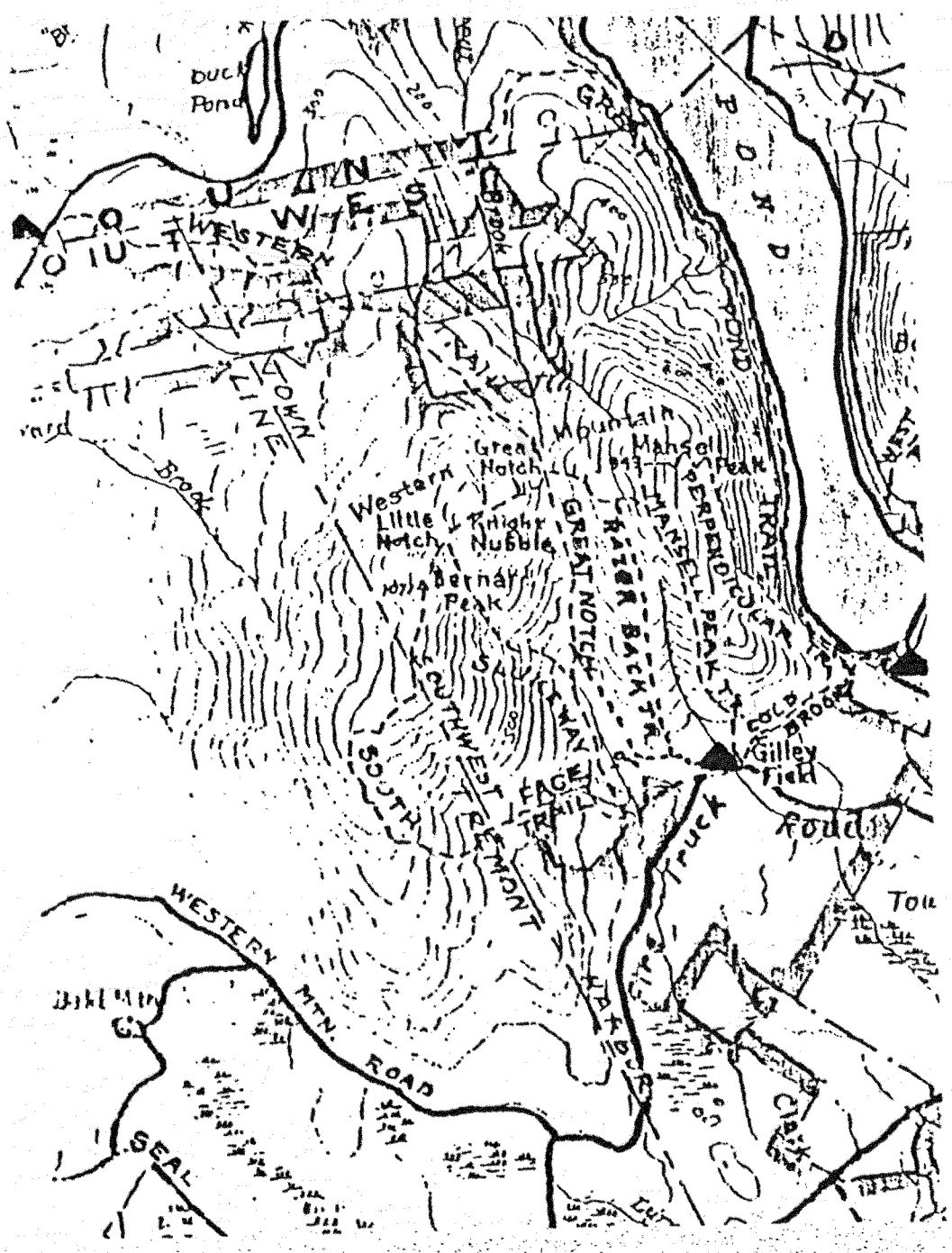
Gary Stelpflug, trail foreman at ANP, met an older man on the trail one day. The man said he had helped construct the trail with a group of CCC's in the 1930's.

2. The BEECH MOUNTAIN TRAIL begins at the Beech Mt. parking area and climbs north to the summit. From the summit the trail descends down the northwest ridge and travels west to the trail's start.

3. The VALLEY TRAIL starts at the Beech Mt. parking area, goes south through the valley between Canada Cliffs and Beech Cliffs and then through the notch between Beech Cliff and Beech Mountain, and ends at the south end of Long Pond.

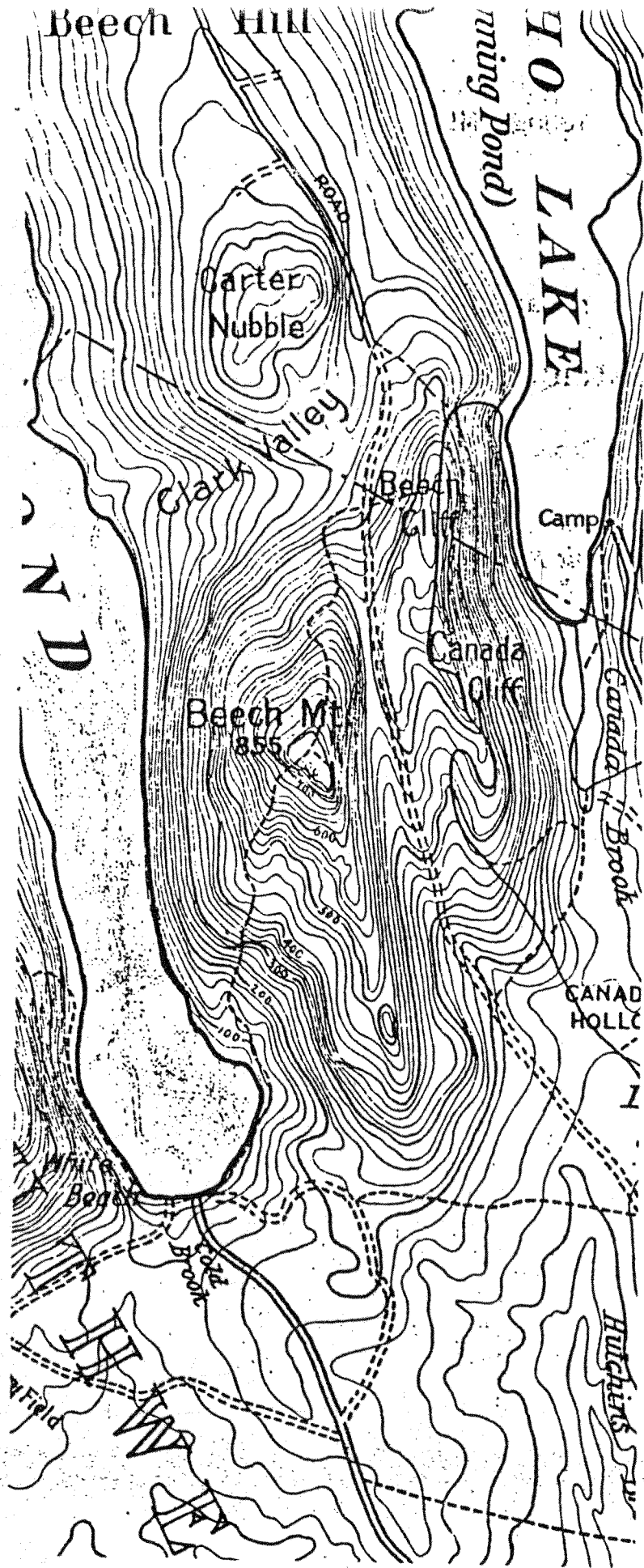
4. The SOUTH RIDGE TRAIL starts part way up the Valley Trail and ascends the south ridge of Beech Mt. to the summit.

75/16?

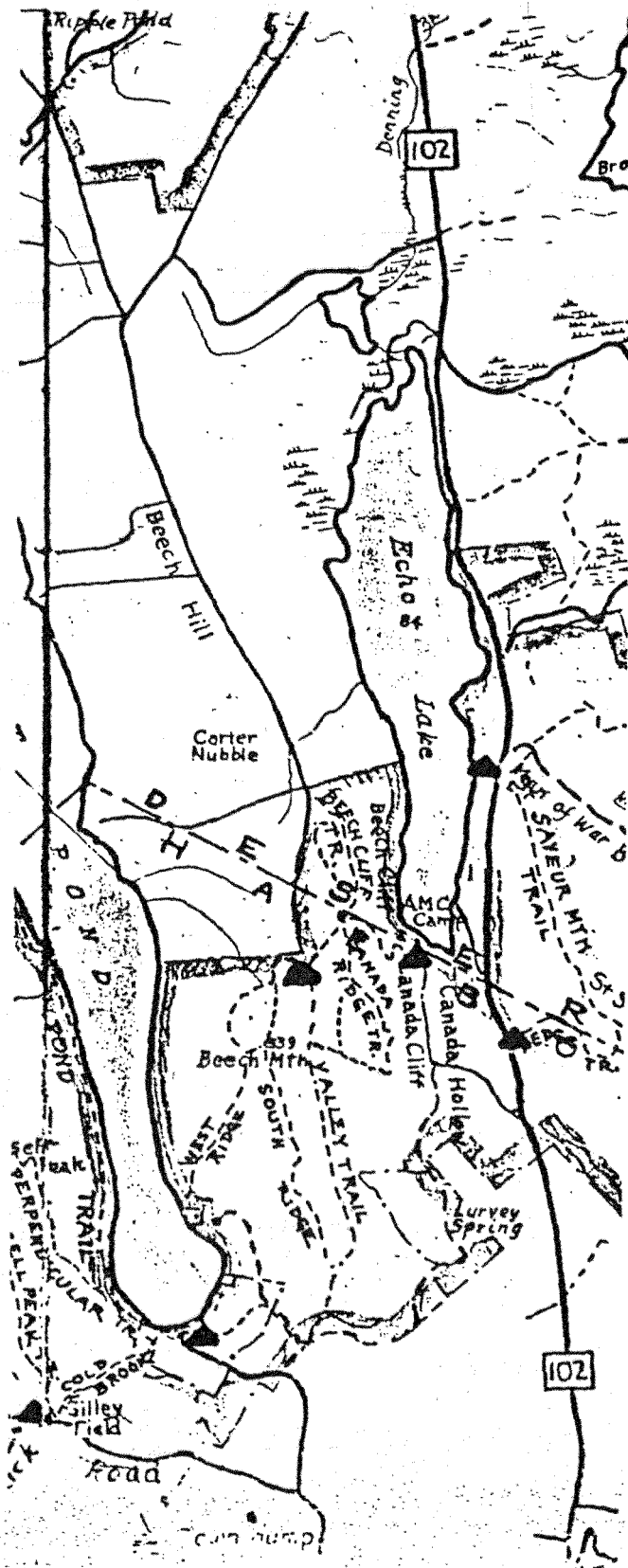


1982 Phillips Road and Path Map





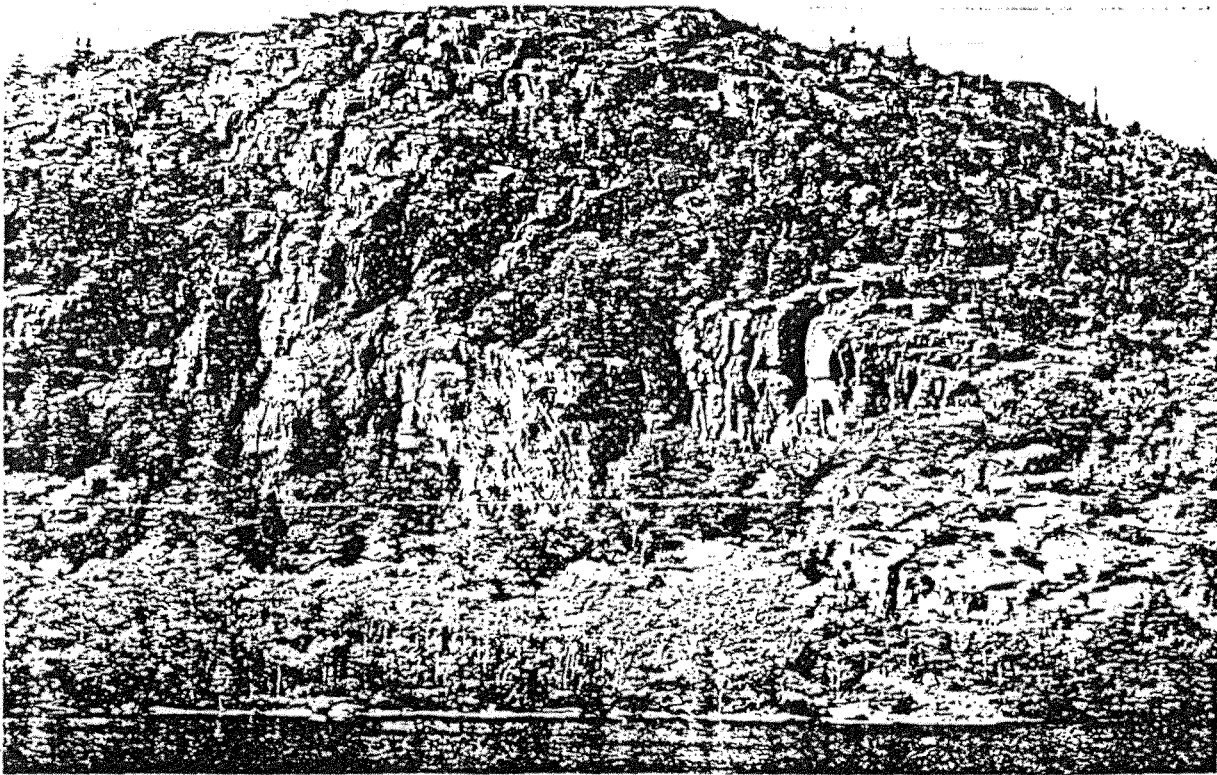
1930 Bates, Rand and Jaques Path Map



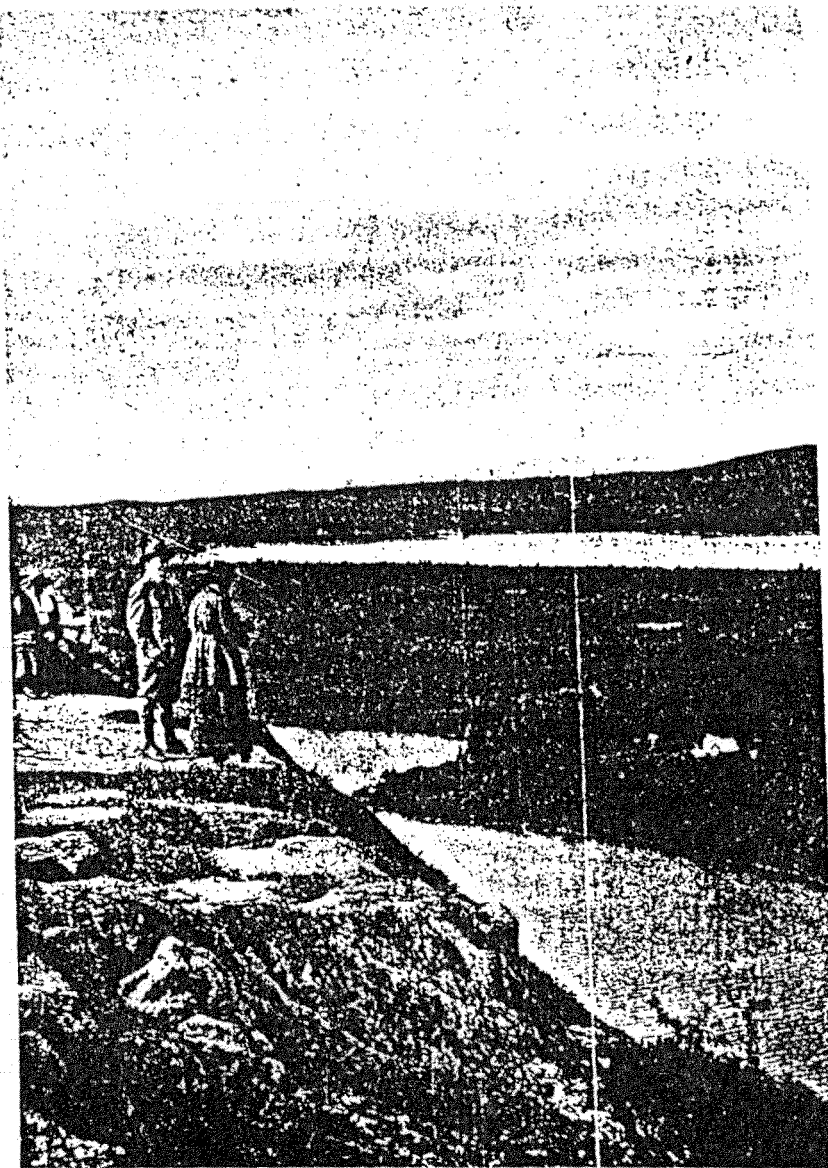
1982 Phillips Road and Path Map



Long Pond (1921 photograph)



Beech Cliff, from Echo Lake (1921 photograph)



On Beech Cliff; Somes Sound and Echo Lake (1924 photograph)

## CONCLUSION

In 1894 Parke Goodwin, President of the Bar Harbor VIS, made a spirited speech about paths. The speech commended the Paths committee for their work in the construction of over forty miles of paths within three years. "It is a great accomplishment," he said, "because it opens up areas of the Island unknown to many people." He pointed out several reasons why paths are important. "Paths allow scientists, artists, writers and others to explore with greater ease the intricacies of nature. In turn, they can express their gained appreciation or understanding to others," Goodwin said. He added, "A deeper gratitude of our surroundings is inevitable when we spend a day walking along the Island's lakes and rivers and through the valleys and up the hills." Goodwin promised the committee that efforts would be made to maintain the existing trails and further develop the system. By 1920 the system was considered complete; over two-hundred and fifty miles of trails!

Within ANP there are less than one-hundred miles of existing trails in dire need of maintenance. These trails are important for the same reasons Goodwin acknowledged in his 1894 speech. If the purpose of having hiking trails is to make hills, woods, and mountain ponds accessible to a large number of people, then the trails require maintenance.

The Park aims to provide services and maintain areas for all people to enjoy. Economic limitations, however, make this

a difficult aim to obtain and unfortunately trails, in particular, take the brunt of an inadequate budget.

Park officials assert that maintenance efforts must concentrate on "high use" areas, especially when there is a limited budget. Hiking trails are not utilized as much as campgrounds, roads and other park facilities, they argue.

According to Gary Stellpflug, trail foreman at ANP, trail use has not been assessed, although head counts have been taken from the Precipice Trail on occasion. Use figures are necessary for two important reasons: the figures show the amount of people using a particular trail in comparison to other trails and determine which trails need to be funded the most.

Trail maintenance is not recognized as a priority partly because of the "myth of the self-maintaining trail". It is believed, by some, that trails exist because hikers use them; hikers create the path. But hikers don't maintain trails, just as cars don't maintain roads. With increased numbers of hikers it becomes more difficult to maintain trails. "Hiker traffic causes soil to compact. When it rains there are no spaces between the soil particles for water to travel. Consequently trails become muddy or erode if on a slope. Hikers side-step mud holes and eroding slopes and these areas increase in size.

In addition trail maintenance is important for safety reasons. For example many areas along the Precipice Trail have eroded and as a result several rock steps have been displaced,

making it difficult for some hikers to ascend the cliffs. The trail should be maintained so accidents are minimized.

ANP's trail system is a historical landmark. Tremendous time, energy, and money went into the construction of these trails so that they would last for future generations.

The Dorr Mt. Trail (Emery Path) <sup>and the Jordan Peak → Snowy Mt. Trip</sup> <sub>are</sub> is the only National Historic Trail within ANP. Yet Kurt Von Diederich's Climb, the Ladder Trail, the Beachcroft Path, the Precipice Trail and the Perpendicular Trail also represent quality trail building and could qualify as National Historic Trails.

Specific details on the construction, maintenance and closing of trails were difficult to find. The most challenging part of this project was correlating different sources of information and trying to make sense of it all. Often, trail descriptions from old guide books, map drawings and the actual trails did not correspond with one another. Perhaps the trails were relocated several times. I would have liked to overlay the 1926 or 1930 Bates, Rand and Jaques Map with the 1982 Phillips map in order to determine the trails exact locations. I hope this project initiates more research and a careful examination of the old path maps.

ANP's trail system, including the seventy or more miles of abandoned trails, is very extensive. Finding remnants of old trails is like finding the missing pieces of a puzzle. I hope this project serves as a guide to finding those remnants in addition to enjoying the trails history.

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## MAPS

Path Map of the Eastern District of Mount Desert Island, Bates, Rand and Jaques, 1897

Small Path Map of the Eastern District of Mount Desert Island, Bates, Rand and Jaques, 1901

Path Map of the Eastern and Western Districts of Mount Desert Island, Bates, Rand and Jaques, 1914

Path Map of the Eastern District of Mount Desert Island, Bates, Rand and Jaques, 1926

Path Map of the Eastern and Western Districts of Mount Desert Island, Bates, Rand and Jaques, 1930

Topographical Map of Acadia National Park and Vicinity, United States Department of the Interior, Geological Survey, 1942 reprinted 1954

Path and Road Map of Mount Desert Island, Augustus Phillips, Mount Desert Chamber of Commerce, 1982

NOTE: The Bates, Rand and Jaques Path Maps are available at the Northeast Harbor and Southwest Harbor Libraries.

## PHOTOGRAPHS

The photographs throughout the text are available at the Acadia National Park Library, Bar Harbor Historical Museum, and the Northeast Harbor Library.