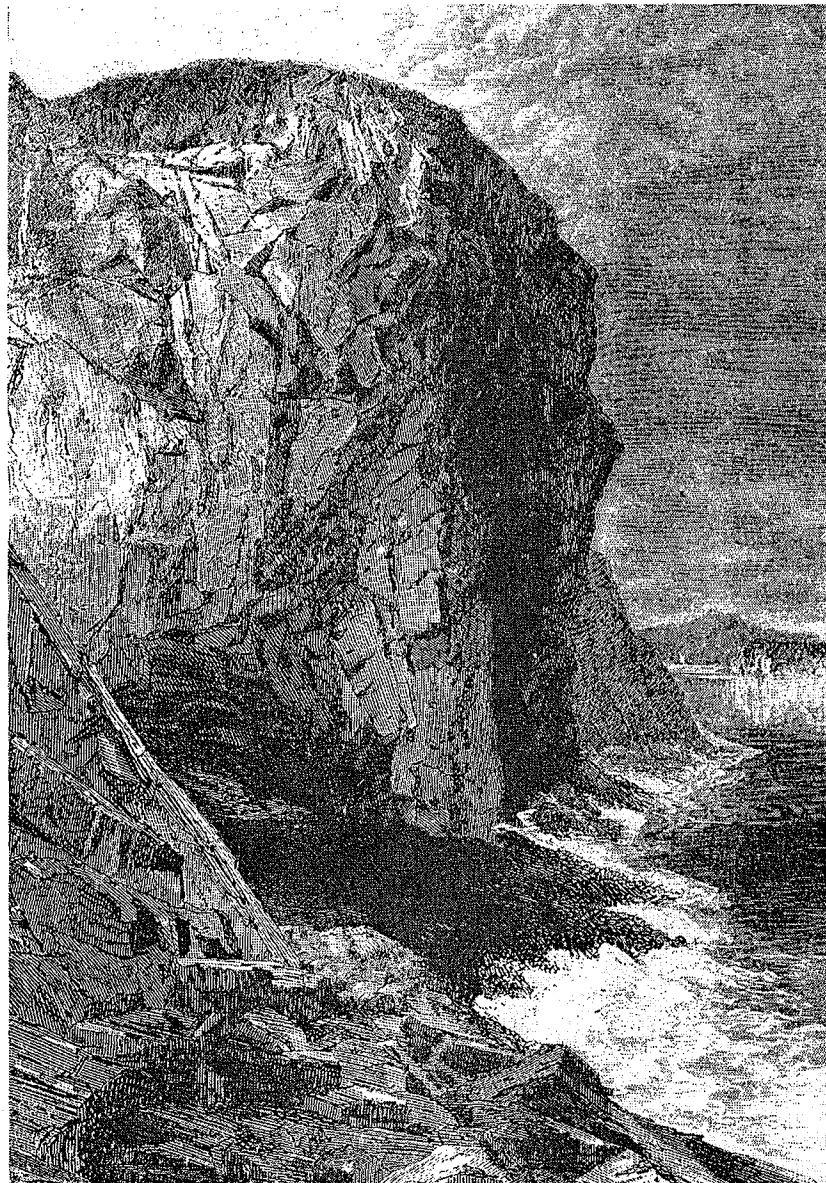


DRAFT

MULTIPLE PROPERTY
DOCUMENTATION FORM
for
ACADIA NATIONAL PARK

*Historic Resources of Acadia National Park
Multiple Property Listing*



Olmsted Center for
Landscape Preservation



National Park Service

DRAFT

**MULTIPLE PROPERTY DOCUMENTATION
FORM**
for
ACADIA NATIONAL PARK

Historic Resources of Acadia National Park
Multiple Property Listing

Prepared by the
Olmsted Center for Landscape Preservation



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March 1999

Organization and Outline of the Multiple Property Documentation Form
Historic Resources of Acadia National Park

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National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

New Submission Amended Submission

A. Name of Multiple Property Listing

Historic Resources of Acadia National Park Multiple Property Listing

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographic area, and chronological period for each.)

1. Rustic Design (1890-1958); sub-themes: a.) the Picturesque Style (1890-1950) and b.) the Rustic Design of the National Park System (1916-1958)
2. Community Development and the Origins of Acadia National Park (1890 - 1937)
3. J.D. Rockefeller, Jr. and the Development of the National Park System (1913 - 1950)

C. Form Prepared by

Name/title:	Lauren G. Meier, Historical Landscape Architect Lee Terzis, Historic Preservation Associate		Date:	January 1999
Organization:	National Park Service Olmsted Center for Landscape Preservation		Phone:	617.566.1689
Street & number:	99 Warren Street		Zip code:	02445
City or town:	Brookline	State:	MA	

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.
(See continuation sheet for additional comments.)

Signature and title of certifying official

Date

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register

Signature of the Keeper

Date of Action

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Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instruction for continuation sheets in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

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- A. CCC Job Categories – Numbers and Descriptions for Acadia National Park
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- D. VIA/VIS Marked and Memorial Paths and Individuals Associated with Roads and Paths Committees
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- G. Designers Associated with Acadia National Park
- H. Map of the 1947 Bar Harbor Fire
- I. Revised Project Outline

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 120 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, D.C. 20013-7127; and the Office of Management and Budget, Paperwork Reduction Project (1024-0018), Washington, D.C. 20503.

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E. Statement of Historic Contexts

Acadia National Park is located on Mount Desert Island, approximately 50 miles east of Bangor, Maine. Just over 100 square miles in size, the island was formed from geologically complex depositions and upheavals over millions of years. These processes resulted in the formation of both Mount Desert and the Appalachian Mountains, visible on the island's northern end. Cadillac Mountain, at an elevation of 1,532 ft., is the highest peak on the Atlantic coast north of Brazil.¹

Over time, erosion gradually exposed the core of the island, coarse-grained, pink granite. The island was further transformed by the grinding action of glaciers, rounding the mountains and scouring the valleys to form fresh-water lakes and ponds. These glaciers also created Somes Sound, the only fjord on the Atlantic coast of the United States. The island's diverse habitats support abundant species of plants and animals.

This section includes three context statements for Acadia National Park – rustic design, community development and the origins of the park, and the contributions of J.D. Rockefeller, Jr. While they represent distinct themes, all three are intertwined in the development of the physical resources at Acadia. For this reason, the narrative history (historical overview) combines relevant events from all three contexts, in order to illustrate their relationship as well as to provide a more comprehensive account of the park's history.

Summary

Section E presents three contexts including two sub-themes that describe the majority of the built resources at Acadia National Park. Properties eligible under the "Rustic Design" context may be locally or nationally significant as representative of the picturesque or National Park Service (NPS) design style. Both sub-themes meet National Register criteria A and C. The period of significance for the picturesque style is 1890-1950, including the rustic trail work of the village improvement associations and societies, and the road construction work funded or reviewed by J.D. Rockefeller, Jr. with the help of the Olmsted Brothers, Landscape Architects and others. The period of significance for the NPS rustic design sub-theme include projects completed between 1916-1958, according the design standards developed by NPS landscape architects and the New Deal Programs prior to 1942. The areas of significance for this context include architecture, conservation, engineering, landscape architecture, recreation, tourism, and transportation.

Properties eligible under the context "Community Development and the Origins of Acadia National Park" are locally significant under National Register criteria A and C, for the period 1890 to 1937. This includes

¹ William D. Reiley and Roxanne S. Brouse, "Historic Resource Study for the Carriage Road System Acadia National Park Mount Desert Island, Maine," 13.

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the contributions of the village improvement associations and societies, the Hancock County Trustees of Public Reservations, and others in developing public access to the scenery of Mount Desert Island that would ultimately lead to the creation of Acadia National Park. The areas of significance for this context include community development, conservation, recreation, and social history.

Properties associated with the conservation and philanthropic work of J.D. Rockefeller, Jr. are nationally significant according to criterion B for the period 1913-1950. The period of significance begins with Rockefeller's first work on the carriage road system and ends with the last segment of the motor road system for which he contributed the design review services of the Olmsted Brothers, landscape architects. The areas of significance for this context include conservation, philanthropy, recreation, and transportation.

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1. Rustic Design (1890-1958)

a. Sub-theme: The picturesque style in America (1890-1950)

In the nineteenth century, the emerging American profession of landscape architecture was greatly and perhaps solely influenced by the English gardening tradition. Many of the great country estates in England had been significantly altered in the early nineteenth century in the picturesque style to create vast pleasure grounds for the landed gentry. These landscape parks replaced the medieval hunting ground and formal, architectonic terraces and gardens of the seventeenth and eighteenth centuries, with rolling meadows, lakes and groves of trees specifically designed to direct views.² England also had an established urban park tradition, which provided similarly beautiful grounds for the respite of city dwellers. In the U.S., the movement to set aside, or consciously create, publicly accessible scenic landscapes mirrored the relationship between art and nature evident in English parks and estates. In 1853, the city of New York declared Central Park as a "public space" and the federal government followed suit in 1864 and 1872, establishing Yosemite Valley and Yellowstone as national parks set aside for public use.³

The virtues of the picturesque style and the social benefit of public pleasure grounds shaped both the writings of Andrew Jackson Downing (1815-1852) and the landscape design of Frederick Law Olmsted (1822 -1903). Horticulturist A.J. Downing is best known for his prolific writings including *Treatise on the Theory and Practice of Landscape Gardening* (1841) and the journal, *Horticulturist*, which was published monthly between 1846-1852.⁴ Downing sought to civilize the New World through improvements in rural taste based on sound knowledge of the American landscape, rather than relying on European influences. His writings had an enormous effect on attitudes toward the designed landscape in America. In particular, as the first volume on "rural art," Downing's *Treatise* was widely read and reprinted in six editions, leading landscape historian Norman Newton to note that it "stimulated interest in the improvement of home properties and ultimately had an extraordinary influence on the American countryside."⁵

Like Downing, Frederick Law Olmsted adapted the principles of the English landscape gardening to create a new design vocabulary uniquely suited to the American landscape. It is Olmsted who coined the title "landscape architect" and along with his first partner, Calvert Vaux, he also conceived of the term "parkway, a landscaped drive for pleasure vehicles."⁶ Olmsted was greatly influenced by the writings of

² Ethan Carr, *Wilderness by Design*, 13-14.

³ Carr, 11.

⁴ For a complete list of Downing's editorials featured in the *Horticulturist*, see Appendix A in Judith Major's *To Live in the New World, A.J. Downing and American Landscape Gardening*. Downing followed a path similar to his mentor, Scottish author and horticulturist, Claudius Loudon.

⁵ Norman Newton, *Design on the Land*, 261.

⁶ Charles Beveridge and Paul Rocheleau, *Frederick Law Olmsted, Designing the American Landscape*, 8.

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A.J. Downing, particularly, *The Horticulturist* to which he subscribed. This publication introduced Olmsted to the concept that "rural taste could be used to improve the civilization of America."⁷ Olmsted's career as a landscape designer in New York and later Boston is unprecedented. According to Charles Beveridge, Olmsted's biographer:

He [Olmsted] designed more parks and public recreation grounds than any landscape designer before him and carried out more commissions than any predecessor in his art. He also had higher ambitions for his profession than any of his contemporaries... At the same time, he defined a role for the landscape architect in planning a series of social institutions – parks, parkways, park systems, scenic reservations, residential communities, academic institutions, and private estates – that he hoped would transform the public and private life of the people of the United States.⁸

Olmsted established the professional practice of landscape architecture in the U.S., as well as setting the standard and precedent for the extensive application of the picturesque design style. He began his practice in New York with the winning scheme for Central Park in 1858, later relocating to Brookline, Massachusetts in 1883 as work on the Boston park system increased. He carried out the principles of informal, picturesque design in a broad range of projects in both public and private practice. Olmsted's use of natural materials and rustic architecture, often in collaboration with architects Calvert Vaux or H.H. Richardson, set the stage for the rustic design tradition emulated by landscape architects in the first decades of the twentieth century.

The picturesque style resulted in a rough, wild landscape character utilizing natural materials to create a romantic effect that while contrived, did not appear overly designed. Thus, the naturalistic and romantic qualities expressed in this new landscape and architectural style paralleled American landscape paintings of the mid to late nineteenth century. Both movements greatly influenced popular appreciation of "idealized nature" and natural scenery. The topography of Mount Desert Island was ideally suited to the picturesque genre and the island was a popular topic of artistic expression in the late nineteenth century.⁹ In his essay on the picturesque at Acadia, David Haney notes that the "first entry in the monumental *Picturesque America*, published in 1872, was actually a pictorial essay on Mount Desert Island accompanied by a text using it as the example to explain the proper means of obtaining the Picturesque experience."¹⁰

The popularity of this style influenced both the development of Mount Desert Island and the protection of its scenic vistas. Civic improvements undertaken by local village improvement

⁷ Ibid., 20.

⁸ Ibid., 8-9.

⁹ David Haney. "The legacy of the Picturesque at Mount Desert Island: controversies over the development of Acadia National Park." *Journal of Garden History: an International Quarterly*, Vol. 16, No. 4, Oct.-Dec. 1996, 275.

¹⁰ Ibid.

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associations and societies beginning around 1890, created a system of trails that capitalized on the island's natural qualities to create a picturesque experience that was both intimate and scenic. Haney notes that the trails "were often designed to heighten awareness of the body moving through space."¹¹ For example, stones might be placed "over a narrow passage to create a primitive portal," or stone steps are located specifically to "bring the hiker in immediate contact with forest textures."¹² In the later design for the carriage road system, John D Rockefeller, Jr. refined this approach in a massive road construction project, utilizing natural materials such as heavy stone curbing and granite coping stones, and saving trees whenever possible.

The picturesque style was, by no means, the only landscape design vocabulary of late nineteenth and early twentieth century America. Post Civil War affluence contributed to the emergence of a country place movement amongst the American upper class. Many great country estates built during this era contained elaborate gardens designed in European revival styles. However, in the 1890s, "landscape architects such as Charles Eliot, J.C. Olmsted, and Warren Manning had opportunities to plan and design park systems for municipal, county, and regional park systems, and this park development, at least in the context of large scenic reservations, continued to be guided by picturesque theory."¹³

Downing's *Treatise* provided the first written description of design elements of the picturesque style. It included both narrative and illustrative suggestions for the informal placement of plantings, the use of native plants and new cultivars, rustic architecture, and "embellishments" which included rustic seats, arbors, and rockwork. These standards were applied by individuals seeking to establish rural retreats that exemplified a civilized society as well as in the public parks constructed in the latter half of the nineteenth century.¹⁴ The sixth edition of the *Treatise*, edited by Henry Winthrop Sargent, featured additional historical notes and appendices that described country estates and public park projects illustrative of Downing's picturesque style. Olmsted and Vaux's 1858 design for Central Park in New York is described in some detail, as is Llewellyn Park, laid out in the "natural style" by Landscape Gardener, E. A. Bauman in West Orange, New Jersey – one of the earliest planned suburbs in America composed of a communal park surrounded by private lots.¹⁵ Both projects include extensive walks and drives set in a picturesque landscape.

¹¹ Haney, 288.

¹² Ibid.

¹³ Carr, 97.

¹⁴ Note that the country place movement, described by Newton in *Design on the Land* is comprised of a number of design styles included the picturesque in the mid-late nineteenth century, but also including revival styles popular between 1880-1930 discussed above.

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Olmsted's distinct systems of carriage and pedestrian circulation systems, known as a "separation of ways," first appeared in the design for Central Park, but soon was widely applied to park systems throughout the country. These features were carefully sited to take advantage of the designed scenery – rocky outcroppings, open meadows, and water bodies that comprise the park landscape. In Central Park and the later Boston park system, Olmsted designed elaborate rustic masonry bridges that carry the circulation system over other walks, drives or water features. At Franklin Park, Olmsted's use of the picturesque style reached its peak. The combination of roads, paths, rustic walls, buildings, and structures were created to exist in tandem with pastoral scenery to create a total effect. Olmsted applied this treatment to residential estates, such as the approach road to the Biltmore estate in North Carolina constructed 1888-1895. Many of the design elements introduced by Olmsted, including the "separation of ways," were later used in the construction of a carriage road system on Mount Desert Island by John D. Rockefeller, Jr.

In the design for Biltmore and the World's Columbian Exposition (1893), Frederick Law Olmsted, Jr. (1870-1957) trained directly with his father, and thus received a strong foundation in the picturesque style and the basics of landscape architectural practice. Olmsted Jr. and his half brother, John Charles ultimately assumed responsibility for the Brookline office after Olmsted Sr.'s death in 1903. There, they practiced as Olmsted Brothers, continuing the firm's earlier design traditions well into the twentieth century.¹⁶ The Olmsted Brothers firm contributed extensively to the development of municipal, state, and national parks throughout the country, including Acadia.

The Olmsted firm also functioned as a training ground for many landscape architects that would go on to establish their own firms or provide leadership roles in academic institutions. Charles Eliot (1859-1897), a summer resident of Mount Desert Island, pursued a career in landscape architecture. Working first on his own, he conceived of the idea of the Metropolitan District park system in Boston before joining the Olmsted firm in 1883. Warren Manning (1860-1938) worked for a time in the Brookline office. He later established his own firm in Cambridge where he worked on plans for municipal parks and park systems, New York state parks at Watkins Glen and Bluff Point, and national parks such as the Hot Spring Reservation and Gardener Gate at Yellowstone National Park.¹⁷ Both of these individuals influenced the development of Mount Desert Island and were an inspiration to others. A number of other designers working in the picturesque tradition completed projects at Acadia, including Beatrix Farrand, Charles Eliot II, Charles Stoughton, William Welles Bosworth, and Grosvenor Atterbury.¹⁸ Both Atterbury and Bosworth had worked on other commissions with the Olmsted firm.

¹⁵ George Tatum, "Introduction" to the seventh edition of *Landscape Gardening and Rural Architecture* by A. J. Downing. See also "Historical Notes" p. 571.

¹⁶ The Olmsted firm operated under other names depending on the practicing partners. A complete chronology of the firm is too detailed to include in this context statement.

¹⁷ William Grundmann, "Warren Manning." In *Designers and Places*, edited by William Tischler.

¹⁸ See Appendix H for a brief biographical sketch of these designers.

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By the time the National Park Service (NPS), and coincidentally Acadia National Park, was established in 1916, a substantial body of rustic designed features existed in state and municipal parks throughout the country. The Olmsted firm and its offspring of designers created a vast legacy of public design work that was both well publicized and critiqued. Thus, the public parks systems in New York, Boston, Louisville, Seattle and cities throughout the country, laid the foundation and inspiration for the continued development of the rustic style in the twentieth century.

b. Sub-theme: Rustic design in the National Park Service

Developing national standards

The philosophical underpinnings of the design ethic of the National Park Service are firmly rooted in the nineteenth and early twentieth century social movement to preserve natural scenery for public benefit including the public park movement.¹⁹ Some of the most influential landscape architects in practice at the turn of the century were early advocates for a national system of public parks, including Frederick Law Olmsted Jr., Warren Manning, Charles Eliot, James Sturgis Pray, and Henry Hubbard – all of which had worked at some time in the Olmsted office in Brookline, Massachusetts.²⁰ For this reason, there is a direct link between landscape preservation and landscape architecture in the formative years of the NPS.

This link is clearly articulated in the enabling legislation of the National Park Service, written largely by Frederick Law Olmsted, Jr.²¹ To some, the dual mission of the NPS to conserve and to provide access may appear contradictory. But landscape architects clearly saw the link between appropriate development and preservation of the scenic, cultural, and natural resource values of the parks. Even before the National Park Service was authorized, designers articulated the importance and need for a sensitive and coherent design principle for public lands. For example, landscape architect Mark Daniels who had been appointed “general superintendent and landscape engineer” of the national parks in 1914, argued the need for “systematic planning” through the development of park plans that would help increase attendance and therefore help justify a substantial appropriation from Congress.²²

¹⁹ Note that in the late nineteenth century, preservation of “scenery” was largely an aesthetic movement, which explains the involvement of artists and designers as well as the link with park design. This differs somewhat from the contemporary notion of preservation synonymous with conservation, particularly efforts to preserve natural resources such as habitats and endangered species.

²⁰ Olmsted Jr., Manning, Eliot, Pray and Hubbard all worked in the Olmsted office in Brookline, Mass. They are significant for their contributions to the profession through their project work, academic associations, and for their role in the creation of the ASLA.

²¹ “To conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such a manner and by such means as will leave them unimpaired for future generations...”

²² Richard West Sellars, *Preserving Nature in the National Parks, A History*, 21.

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The 1915 National Parks Conference in Berkeley, California proved pivotal to the development of the NPS rustic style. For building design, Daniels noted that the architectural expression should be based on a "careful study of the best arrangement of the buildings and for picturesqueness."²³ Also in attendance at the conference, Gabriel Sovulewski of Yosemite recalled Downing's ideals in his notes on trail design:

I believe that it is very important that every feature of natural beauty should be taken into consideration and diversion made to bring such features to the eye of the traveler. It will not be necessary to divert from the course laid out, but it is important that trails be laid out along beautiful streams, through different species of timber and interesting undergrowth, alongside and through rich green meadows and dashing brooks abounding in trout, and not omitting a single interesting feature that will attract the attention of the traveling public in order that the trail taken with these features included will be so delightful that the traveler will forget his fatigue in a review of the panorama unfolding before him at each turn. The trail along brooks and meadows will lead the traveler to many other beautiful views and points of interest, and finally he should be led to a picturesque spot where he can rest and establish his camp for as long a time as he desires.²⁴

In 1916, the American Society of Landscape Architects reiterated the importance of the role of the profession in developing the national parks:

"...the surpassing beauty of our National Parks is neither safe, nor will be made enjoyable, for the maximum number of people with the minimum of injury to that landscape beauty, unless the administration of the National Park areas employs the best counsel it can secure in the profession of Landscape Architecture, and that this is needed for four principle purposes: First, a careful determination of proper boundaries of the National Parks... in consonance with the topography and landscape unity; second, the development of comprehensive general plans for every National Park and Monument, showing roads, bridges, trails, buildings, etc. so far as these may be needed, and at the same time can be built without injury to the landscape, and the adoption of a definite policy of development; third, the approval of designs for buildings or other special structures; fourth, prescribing a system of intelligent and scrupulous maintenance having particular regard to the protection of the beauty of the landscape."²⁵

In the early years of the NPS, a group of allied design professionals (landscape architects, architects, and engineers) together developed a "cohesive style of landscape design which fulfilled the demands for park development while preserving the outstanding natural qualities for which each park had been designated."²⁶ The objective of this new style was twofold: to protect the scenic qualities of these

²³ McClelland, 124 cites *Proceedings of the National Parks Conference, Berkeley, California, March 11-15, 1915*.

²⁴ McClelland, 129

²⁵ James Sturgis Pray with Robert B. Marshall, "The American Society of Landscape Architecture and Our National Parks," *Landscape Architecture* 6, no. 3 (1916):119-120 as cited by McClelland in *Building the National Parks*.

²⁶ Linda McClelland, *Building the National Parks*, 1.

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significant landscapes, and to provide new design and development that was compatible with the qualities of the natural environment.

At the same time, the emerging popularity of the automobile provided the opportunity for unprecedented access to the new national parks. Auto travel made vacationing in national parks possible for the middle-class and resulted in greater political support for the new agency.²⁷ This was both a blessing and a curse for the parks. Obviously, the parks could not remain as sequestered wilderness. A solution had to be found that provided safe and efficient access for park visitors that did not destroy the values for which the parks had been established.

The physical development of the national parks, from 1916 to 1942, was driven by landscape architects and landscape engineers who worked to ensure that park projects respected the dual mission of the NPS, to both preserve natural scenery and provide for public use. In 1918, acting Director Horace Albright prepared a "statement of policies" to direct development work in the parks. This policy statement, signed by Interior Secretary Franklin Lane, included important concepts that had been expressed earlier by F.L. Olmsted, Jr., Mark Daniels, and others, including the notion that landscape engineers sympathetic to maintaining the parks in their natural state be employed in all park development projects and that new construction "harmonize" with the existing environment:²⁸

In the construction of roads, trails, buildings and other improvements, particular attention must be devoted always to the harmonizing of these improvements with the landscape. This is a most important item in our program of development and requires the employment of trained engineers who either possess a knowledge of landscape architecture or have a proper appreciation of the esthetic value of park lands. All improvements will be carried out in accordance with a preconceived plan developed with special reference to the preservation of the landscape, and comprehensive plans for future development of the national parks on an adequate scale will be prepared as funds are available for this purpose.²⁹

To achieve these goals, the NPS appointed a chief landscape engineer/architect to supervise design work. Charles Punchard served as chief "landscape engineer" from 1918 to 1920 and was succeeded by Daniel Hull from 1920-1927. Both men had studied landscape architecture at Harvard University, and there became familiar with the teaching of Henry Hubbard, Theodora Kimball and Frederick Olmsted, Jr. Hull was succeeded by Thomas Vint, who supervised planning and design projects in the NPS until his retirement in the 1960's. Vint had a rich training and background, well suited to his new role, although his background differed dramatically from Hull, who was educated at Harvard and maintained a private

²⁷ H. Eliot Foulds, *Cultural Landscape Report for Blackwoods and Seawall Campgrounds*.

²⁸ Carr, 81.

²⁹ As cited by Linda McClelland in *Building the National Parks*, 134.

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practice with prestigious clients. Vint attended technical high school in Los Angeles and had worked as a draftsman in the studio of Lloyd Wright before entering the University of California at Berkeley to study landscape architecture. He began his career with the National Park Service in 1922 as assistant landscape engineer under Daniel Hull at Yosemite.

In addition to developing a professional design team within the agency, the NPS also consulted with the Olmsted office as well as other noteworthy landscape architects in private practice and academics. Ethan Carr notes that "Jens Jensen advised on planting plans for Hot Springs Reservation in 1918, F.L. Olmsted Jr. advised on Lafayette National Park in 1919, and Olmsted and Harvard Professor James Sturgis Pray advised on developments at Yellowstone in 1921."³⁰ Conrad Wirth, assistant director of the NPS in charge of all CCC Recreational Demonstration Areas (RDAs) had worked with Frederick Law Olmsted, Jr. during his tenure with the National Capital Parks and Planning Commission.

The influences of the picturesque style in landscape design, in concert with the "wilderness" qualities of the early parks, led NPS designers to develop a new, distinctive style that was applied universally throughout the national park system. This new, "rustic" style was derived from the picturesque as well as the prairie style, noteworthy for its reliance on native plants. The NPS rustic design made use of endemic materials such as stone or timber. Features were constructed using labor-intensive methods that created a frontier-like quality appropriate to a wilderness setting. While the general standards remained the same, features were typically customized with local materials to fit the environment in which they were constructed. In some settings, park features were constructed with exaggerated proportions or elements to emphasize the rustic qualities of the natural materials. Typical designs for park features are well documented in Albert Good's *Park and Recreation Structures* (1938).

In 1933, the Landscape Division of the NPS was renamed the Branch of Plans and Design, with two divisions coordinating design work nationwide. Charles Peterson headed the eastern division office in Yorktown, Pennsylvania and in 1934, Thomas Vint moved to the Washington, D.C. office to head the new branch. Here, landscape architects and architects relied heavily on the standards and specifications that had been developed in the 1920s to develop park structures and facilities. These standards continued to stress designs that were harmonious with the natural environment.

New Deal programs

President Franklin Roosevelt signed a national recovery act in 1933 "to provide for the restoration of the country's depleted natural resources and the advancement of an orderly program of public works."³¹ The

³⁰ Carr, 95.

³¹ Norman Newton, *Design on the Land*, 577 citing *Public No. 5, 73d Congress*.

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New Deal emergency relief programs provided both money and manpower to the National Park Service, primarily through two programs - the Public Works Administration (PWA) and the Emergency Conservation Work (ECW) carried out by the Civilian Conservation Corps (CCC).³² These programs were created in response to severe unemployment resulting from a nationwide economic depression. The men who were employed by the New Deal programs saw these jobs as an economic opportunity and a direct path out of their current circumstances.

The projects implemented by these programs were primarily utilitarian, and to the public enjoyment and "wise use" of the parks' scenic resources.³³ The New Deal funds and resources made it possible to fully realize many of the parks' master plans that had been conceived years earlier, and park development proceeded at an unprecedented rate. The programs of the New Deal, more than any other single political, economic, or social force, greatly affected the physical development of the national parks. The two programs of the New Deal that most affected national park development were projects administered through the Public Works Administration (PWA) and the Emergency Conservation Work (ECW) implemented by the Civilian Conservation Corps (CCC).³⁴

In addition to national parks, FDR's New Deal Programs also had a profound affect on municipal and state parks, and land conservation work in general throughout the nation. New state park systems were founded in Mississippi, New Mexico, Oklahoma, Virginia, and South Carolina. Between 1933-35, 16 states increased their state park land by 600,000 acres in order to take full advantage federal funds provided through the Emergency Conservation Work program.

The Public Works Administration

The Public Works Administration was established in 1933 "to increase the consumption of industrial and agricultural products by increasing purchasing power, to reduce and relieve unemployment, to improve standards of labor and otherwise rehabilitate industry and to conserve natural resources."³⁵ Through the PWA, the NPS received funding to make capital improvements in every national park.³⁶ In the western U.S., new facilities were constructed to address ever-increasing park visitation. In the east, the NPS received funds to develop new facilities in newly acquired memorials and battlefields, as well as the development of the facilities at existing parks such as Acadia, Shenandoah, and the Great Smokey Mountains.³⁷ The NPS used the funds provided through the PWA for a wide variety of projects including utilitarian and administrative facilities as well as facilities for park visitors.

³² McClelland, 327-8.

³³ Sellars, 101.

³⁴ McClelland, 327-8

³⁵ McClelland, 319.

³⁶ Ibid.

³⁷ Ibid.

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Emergency Conservation Work and the Civilian Conservation Corps

The Federal Unemployment Relief Act called for "Emergency Conservation Work on public lands and the creation of a body of unemployed and generally unskilled men called the Civilian Conservation Corps" (CCC).³⁸ To staff the CCC, single men between 18-25 years of age, were selected from needy families "in numbers proportionate to the state's population," to occupy camps of typically 16-200 men.³⁹ FDR also provided for supervision of the "junior enrollees" by selecting "local experienced men" to serve in the ECW camps.⁴⁰ In many state and national parks, the CCC constructed park facilities including campgrounds as well as road and trails. In March 1934, 239 camps were organized to construct state park facilities, with 67 camps established in national parks. By 1935, 452 CCC camps were distributed in every state except Delaware, with a combined workforce of 90,000 men.

Both the quantity and quality of work implemented by the CCC is noteworthy. In order to qualify for Emergency Conservation Work, an approved park master plan was required. Every individual project included detailed design plans, usually reviewed by the technical experts in the camps, or through regional and Washington offices of NPS who provided the procedures and guidance. Conrad Wirth, assistant director of the NPS, supervised CCC programs in both state and national parks, later becoming director of the NPS.

Originally envisioned as a temporary relief program, Emergency Conservation Work made both landscape naturalization and forest improvement projects possible in national parks throughout the country. In the national parks, CCC work was carried out under the direct supervision of the park landscape architect.⁴¹ Immediately after the Federal Unemployment Relief Act was authorized, the NPS rallied to open 63 camps for work in national parks and monuments.⁴² In the national parks, the CCC camps were a tightly organized and structured program. Specific projects were classified according to conservation work in a detailed numbering system.⁴³

Emergency Conservation Work made possible a substantial number of both large and small-scale projects in the national park system. At Grand Teton National Park, funds were used to clean up Jackson Lake. This included clearing thousands of acres of dead and submerged timber that ultimately created a scenic landscape enjoyed by park visitors for decades to come. Yosemite benefited from a broad range of projects including construction of trails, pest control, vegetation mapping, forestry projects, planting, roadside

³⁸ Ibid., 336.

³⁹ Newton, 577.

⁴⁰ Ibid.

⁴¹ McClelland, 328.

⁴² Ibid., 336.

⁴³ See Appendix A for a list of CCC job classification numbers and descriptions (at Acadia).

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cleanup and landscaping and reclamation of meadows.⁴⁴ ECW work at Acadia included truck and hiking trail construction, landscaping, roadside cleanup, surveying, fire hazard reduction, maintenance, flood control, and construction of rustic picnic areas and other visitor facilities.

Recreation Demonstration Projects

Beginning in 1934, Recreation Demonstration Projects (RDPs) were established in 24 states to develop sub-marginal, unproductive agricultural land for recreation purposes. Like the Emergency Conservation Work, this program provided for the development of recreation facilities in both national and state parks. Forty-six RDP were developed with funds from the Federal Emergency Relief Agency (FERA) using CCC labor. These included 34 vacation areas built with organized campgrounds and 12 other projects that included "Waysides" along the Blue Ridge Parkway and additional facilities for state or national parks. At Acadia, RDP projects included two campgrounds and three picnic areas.

Meinecke system for campground development

In 1926, NPS Director Stephen Mather asked forest pathologist, E.P. Meinecke of the Department of Agriculture, to consult with the NPS regarding the poor health of the giant sequoias at Sequoia National Park. Meinecke was the first to identify the threat of soil compaction caused by human trampling. He advised a program of reforestation to mitigate the problem. Meinecke continued to refine his observations in recommendations that balanced public use with forest health and the protection of native vegetation, particularly in campgrounds. His 1932 publication, *Campground Policy* and the 1934 "Camp Planning and Camp Reconstruction" provided specific guidelines to mitigate the adverse effect of soil compaction and other environmental stresses resulting from intense human use. To do so, Meinecke recommended a one-way system of roads lined with naturalistic barriers, well-defined campsites, and angled parking.⁴⁵ These guidelines and prototypical layouts both created a pleasant and "rustic" camping experience as well as providing specific measures to protect and preserve the environment. The Meinecke system was universally adopted by the National Park Service and provided the foundation for campground design for decades to come.

At Mount Rainier National Park, the Meinecke system was applied to several areas including Longmire and Paradise. The system was especially useful in arid areas such as the southwest, where regeneration was particularly slow. His recommendations were followed in many locations including Zion, Yellowstone, the Grand Canyon, Yosemite, Mesa Verde and Acadia.

⁴⁴ McClelland, 344.

⁴⁵ Ibid, 278.

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The Bureau of Public Roads

According to Begley and Carr, "Stephen T. Mather, the first director of the National Park Service, began calling for more and better park roads as soon as he arrived in Washington in 1915."⁴⁶ Mather recognized that the "greatest flow of tourist gold" followed the routes of improved highways.⁴⁷ The limited construction of roads, more than any other aspect of park development, would strengthen and validate the goal Mather described as "complete conservation" of national park areas.⁴⁸

From the outset, the NPS has overseen construction of hundreds of miles of roads into inaccessible backcountry areas of the parks. With a simultaneously burgeoning wildlife conservation movement, the construction of roads in the "wilderness" was one of the most hotly debated aspects of the development of the parks, both in Washington, D.C. and in park localities such as Mount Desert Island. On the one hand, NPS Director Cammerer argued that park roads could be an "implement of wilderness conservation" since the fundamental concept of the parks was "conservation for public use."⁴⁹ Public recreational use, it was argued, was clearly a desirable alternative to dams, grazing, mining, hunting or lumbering, all of which would have a greater physical affect on the natural environment. Still, to lessen the overall visual and ecological affect of road construction, the NPS worked diligently to develop standards and supervise construction to ensure that the new construction blended effectively into the natural environment. The results are exceptional examples of landscape engineering which meld the practices of civil engineering and landscape architecture

When the Federal-Aid to Highways Act was authorized in 1916, the Department of Agriculture administered the project through the Office of Public Roads, renamed the Bureau of Public Roads (BPR) in 1918. However, Congress did not fund any road construction projects in national parks until 1919 and in 1923, Mather was still bemoaning the tremendous need for a substantial appropriation for park roads. In 1924, Congress finally authorized \$7,500,000 for road construction in national parks.⁵⁰ This large appropriation was both a blessing and a threat to the park system. Mather was increasingly concerned about the potential for unnecessary damage to the incredible natural scenery he and many others had worked tirelessly to preserve. At the same time, differing approaches to road construction and the disparate skill level of the NPS engineers gave Mather cause for concern regarding the agency's ability to successfully implement major road construction projects. Ultimately, and despite earlier concerns, this led Mather to establish an inter-bureau cooperative agreement with the BPR in 1924. This agreement would

⁴⁶ Susan Begley and Ethan Carr, "National Historic Landmark Nomination for Going-to-the-Sun Road, Glacier National Park," 14.

⁴⁷ National Park Service. *1925 Annual Report*, 1 as cited by Begley and Carr.

⁴⁸ Begley and Carr, 14.

⁴⁹ Sellars, 106; Sellars cites a 1936 article in *Planning and Civic Annual*.

⁵⁰ Begley and Carr, 15.

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allow the BPR to survey, develop specifications, and supervise road construction projects, while NPS engineers and landscape architects remained in charge of planning and review.

By and large, the inter-agency agreement allowed for an efficient collaboration between NPS landscape architects and BPR engineers, to ensure that the surrounding landscape was preserved and the overall character of the park roads was compatible with the natural environment. One of the first projects of the NPS/BPR collaboration is the Going to the Sun Road at Glacier National Park, now a National Historic Landmark.⁵¹ Other BPR projects included the reconstruction of the Golden Gate viaduct at Yellowstone National Park and the Yakima Park Road at Mount Rainier, which received substantial criticism from the NPS because of the amount of blasting required to create the road alignment.

At Acadia, strong public opposition to road building resulted in a carefully crafted road system constructed largely on private land that was later donated to the park. Built in sections over 25 years, the road system attempted at every juncture to minimize its impact on natural water systems and pre-existing walking paths and carriage roads with carefully designed "separation of ways" similar to those conceived by Olmsted and Vaux for New York's Central Park.

⁵¹ Begley and Carr, 14.

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2. Community Development and the Origins of Acadia National Park (1890-1937)

Civic efforts by private interests to conserve the landscape and provide public access have contributed greatly to the national park system. The legacy of these efforts is visible on the extant landscape of Acadia, in its hiking paths, carriage trails, and motor roads as the tangible remains of the efforts of John D. Rockefeller, Jr. (see context 3 below), Charles W. Eliot, and George B. Dorr, among others. Acadia National Park was established because local groups such as the Hancock County Trustees of Public Reservations and the local Village Improvement Associations/Societies laid the foundation for organized land conservation on Mount Desert Island.

Early land conservation efforts in New England and the Northeast were a combination of grass-roots attempts at both managing and preserving noteworthy scenery threatened by the encroachment of urban development and deforestation. By the late nineteenth century, more than one third of the American population lived in an urban environment, removed from any semblance of "nature" or wilderness. A number of conservation groups interested in preserving noteworthy scenery were established around the country, many of them in the Northeast. In Massachusetts, the Appalachian Mountain Club was established in 1876, followed by the Trustees of Reservations in 1891. In the 1880s and 1890s, the state of New York set aside several scenic reservations including Niagara Falls, Adirondack Forest Preserve and the Palisades Interstate Park (in New York and New Jersey).

Historian Richard Judd speaks of a powerful new thrust in the American conservation movement predicated on recreational rather than utilitarian concepts of land use, and Romantic visions of the wilderness. In recreational travel, upper class urban dwellers displayed an appreciation for natural scenery, and were followed by the middle class. A 'summer trade' evolved with "powerful political advocates." This was true in the Northeast, including the coast of Maine. Between 1879 and 1909, investments in Maine summer resorts increased from \$500,000 to \$139 million, and the tourist-industry income rose from \$250,000 to \$20 million.⁵²

There was a significant increase in the number of summer visitors coming to Bar Harbor and Mount Desert Island. In 1870, the only means of reaching the island (aside from sailing to it yourself) was by stage from Bangor or by steamboat twice a week from Portland. In the early 1880s, boats began running daily during the summer; in 1884, the Maine Central Railroad connected a line to the Mount Desert Ferry. Within four years, the arrivals and departures to and from the island nearly tripled. By 1887, over 15,000 passengers were carried to Mount Desert Island by rail and 10,000 by steamship.⁵³

⁵² Richard W. Judd, *Common Lands, Common People*, 197-199.

⁵³ William Berry Lapham, *Bar Harbor and Mount Desert Island*, 57.

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The island itself was facing increased pressure from development. A land boom and bust cycle in the late 1880s had developers such as the Mount Desert and Eastern Shore Land Company offering 500 "choice" lots in a large tract located at the eastern edge of Jordan Pond and Eagle Lake along the western flanks of Cadillac Mountain. These lots, less than an acre apiece, were being offered to the general public for \$150 to \$600 each.⁵⁴

Village improvement associations and societies

Landscape architect Charles Eliot, a summer resident, was among the first to recognize the need to preserve Mount Desert Island's dramatic scenery and its abundant wildlife. In 1880, while a student at Harvard, he and his brother Samuel, Edward Lothrop Rand, and ten others, calling themselves the Champlain Society, camped at the east side of Some's Sound for the purpose of studying geology, ornithology, marine invertebrates, meteorology, botany, ichthyology and photography. A secretary of the society, Rand wrote in 1881 of the need to create a reservation to protect the island's scenery from development.⁵⁵

Against this backdrop of increasing tourism and pressure from development, several organizations materialized to foster public improvements and preserve the natural beauty of the island. Residents organized to form village improvement associations (VIA) and societies (VIS) in four villages on the island. The first, formed in 1881, was the Bar Harbor Village Improvement Association, later incorporated in 1891. The Northeast Harbor Village Improvement Society followed in 1897, the Seal Harbor Village Improvement Society in 1900, and the Southwest Harbor Village Improvement Association in 1914. All but the Southwest VIA are still active. Dues were generally \$1.00 per year, with a lifetime membership costing \$25.00.⁵⁶

Although many of the members were summer residents from Boston, Philadelphia, and New York society, these groups also attracted local merchants, doctors, lawyers, and naturalists. The VIA/VIS groups were dedicated to both preservation and physical improvements that would ultimately improve the quality of public amenities of the island. The Bar Harbor VIA constitutional preamble reads as follows:

Whereas it is evident to all who are interested in the development and improvement of the village of Bar Harbor, that some method of united action is needed in order to secure the best results in preserving the natural beauties of the place, as well as to foster and encourage all public improvements, but especially for the purpose of improving and ornamenting the streets and public grounds of the village; planting and cultivating ornamental trees; building, clearing and repairing

⁵⁴ Ruth Ann Hill, *Discovering Old Bar Harbor and Acadia National Park*, 128.

⁵⁵ Rand would later co-author a text with John Redfield, *The Flora of Mount Desert Island, Maine*, in 1894.

⁵⁶ See Bar Harbor VIA annual reports.

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sidewalks; lighting the streets, and doing such other acts as shall tend to beautify, adorn, and be for the convenience of the village.

What set the island village improvement groups apart from other such organizations in New England was the construction and continued maintenance of well-designed paths linking scenic areas with the villages.⁵⁷ Walking from the villages to the mountain summits or along the coast was an extremely popular pastime among summer residents. Beginning in the 1890s, island-wide trail maps were made by Edwin Rand, and later updated by Herbert Jacques, Waldron Bates, and others. Path Committees of the village improvement groups benefited from the energy of a number of extraordinary individuals, many who served as committee chair or superintendent. Among them were Waldron Bates, Dr. S. Weir Mitchell, John Van Santvoord, Rudolph Brunnow, and Andrew Liscomb.⁵⁸ A Joint Path Committee was formed by the VIA/VIS in 1900, for the purpose of maintaining the system island-wide. A number of memorial paths, named after Bates and other dedicated path builders, were endowed by members of the village improvement groups and maintained by the establishment of a Special Path Fund.⁵⁹

While their primary goal was not land acquisition, a few scattered parcels were donated or purchased by members of the Bar Harbor VIA for conservation purposes. However, the village improvement groups were not solely interested in preserving the landscape as an important element in perpetuating a "rustic" lifestyle. Within the VIA/VIS, special committees addressed specific issues such as sanitation, road and path maintenance, finances, entertainment, and beautification.

The Hancock County Trustees for Public Reservations

Working independently from the village improvement groups, three summer residents, Charles W. Eliot, George B. Dorr, and John D. Rockefeller Jr., largely determined the destiny of Mount Desert Island. Charles W. Eliot Sr. was a member of a distinguished Boston family, president of Harvard University, and father of the landscape architect, Charles Eliot.⁶⁰ Although others on the island had advocated land protection, Eliot was truly the catalyst behind the organized effort to conserve land on Mount Desert. He has been described as independent, deeply religious, outspoken, curious, and optimistic about the promise

⁵⁷ In a 1905 *Atlantic* article, Frederick Law Olmsted Jr. echoes a lament voiced twenty years earlier by his father that village "improvements" were often inappropriate and incongruous embellishments to public areas.

⁵⁸ See Appendix D for a list of VIA/VIS Road and Path Committee chairs and superintendents.

⁵⁹ See Appendix D for a list of memorial and endowed paths.

⁶⁰ Charles W. Eliot (1834-1926), president of Harvard University, founder of Hancock County Trustees of Public Reservations (Maine). His son Charles Eliot 91859-1897), landscape architect and protégé of F.L. Olmsted, Sr., and founder of Trustees of Reservations (Mass.). Charles W. Eliot II (1899-1993), grandson of Charles W. Eliot Sr., landscape architect and planner for the National Capital Park and Planning Commission, and a member of the Hancock County Trustees of Public Reservations.

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of American democracy for all people. He was one of the few summer visitors who expressed an interest in the island's year-round residents.⁶¹

Eliot was undoubtedly influenced by his son Charles, a pioneering landscape architect and protege of Frederick Law Olmsted, Sr. Young Eliot wrote an article in *Garden and Forest* in 1890, which outlined a plan for preserving "fine bits of natural scenery near Boston." He goes on to state

"...only an authority which can disregard township limits can properly select and establish the needed reservations...by an incorporated association...empowered by the State to hold small and well-distributed parcels of land free of taxes...for the use and enjoyment of the public." ⁶²

As a member of the Council of the Appalachian Club, young Charles Eliot was well positioned to gain a constituency for his cause. While a committee drafted an act of incorporation, Charles was indefatigable in his lobbying efforts. A hearing was held before the Judiciary Committee of the Massachusetts Senate, which hundreds of supporters attended. The act of incorporation passed both houses and was approved by Governor William Eustis Russell. The Trustees of Public Reservations, composed almost exclusively of Massachusetts aristocrats, was officially chartered on May 21, 1891.

Charles W. Eliot undoubtedly used this organization as a model when he founded the Hancock County Trustees for Public Reservations (HCTPR) in 1901, four years after the untimely death of his son. Eliot called together a group of residents made up of scientists, businessmen, and ministers to establish the Trustees.

George Bucknam Dorr, "intellectual and undirected Brahmin," found his calling through Charles W. Eliot. A bachelor in his 40s, and a Harvard graduate trained to practice law, he led the life of a gentleman scholar. At his summer home on the island, Old Farm, his parents had hosted "some of America's best-known academic, literary, legal, and political personalities."⁶³ Also an avid horticulturist, Dorr started the Mount Desert Nurseries. As a founding member of the Bar Harbor VIA, Dorr was a veteran trailblazer, although he did not chair the Paths Committee. He had, however, purchased land in the 1890s and constructed public paths for walking, bicycling, and carriage riding. When appointed by Eliot as vice-president of the Trustees, he took on the position with characteristic intensity. His new-found zeal and dedication for conserving the lands of Mount Desert resulted eventually in his becoming Acadia National Park's first superintendent.

⁶¹ Jaylene B. Roths, "Charles W. Eliot and John Gilley: Good Hope for Our Island," in *The History Journal of Mount Desert Island*, vol. 1, p. 3; and Judith S. Goldstein, *Tragedies and Triumphs: Charles W. Eliot, George B. Dorr and John D. Rockefeller, Jr. and the Founding of Acadia National Park*, 5.

⁶² Charles W. Eliot, *Charles Eliot: Landscape Architect*, 316, 318.

⁶³ Goldstein, 11,12.

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In addition to Eliot and Dorr, the original founders of the Hancock County Trustees included members of the VIA/VIS groups, and thus were comprised of summer residents from the Northeast's elite financial and intellectual circles, as well as local merchants, professionals, and naturalists. Responding to pressures from developers and would-be foresters, the group was chartered to:

acquire, by devise, gift or purchase, and to own, arrange, hold, maintain or improve for public use lands in Hancock County, Maine, which by reason of scenic beauty, historical interest, sanitary advantage or other like reasons may become available for such purpose.⁶⁴

The incorporation was confirmed by special act of the Maine Legislature in 1903, giving it tax-exempt status. The Trustees received their first gift of land in 1908 from Eliza L. (Mrs. Charles D.) Homans, who gave a large tract above Ocean Drive known locally as the Bowl and the Beehive. Other gifts followed that year from Linda Dows Cooksey and George B. Cooksey. A commemorative marker to Samuel de Champlain, the French explorer who had first named the island, was later erected on the tract donated by the trustees of Ms. Cooksey's estate near Seal Harbor. A landmark purchase that year was the Cadillac Mountain summit, accomplished by Dorr with the financial backing of John S. Kennedy, a banker and railroad magnate from New York. Energized by these acquisitions, Dorr presented a parcel of his own along Bear Brook, on which he had constructed a bicycle path. In 1909 he purchased a spring and surrounding lands that would later be known as Sieur de Monts. He constructed a Florentine-style canopy over the spring, and carved a nearby granite boulder with the inscription "The Sweet Waters of Acadia."

Dorr and Eliot worked together until Eliot's death in 1926, acquiring as many tracts of land as they could, both from individuals and from residents who grouped together to buy land to give to the Trustees. The Hancock Trustees received 129 separate donations from 1908 until 1930.⁶⁵ In the 1930s they turned most of their holdings over to Acadia National Park, with the exception of the George Nixon Black mansion and grounds in Ellsworth, which they continue to maintain.

⁶⁴ See Appendix E for a list of HCTPR officers 1901-1938.

⁶⁵ See Appendix E for a map and list of parcels deeded to HCTPR.

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3. J.D. Rockefeller, Jr. and the Development of the National Park System

Precedents for Philanthropy

In the late nineteenth century, philanthropic giving was changing from a direct "alms to the poor" approach to less direct, institutional giving by wealthy individuals. Industrialists Andrew Carnegie and John D. Rockefeller Sr. were mainly responsible for this change. In 1901, Rockefeller advocated establishing foundations and trusts with broadly defined goals for the advancement of knowledge and human welfare, including the Carnegie and Rockefeller foundations. Rockefeller mainly supported educational, business and religious institutions. Andrew Carnegie supported parks "in the very front rank of benefactions," as well as libraries, concert halls, museums and educational institutions.⁶⁶

Philanthropic efforts by groups and individuals played a major role in the early development of the national park system. In 1907, nine years before Congress created the National Park Service and began routinely appropriating funds for park lands, Mr. and Mrs. William Kent donated Muir Woods in California, the first of many donations of land and endowments by private individuals. Stephen Mather, the first director of the NPS, contributed much from his personal fortune to the parks. Substantial donations were also made to the NPS by the Mellon, Vanderbilt, and Adams families. Recognizing the importance of private philanthropy, Congress created the National Park Trust Fund Board in 1935 to receive gifts for the parks. This body was later replaced by the National Park Foundation in 1967. For more than eighty years, contributions from individuals and groups too numerous to mention have added significantly to park planning, development, management, and interpretation.⁶⁷

J.D. Rockefeller, Jr. and the National Park Service

The contributions made by the Rockefeller family are especially remarkable.⁶⁸ John D. Rockefeller, Jr. (1874-1960) continued the philanthropic activities his father had begun. After graduating from Brown University and joining his father at Standard Oil, he began to work closely with Frederick T. Gates, a Baptist minister who was his father's primary philanthropic advisor. By the 1920s, he and other philanthropists were beginning to redirect their philanthropic efforts to projects that interested them.⁶⁹ Clearly, a major interest of Rockefeller's was the support of parks and conservation projects. Between

⁶⁶ Andrew Carnegie, "The Gospel of Wealth and Other Timely Essays," 21.

⁶⁷ Barry Mackintosh, "Philanthropy and the National Parks," July 1998, 1, 2.

⁶⁸ Ibid., 2.

⁶⁹ Bremner, 148.

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1924 and 1960, he gave over \$40 million for state and national parks. In particular, he was certain that expanding the national park system would benefit the nation.⁷⁰

Rockefeller's true passion, road building, was inherited from his father, who had constructed a network of carriage roads at his childhood home, Forest Hills, in Cleveland, Ohio. Young Rockefeller incorporated many of the same design elements in the carriage roads he constructed on his estate at Potantico Hills, New York. It is also likely that his initial involvement with Acadia was due to his interest in building a carriage-road system on the island. Rockefeller first visited Mount Desert Island in 1908. In 1910 he purchased a summer home at Seal Harbor and joined the Village Improvement Society. Seven years later he became a member of the Roads and Paths Committee. He was made an officer of the society in 1926.⁷¹

Rockefeller's first donation, \$17,500, was in 1915 to the proposed Sieur de Monts Monument. The following year he presented a gift of 2700 acres. By 1924 he had contributed more than \$420,000 in land donations and financial support to the park. A number of these gifts were made through the Hancock County Trustees.

Other parks in the national park system were beneficiaries of Rockefeller's largesse. Rockefeller first visited Yellowstone National Park with his father in 1886, when he was 12 years old. In 1924, he visited several western parks and monuments with his sons, including Grand Canyon, Bandelier, Mesa Verde, and Yellowstone. That same year he donated funds for an interpretive center at Mesa Verde through the Laura Spelman Rockefeller Memorial, established in honor of his mother. He also contributed to the construction of museums at Yosemite and Yellowstone, a study center at Crater Lake, and "trailside museums" in other parks.⁷²

During his 1924 visit to Yellowstone, Rockefeller met Horace M. Albright, then superintendent of the park and Assistant Director of the National Park Service.⁷³ Albright later succeeded Stephen Mather as Director in 1929. Rockefeller and Albright forged a strong life-long friendship that affected development in Acadia, Yellowstone, and Grand Teton National Parks.

Rockefeller, dismayed at the condition of the roads at Yellowstone, initially funded the clearing of roadside debris from more than 10 miles of roadside between Mammoth Hot Springs and Obsidian Creek from the fall of 1924 to the spring of 1925. The project was so successful that he extended funding for another year, giving a total of \$50,000. As the National Register nomination for Yellowstone states:

⁷⁰ Joseph W. Ernst, *Worthwhile Places: Correspondence of John D. Rockefeller, Jr., and Horace M. Albright*, 4; Robin W. Winks, "The Rockefellers and National Parks," in *Wild Earth*, Summer 1998, 23.

⁷¹ Margaret Coffin, "Historic Hiking Trail System of Mount Desert," vol. 1, 234.

⁷² Raymond B. Fosdick, *John D. Rockefeller, Jr. A Portrait*, 307.

⁷³ Albright was Superintendent of Yellowstone from 1919-1929, and Assistant Director of the NPS from 1916-1929.

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One other area of significance for the Yellowstone roads was the association with the nationwide Roadside Improvement Program under the leadership of...Rockefeller. It would be difficult to pinpoint any particular resource in the park to that association, but the work done in the park as a result of that program was very important to the park's appearance and to the morale of the park employees, who gained more pride in their work.⁷⁴

Within the next few years, nearly \$7 million was appropriated and spent on road beautification nationwide, which Albright mainly attributed to Rockefeller's work at Yellowstone.⁷⁵

In 1926 Rockefeller visited Jackson Hole, Wyoming, with his wife Abby and Albright. Rockefeller was enchanted with the Teton Mountains, but expressed concerns about the unsightly commercial development on the western side of the valley. Albright explained that efforts since 1898 to include the range in Yellowstone National Park had been thwarted, mainly by cattle and dude-ranching interests. In 1927 Rockefeller formed the Snake River Land Company, and began to buy up land in the valley anonymously. According to the National Register nomination for Grand Teton National Park, Rockefeller's actions to promote the park were dramatic in changing local landowning patterns. These acquisitions, combined with the onset of the Great Depression, spelled the end of dude ranch building in the valley. Rockefeller removed ranches, motor courts, and other "unsightly" buildings from his land, and preserved and rehabilitated others.⁷⁶

When Grand Teton National Park was created in 1929, it was smaller than its proponents had hoped. After Rockefeller's connection was announced publicly, local cattle ranchers and developers convinced Senators Kendrick and Carey from Wyoming to call for a congressional inquiry in 1932. Rockefeller continued to purchase land in Jackson Hole until 1933, acquiring over 30,000 acres and spending \$1.5 million.⁷⁷ Several unsuccessful attempts in the following years were made to get the federal government to accept the lands and add them to the park. Exasperated, Rockefeller wrote to Secretary of the Interior Harold Ickes, saying that he would sell the land to private purchasers if the government did not act. As a result of this pressure, Franklin D. Roosevelt created the Jackson Hole National Monument in 1943. After several more years of political quarreling, the Rockefeller holdings were transferred to the government in 1949. In 1950, a bill was signed by Harry Truman enlarging the Grand Teton National Park to include Jackson Hole National Monument. Rockefeller's involvement did not end with the creation of the larger park. In the

⁷⁴ Mary Shivers Culpin, "Multiple Property Listing: Historic Resources of Yellowstone National Park," Section F, 16.

⁷⁵ Ernst, 163.

⁷⁶ Rockefeller's role in the creation of Grand Teton National Park is discussed within the contexts of tourism and conservation. See Steven F. Mehls and Carol Drake Mehls, "National Register Nomination, Multiple Property Listing, for Grand Teton National Park Historic Resources," Section E, 18.

⁷⁷ Winks, 24.

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1950s, Rockefeller contributed additional funds to expand the park and construct three lodges owned by his Grand Teton Lodge Company, including Jackson Lake, Colter Bay, and Jenny Lake.⁷⁸

Rockefeller financed significant conservation measures that benefited other parks. In 1928, he contributed \$1.5 million to save Yosemite Valley's outstanding pine forest from logging. In 1929, he commissioned a study of architecture in the western parks by Grosvenor Atterbury, which favored a simplicity of design that would not overshadow the landscape.⁷⁹ Rockefeller contributed approximately \$250,000 to assist with the establishment of Shenandoah National Park in 1935, and \$5 million to Great Smoky Mountains National Park, established in 1930 but not dedicated until 1940. According to Robin Winks, these projects were an example of Rockefeller's "dual agendas— the creation of a 'conservation landscape' and the promotion of recreational tourism to lift the region's standard of living...in the 1930s precisely this linkage best represented the prevailing national park ethic."⁸⁰

In addition to the national parks, Rockefeller made donations to state parks and other public areas in California, New York, New Jersey, New Mexico, Ohio, North Carolina and Kansas. Although his direct giving to the parks nearly ceased by 1940, he continued to be interested in the development of Acadia. His largest land donation—3825 acres—was made in 1935.⁸¹ The last gift was given posthumously in May of 1960, when he bequeathed an additional 1500 acres to the park in his will.⁸² In total, Rockefeller gave almost \$4 million to the park in land, money, road construction and other projects.

⁷⁸ Mehls Section E, 14; Winks, 314; Fosdick, 314.

⁷⁹ Foulds, *Cultural Landscape Report for Blackwoods and Seawall Campgrounds*, 13.

⁸⁰ Winks, 24.

⁸¹ See Appendix G for a 1935 letter from Rockefeller to Secretary of the Interior Harold Ickes detailing his contributions to the park.

⁸² *Portland Evening Press*, May 20, 1960.

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Historical Overview

The Establishment of Acadia National Park

Acadia National Park was the first national park established east of the Mississippi. Like many of its western counterparts, efforts to preserve the natural scenery of Mount Desert Island for public benefit preceded the establishment of the National Park Service. This is not surprising since along "the entire Atlantic seaboard of the United States, the only mountains to reach the sea are to be found here."⁸³

Local civic initiatives and private philanthropy set the stage for park development

The physical development of Acadia National Park is significant as it combined local civic and philanthropic efforts with federally funded initiatives. At the time the park was established, the village improvement groups and John D. Rockefeller, Jr. had already contributed substantially to construction projects for roads and trails that would ultimately come into the park's boundaries. By creating public access, civic groups and philanthropists increased awareness and support for the preservation of the island's natural scenery. As discussed in the context sections 2 and 3, the foundation of later park development was shaped by the early efforts of the village improvement societies, the Hancock Trustees, George Dorr, and J.D. Rockefeller Jr., all of whom had initiated projects before the park was established.

The village improvement associations and societies began constructing walking paths on Mount Desert Island in 1890, linking the villages with shoreline and mountain vistas. The Joint Path Committee was established in 1900 to oversee what had become an island-wide trail system. Some of the paths were endowed by the members, receiving commemorative markers and continued funding for maintenance.⁸⁴ In 1937, maintenance responsibility for the paths within park boundaries was transferred to the National Park Service.

As discussed previously, the Hancock County Trustees of Public Reservations was chartered in 1903 for the purpose of acquiring parcels of land on the island, mainly to protect the walking paths and scenic vistas. Gifts of land were acquired mainly through the efforts of Charles W. Eliot and George B. Dorr. In 1909, Dorr purchased on behalf of the Trustees a small spring in a meadow northeast of Cadillac Mountain. He constructed a Florentine canopy to protect the spring and to allow visitors to view the source, later constructing a spring house nearby. As Dorr later stated, this 10-acre tract he named *Sieur de Monts* was "one of the foundation stones on which the future park was built."⁸⁵

⁸³ Haney, p. 275.

⁸⁴ See Appendix D for a list of commemorative and memorial paths.

⁸⁵ George Dorr, *The Story of Acadia National Park*, 20.

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By 1913, the Hancock Trustees controlled over 5000 acres of land on Mount Desert. However, many year-round residents, in particular the local merchants, were not in favor of removing large tracts of land from the tax roles. Eliot's mission of "keeping the beauty and convenience of the area as a health and pleasure resort always in mind," was not always compatible with the year-round residents' need to engage in development and commerce.⁸⁶ Some of the locals feared a prohibition of timber harvesting on protected lands, which provided income and fuel through the winter.⁸⁷ Although "it was the desire of the Trustees not to withdraw from taxation land that could be used for houses or farms," William Sherman, a local merchant in Bar Harbor and representative to the state legislature, attempted to gain support to revoke the group's tax-exempt status. Hurrying to Augusta, Dorr appealed to his friend John A. Peters of Ellsworth, Speaker of the Maine House of Representatives, to help defeat the bill to annul the charter of the Trustees in 1913.

George B. Dorr's vision becomes a reality

It was clear to George Dorr that the Trustees were politically vulnerable, and he would need to find a way to donate the land to the federal government to protect it from development. As a member of a patrician Boston family, he was persistent and energetic in his lobbying efforts, calling for support from such acquaintances as Gifford Pinchot of the Forest Service, Theodore Roosevelt, and others. He attended luncheons, dinners, parties and picnics. In 1914, both Dorr and Eliot wrote articles about Mount Desert Island that appeared in *National Geographic Magazine*, in retrospect a good public relations effort.⁸⁸

In early 1914, several bills were pending in Congress to establish national parks, so Dorr chose instead to see establishment of a national monument, which did not require an act of Congress.⁸⁹ National monuments, established by proclamation, were intended to protect areas important for their history, prehistory or science.⁹⁰ Dorr returned home to begin the arduous process of perfecting the land titles. When he informed Eliot that he could not personally bear the brunt of the expenses involved in the title searches, Eliot turned to John D. Rockefeller, Jr. Eliot had a close relationship with the younger man, and served on three of the Rockefeller boards.⁹¹ In 1915, Rockefeller made his first donation, \$17,500, but not without expressing some concern. "Do you not feel," he asked Eliot, "that the establishment of this monument will bring an undesirable class of tourists to Bar Harbor in their automobiles who, if automobiles are admitted to the south side of the island, will be a real nuisance to the residents there?"⁹²

⁸⁶ Lenard E. Brown, *Acadia National Park, Maine, History Basic Data*, 72-73.

⁸⁷ Roths, 18.

⁸⁸ Dorr et al 1914; Eliot 1914

⁸⁹ Brown, 72-73. See also Dorr, *The Story of Acadia National Park*, 37-45.

⁹⁰ Sellars, 13.

⁹¹ Goldstein, 19.

⁹² Goldstein, 22.

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(Ironically, Rockefeller later provided the vision for a park-wide motor road system.) Despite Rockefeller's initial reluctance, Dorr received the money and completed the deed searches.

In 1916, the Public Land Commission accepted Dorr's proposal. On July 8, President Wilson authorized Sieur de Monts National Monument and George Dorr became the custodian.⁹³ At the time the monument was established, consisting of 6,634 acres, including 4 lakes and 10 mountains, within a contiguous boundary.⁹⁴ In that same year, Dorr formed the Wild Gardens of Acadia, a tax-exempt corporation established to acquire land for public use, and for educational and scientific purposes. He placed his private holdings in the corporation, with the intention of donating them to the monument at a future date.

Dorr envisioned the newly created monument as a sanctuary for the island's flora and fauna, and as an appropriate haven for scientific research. He devoted much of his personal fortune to acquiring land he would donate to the park. Dorr's friend Eliot shared a vision of what the new monument was to become. He stated that its dedication, "...has awakened a strong interest also in the island on the part of single-season visitors, and those who come here for a few days only—or even for a single day."⁹⁵ By 1917, a new tide of enthusiasm for the monument led Dorr to campaign for national park status.⁹⁶ The following year he successfully lobbied for the first appropriation for the monument—\$10,000—and recognition of its "national park character" by Roosevelt and other supporters. In 1919, largely due to Dorr's efforts, Lafayette National Park was authorized by Congress.

"Section 1: Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that the tracts of land, easements and other real estate heretofore known as Sieur de Monts National Monument, situated on Mount Desert Island, in the county of Hancock and state of Maine, established and designated as a national monument under the Act of June eighth, nineteen hundred and six, entitled "An Act for the preservation of American antiquities," by presidential proclamation of July eighth, nineteen hundred and sixteen, is hereby declared to be a national park and dedicated as a public park for the benefit and enjoyment of the people under the name of Lafayette National Park, under which name the aforesaid national park shall be entitled to receive and use all moneys heretofore or hereafter appropriated for Sieur de Monts National Monument."

⁹³ In 1914 it was understood that Dorr would act as caretaker until appropriations could be granted for the management of the offered lands (the NPS did not officially exist yet). When Secretary of Agriculture Houston objected on the grounds that the government could not accept gratuitous service, Dorr agreed to take a salary of \$1 a month. Thus he became custodian when the monument was created (1916), although he was not officially appointed superintendent until 1919, the year Lafayette National Park was authorized by Congress.

⁹⁴ Accounts differ on the exact acreage of the original monument. It was given the name of Sieur de Monts, grantee of L'Acadie, a vast area claimed by France in the 17th century that encompassed most of northeast North America.

⁹⁵ Goldstein, 25.

⁹⁶ Coffin, 233.

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"Section 2: That the administration, protection and promotion of said Lafayette National Park shall be exercised under the direction of the Secretary of the Interior by the National Park Service, subject to the provisions of the Act of August twenty-fifth, nineteen hundred and sixteen, entitled "An Act to establish a National Park Service, and for other purposes," and acts additional thereto or amendatory thereof."

"Section 3: That the Secretary of the Interior is hereby authorized, in his discretion, to accept in behalf of the United States such other property on said Mount Desert Island, including islands, easements, buildings, and moneys, as may be donated for the extension and improvement of said Park." Approved February 26, 1919⁹⁷

For the next twenty years, Dorr devoted himself to the construction of visitor amenities and the acquisition of additional tracts for the new park.⁹⁸ Beginning in 1922, Dorr attempted to secure a tract of land on the Schoodic Peninsula to add to the park. The donors, who were francophobes, agreed to give the land to the park on the condition that the name be changed from Lafayette, which they found objectionable.⁹⁹ In 1929, the tract was added to the park, and the name changed to Acadia.¹⁰⁰

Dorr, seeing the need for camping facilities, donated 24 acres of land for a campsite at Bear Brook in 1926. In 1930, he acquired a 233-acre tract originally the site of the Seawall Naval Radio Station, which he thought was "admirably suited for campground purposes." In the mid-1930s, he sold or donated more than 200 additional acres to the park. In a 1942 hearing on an appropriations bill for additional park funds, Representative Demaray stated that George Dorr had personally contributed over \$100,000 in value to the creation and expansion of the park. Later that year, Dorr donated Old Farm; his ancestral summer home valued in excess of \$250,000. Dorr spent the last decade of his life in blindness, but still able to walk the trails he loved. He died in 1944.

Rockefeller's carriage roads

Rockefeller's biographer, Raymond Fosdick, states that "more than any other park to which Mr. Rockefeller has contributed, Acadia bears the marks of his own persistent care and effort."¹⁰¹ Although accused by his critics of viewing nature from trains and automobiles and well-manicured paths, Rockefeller was interested in all aspects of this park's development. However, it was the construction of a carriage road system in particular that captivated him. Fosdick attributes this to the notion that the project was a new enterprise that appealed to Rockefeller, who was fascinated by the technical aspects of road building, and who found

⁹⁷ Cammerer and Vint, 1-2.

⁹⁸ See Appendix F for park land donation/acquisition maps, 1934-35.

⁹⁹ Sargent F. Collier, *The Triumph of George B. Dorr*, [page?]

¹⁰⁰ See note 87. Ironically, the name Acadia is of French origin.

¹⁰¹ Fosdick, 305.

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it difficult to delegate responsibility. By all accounts a perfectionist, he "would not be hampered by the precedent of inferior standards..."¹⁰² His granddaughter Ann Rockefeller Roberts notes:

His interests included education, health, medical research, historic restoration, the temperance movement, labor issues, and conservation...but his work on the land—the one element about which he cared most deeply, and to which he committed his personal creative energies—is little known. The carriage roads he built at Acadia National Park on Mount Desert Island in Maine are the chief expression of this hidden passion.¹⁰³

His expertise had been gained from earlier construction of carriage roads on his New York estate at Pocantico Hills. Apparently, this network of roads was not universally admired. One Northeast Harbor resident described Rockefeller's Tarrytown estate as "a huge waffle iron."¹⁰⁴ Nonetheless, Rockefeller began constructing carriage roads on his own and nearby estates on Mount Desert Island in 1913. In 1915, He gained permission to extend his roads onto lands held by the Hancock Trustees.

One key element of Rockefeller's success was his ability to surround himself with very talented and capable individuals, and the carriage road project was no exception. Beginning in 1916, construction of the roads was supervised by engineer Charles P. Simpson, who was later replaced by his son Paul upon the elder Simpson's retirement. Paul Simpson supervised the project through the construction of the last carriage road in 1940. Noted architect Grosvenor Atterbury and landscape designer Beatrix Farrand also acted as consultants on the project, assisting with the design of the bridges and other landscape features.

Rockefeller's painstaking attention to detail resulted in carriage roads that were consistently excellent in design and craftsmanship. They exhibited distinctive features such as hand laid rock, retaining walls, and coping stones for guardrails, known locally as "Rockefeller's teeth."¹⁰⁵ Rockefeller also oversaw the construction of a series of bridges on the carriage roads. Working with architect William Welles Bosworth, Rockefeller supervised the completion of the first ten bridges between 1917 and 1928.¹⁰⁶ Architect Charles Stoughton designed and completed the remaining six bridges for Rockefeller from 1929 to 1933. Three of the bridges, Little Harbor Brook, Jordan Stream, and Hadlock Brook, were adapted from the bridge at Swan Lake in Central Park.¹⁰⁷ At its conclusion, the carriage road system was 57 miles long (44 miles are now within park boundaries), and included 17 bridges and two gate lodges. These features largely established the architectural and landscape architectural character of Acadia. Rockefeller would

¹⁰² Ibid.

¹⁰³ Ann Rockefeller Roberts, *Mr. Rockefeller's Roads: The Untold Story of Acadia's Carriage Roads and Their Creator*, 9.

¹⁰⁴ Collier, 39.

¹⁰⁵ For a detailed description of the carriage road system, see Rieley and Brouse.

¹⁰⁶ See Appendix H for a brief biographical sketch of the designers associated with Acadia.

¹⁰⁷ Roberts, 119.

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later use these techniques in the design of the motor road system at Acadia, as well as in the road beautification project at Yellowstone.

Aside from Rockefeller's involvement, the carriage road system is significant because it employed state of the art road construction technology, and its gentle curvature and grades followed the natural topography. Rockefeller's use of native plants (many donated from his own nursery) to screen road cuts and enhance scenic vistas was adopted nationwide.¹⁰⁸ The carriage road construction project was also important locally, as it provided year-round income to a number of islanders from 1914 through the Depression.¹⁰⁹

A Partnership is Forged: Rockefeller and the National Park Service

Completion of the carriage road system

Although Rockefeller had received permission from the Hancock Trustees in 1915 to build roads on reservation land, the land had since been transferred to the newly created monument in 1916. Rockefeller received permission—again—to build carriage roads on these lands in 1918 from Secretary Franklin K. Lane through George Dorr. Construction of the carriage road system continued, and the Little Harbor Brook Road was completed that year. However, Rockefeller's desire for additional carriage roads soon became part of a larger debate concerning public access to Mount Desert Island and Acadia National Park.

Development of the motor road system

The need for roads to accommodate automobiles had a direct impact on the development of the national parks, including Acadia. Of all the issues related to public access to the island, the use of automobiles proved to be the most divisive. The contentious debate would involve the village improvement groups, the Hancock County Trustees, the National Park Service, and various members of Congress for nearly two decades. It would also widen the rift between summer and year-round residents of the island. From 1903 to 1913, efforts were made to prohibit automobiles from the island, mainly by summer residents. However, most year-round residents wanted them; 200 of them had signed a petition to offer their support.¹¹⁰ By 1915, they were ubiquitous features on the island landscape.

Although initially against the use of automobiles on the island, Rockefeller eventually saw their arrival as inevitable. On this issue, he, Eliot and Dorr were in agreement. Dorr and Rockefeller thus sought to control the number of access roads to the park, thereby minimizing their impact on the landscape. As with the carriage roads, Rockefeller would provide funding, design, and engineering services for the motor roads. He proposed to complete a number of connecting carriage roads, and also offered \$150,000 for the construction of the first automobile park road. After engaging a construction company and several

¹⁰⁸ H. Eliot Foulds, *Historic Motor Road System, Acadia National Park*, 73.

¹⁰⁹ Roths, 19.

¹¹⁰ Roberts, 93

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engineers, he approached the Olmsted firm. After F.L. Olmsted Jr. viewed the plans and toured the park with Albright in 1930, he made recommendations but essentially approved of Rockefeller's project. Rockefeller's idea for the development of Acadia included the use of separate circulation systems across the same terrain using different routes, was patterned after Olmsted Sr.'s design at Central Park.¹¹¹

A number of notable individuals from the village improvement groups were vocal in their opposition to the construction of additional roads as proposed by Rockefeller, including Pennsylvania Senator George Wharton Pepper, and C. Ledyard Blair of the Bar Harbor VIA. After congressional hearings, Secretary of the Interior Work agreed to approve Rockefeller's road program. Summer resident Richard W. Hale stated that they were living under "benevolent despotism" when the federal government enforces the decisions and wishes of Rockefeller.¹¹² Nonetheless, Rockefeller began construction of the first motor road segment, the Jordan Pond-Eagle Lake Motor Road. It was completed in 1923.

Assistant Director of the National Park Service Arno B. Cammerer toured Lafayette National Park in 1927. After reviewing the park development plans, which included administration buildings, utility groups, roads, camping sites, comfort stations, hotels, and tearooms, he wrote a memorandum to Secretary of the Interior Hubert Work. In it he stated:

One of the most insistent objections to road construction during the past has been that they opened up wilderness areas that should be kept in their primeval condition. We were surprised to learn that there are in fact no primeval areas on the Land, -that it has in fact been cut over and burned over for centuries, which accounts for the barrenness of some of the summits where erosion has done its work. Wagon roads built by wood-cutters criss-cross the parkland in many places. Under national park policies the entire park area is considered wilderness area, subject only to such improvements as will make them reasonably accessible to the people of the country who now own it.¹¹³

The wishes of the year-round residents and the National Park Service won out, and Rockefeller was given permission to continue his roads project. Rockefeller then proposed a continuous road from Cadillac Mountain along the ocean perimeter, on the condition that a naval radio station at Otter Cliffs be relocated to a site on the Schoodic peninsula, recently acquired by Dorr for the park using federal appropriations. Once again, Dorr's lobbying efforts were successful, and the Navy agreed to move the station, pending construction of a costly access road to be completed by the National Park Service to the new proposed site. Dorr hurried to Washington and was able to get a line item of \$250,000 added to the budget in time for President Hoover's signature. The transfer of the naval station was completed in 1935, and Rockefeller completed the extension of one of the most spectacular scenic roads in the park, known as Ocean Drive.

¹¹¹ Foulds, *Historic Motor Road System*, 10.

¹¹² *Ibid.*, 26.

¹¹³ Cammerer and Vint, 31.

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In a 1935 letter to Secretary of the Interior Ickes, Rockefeller outlined his willingness to deed 3835 acres for the completion of his roads project.¹¹⁴

Rockefeller envisioned an integrated road system that would wind through the park, allowing visitors to see the diverse scenery of the park from their automobiles. Ocean Drive formed the nucleus of what later became known as the Park Loop Road. The project was undertaken through a unique collaboration between Rockefeller, the National Park Service, and the Bureau of Public Roads.

Bureau of Public Roads projects at Acadia

The 1926 cooperative agreement between the National Park Service and the Bureau of Public Roads (BPR) created an important opportunity for Acadia National Park. Although it became essentially a federal undertaking, the motor roads project continued to be of great interest to Rockefeller. Following the completion of his construction projects at Stanley Brook and Otter Cliff, the NPS continued work to complete the motor road system. In 1928, plans were drawn for a road to the summit of Cadillac Mountain, Mount Desert's highest peak. In July 1929, BPR engineer Leo Grossman arrived in Bar Harbor to oversee construction, which was ultimately completed in 1931 at a total cost exceeding \$214,000. Both the design and execution of Cadillac Mountain Road illustrates the BPR/NPS road standards at their finest, including such features as spiral transition curves, consistent 8% grade, boulder guardrails, a narrow 18' roadway with 2' shoulder cut and 3' shoulder fill, and a unique pink granite surface quarried from rock onsite.¹¹⁵ Along the road, pull-offs and overlooks provide dramatic views over the Mount Desert scenery. The summit included a small concession building (described in the 1927 master plan, but no longer extant), along with parking areas with connections to the park's vast hiking trail system.

In 1935, \$350,000 was appropriated to extend the Jordan Pond/Eagle Lake Road to Sieur de Monts Spring.¹¹⁶ The Kebo Mountain Road, completed in 1938, was the first section constructed in a group of BPR projects that would ultimately complete the Park Loop Road. Although it was a federally-funded project, Rockefeller contributed the services of F.L. Olmsted, Jr. to review the final survey and plans prior to construction. In 1936-7, the NPS received an \$500,000 appropriation for the construction of the Otter Cove Causeway and Blackwoods Road for which the BPR prepared plans and specifications. Again, Rockefeller provided the services of the Olmsted Brothers for design consultation. This section was completed in 1939. The Kebo extension and Champlain Mountain Roads were initiated in 1938-9 and completed in 1940. The last segment to complete the Loop Road was the construction of Day Mountain Road (BPR Project #3A3-6A4), finished in 1941. The Paradise Hill Road, largely constructed 1940-41 provided a connection between the park loop road and Hulls Cove. However, insufficient funding and a work stoppage for WWII necessitated that construction of the three bridges was not completed until 1952.

¹¹⁴ See Appendix G for a copy of Rockefeller's letter to Ickes.

¹¹⁵ Foulds, *Historic Motor Road System*, [page?]

¹¹⁶ Foulds, *Historic Motor Road System*, 41.

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The last, minor pieces to complete the system included the realignment of a portion of the Day Mountain Road off the Dane property (1951) and a small leg parallel to Schooner Head Road (completed in 1958).

Using a combination of appropriations through NPS and funding from Rockefeller, the 26.2-mile road system was completed in 1958. While the concept for a motor road system at Acadia may be accredited to Rockefeller, the execution was dependent on a unique collaboration that included Rockefeller's own engineers and contractors, the Olmsted Brothers, the Bureau of Public Roads engineers and NPS landscape architects. Although constructed in segments and over a 30-year period, the motor road system clearly illustrates the principles of NPS design.

The National Park Service Continues with Park Development

Because of the substantial private sponsorship of park development, federal design and construction projects continued the traditions already established on Mount Desert while also embracing the emerging rustic design expressions of the NPS. In the first decade of the new national park, most of the new facilities constructed were basically focussed on providing essential and critical access to the park.

1927 Development Plan by Thomas Vint and Arno Cammerer

One of the park's earliest planning documents, the 1927 master plan provided the first written direction that integrated existing facilities with new federally-funded projects. In 1927, NPS Chief Landscape Engineer, Thomas Vint and Assistant Director, Arno Cammerer signed the "Memorandum on a Development Plan for Lafayette National Park" which was written for then Secretary of the Interior, Hubert Work. The master plan was largely driven by earlier public criticism of Rockefeller's road construction in the park as well as the apparent lack of a larger vision for the park boundary. The report, therefore, proposed a general development plan for Acadia that would include "essential extensions of the park, plans for roads and trails, utility sites, and other developments" that would show that the present and future construction projects were part of overall plan.¹¹⁷

The 1927 master plan prescribes the framework for NPS improvements that would complement the privately funded road and trail projects already completed. Much discussion in the plan is directed at boundary issues – mainly in an effort to define the scope of a park development plan for Acadia. In this case, it was proposed that the plan be limited to only those lands currently held in fee by the National Park Service and that it would be inadvisable to "officially prepare and publish a map in what direction future expansion of the park boundary should extend."¹¹⁸ With regard to park facilities, the 1927 development plan addressed several key elements of the new park:

¹¹⁷ Cammerer and Vint, 1.

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- administrative unit
- public concessions
- park entrances
- public camps for motorists
- hiking paths and trails
- motor and carriage roads
- other observations

It is likely that these categories were derived in part from a larger context of park planning that was underway in the NPS Branch of Plans and Design for the western parks. Acadia, however, posed some unique challenges. It was not an isolated scenic landscape or natural wonder like many of the western parks. Rather, the park was located amidst existing communities with an established summer tourist industry and infrastructure. This greatly influenced the recommendations of the 1927 proposal and ultimately, the development of the park.

In general, this particular plan supported the ongoing projects at the park without creating substantial recommendations that would change the physical character of the park and its facilities. For example, the plan advised against building an organized administration area because the park was not large enough to support such a development. Rather, it proposed that employees continue to live in Bar Harbor and that the existing administration building (on Main Street) be continued. The plan supported the ongoing operation of the Jordan Pond tea house (concession) as well as providing guidelines for a new tea house at the summit of Cadillac Mountain which would be "low, inconspicuous, and well-designed."¹¹⁹ Overnight (hotel) accommodations were not advised, since "ample lodging facilities have been provided by private enterprise in towns around the park."¹²⁰ No recommendations were provided to create a identifiable entrance for Acadia. This is likely due to the limited and noncontiguous acreage existing in 1927, as well as the interweaving of park and local roads.

By the time the 1927 Acadia Plan was proposed, the NPS had already established a tradition of motor camping in national parks. Thus the Acadia report reiterated both the benefits and rationale for this use:

In all the national parks specially selected areas are set aside for the accommodation of motorists who bring their own tents, bedding and food supply for camping. These areas are selected because of the special suitability of the terrain for accommodation of cars, proximity of pure water for drinking and cooking, and drainage for toilets and the like. Concentration of camping on such areas is necessary to control of sanitation and policing and prevent camping at will along the roadside. In

¹¹⁸ Ibid., 15.

¹¹⁹ Ibid, 20.

¹²⁰ Ibid.

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Yosemite and Yellowstone particularly the public camps form one of the most popular features of service supplied the visitor, and about sixty to seventy per cent make use of them there. . .¹²¹

This document did clearly make the case first for the importance of public campgrounds for motorists, and secondly for the consideration of future sites that would be "somewhere on the shore or in view of the ocean."¹²² At the time the master plan was written, the Town of Bar Harbor was operating a campground near Ledgelawn Avenue, at the site of a former Native American encampment.¹²³ The master plan supported the construction of a new campground west of Bar Harbor, at Bear Brook in the area known as Morrell Park.

Vint and Cammerer also acknowledged that the "park's mountain lands are generally well supplied with trails and paths for those desiring to hike" and that "this work has all been done during half a century from funds supplied privately and is maintained through the interest of path committees of the Village Improvement Societies."¹²⁴ For this reason, no further recommendations were provided for additional hiking trails or paths.

The construction of both motor and carriage roads were the biggest issues in the 1927 plan. At that time, only the Cadillac Mountain and Jordan Pond [motor] Roads had been approved, so the plan simply reiterated the value of both of these roads to specific destinations in the park. The Cadillac Mountain Road was targeted for completion for the 1929 tourist season with specific recommendations that would ensure that it met NPS construction standards. In general the motor roads were considered beneficial to the park because they provide access to areas of the park that would otherwise be unreachable except by "the most strenuous exertions" – an unfortunate scenario since "the great mass of visitors to a national park ... do not desire walking trips over rugged territory or strenuous climb."¹²⁵ Rockefeller is discussed in some detail, primarily related to his 1922 proposal to fund and construct the Jordan Pond Road as well as carriage roads that would be sited at least partially on park land. The carriage roads received considerable scrutiny by the NPS, but it was clearly determined that they would provide a tremendous benefit to the park, even if they only provided access for fire protection.

The 1927 master plan accurately captured the development status of the park and provided some modest recommendations for additional facilities that would be initiated in the next decade through the Roosevelt administration's New Deal programs. The first phase of construction at Bear Brook Campground was successfully completed around 1932, and campground remained in operation until it was converted to a

¹²¹ Ibid, 21.

¹²² Ibid., 24.

¹²³ Foulds, *Blackwoods and Seawall Campgrounds*, 11.

¹²⁴ Cammer and Vint, 24.

¹²⁵ Ibid., 26.

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picnic area in 1958. The 1927 plan does recommend additional campgrounds and both Seawall and Blackwoods Campgrounds were constructed following this report. In the 1930s and 40s, much effort was also devoted to road construction to provide adequate access and circulation in the park.

1928 master plan by Charles Eliot II

The 1927 NPS master plan also included a letter from Gist Blair of the Bar Harbor VIA, who proposed that the village improvement groups "employ a landscape architect to cooperate with [the NPS] landscape engineer in the working out of such a plan, or if this is not practicable, to prepare a separate plan to submit as an alternative."¹²⁶ Charles Eliot II was hired by Blair and prepared a separate plan in 1928. It outlined the existing conditions of the island, including the park, townships, villages and settlements. Suggestions were made regarding further land acquisitions for the park, and the development of camps, visitor facilities and circulation systems. Eliot made the distinction between areas set aside for wilderness or conservation versus those chosen for development. In reference to Rockefeller's proposal for additional carriage roads, he seemed to allow for a "small amount of additional road construction."¹²⁷ Notably, he was not an advocate for additional motor roads, stating that the existing system (including the proposed Cadillac Mountain Road) was sufficient.

CCC at Acadia

In 1933, two CCC camps were established at Acadia, at the request of George Dorr. Camp NP-1 for CCC Company 154 was located on McFarland Field west of Bar Harbor. Camp NP-2 for CCC Company 158 was established on Long Pond near Southwest Harbor. Each camp supported a crew of 200 men. The two CCC camps were also periodically assisted by Company 1104 located in Ellsworth, which was established primarily to develop Maine state parks. The CCC provided labor for the construction of many park facilities that are essential to visitors today. The 1937 Annual Report described the work and accomplishments of the two camps:

NP-1

"...The company has remained at its present site on McFarland Field in Acadia National Park during its entire history. Various work projects have occupied the men such as: blister rust control, fire hazard reduction, landscaping, trail construction, vista cutting, selective pruning and general clean-up of Acadia National Park."

NP-2

¹²⁶ Gist Blair to Secretary Work, March 26, 1927, as reproduced in Cammerer and Vint, "Memorandum on a Development Plan for Lafayette National Park, 11.

¹²⁷ Charles W. Eliot II, *The Future of Mount Desert Island: A Report to the Plan Committee Bar Harbor Village Improvement Association*. Bar Harbor, ME: Bar Harbor Village Improvement Association, 1928., 26.

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" To aid the Acadia National Park in preserving this beauty and in opening new views, was the work of the 158th Company. The company has aided in suppressing two terrific forest fires, built several miles of fire trails to facilitate the moving of fire-fighting apparatus in the thickly wooded park lands. It has built many beautiful trails on park mountains, developed recreational facilities on the beaches of lakes, cleared acres of burned trees on the mountain slopes, trees that were an added fire menace."¹²⁸

Recreation Demonstration Projects

An important piece of legislation of the New Deal era was the Federal Emergency Relief Act (FERA) of 1933. While it was initially intended to move agricultural families from sub-marginal lands to more productive ones, it subsequently played a major role in the development of visitor facilities at Acadia and other parks. After passage of the bill, the NPS assumed responsibility for the recreational potential of large tracts of newly acquired federal lands, including 8,000 acres on the western side of Mount Desert Island.¹²⁹ A number of areas were developed as RDPs at Acadia under the sub-marginal lands program, including two campgrounds and three picnic areas. As was the case with other New Deal funded programs, the RDPs were completed using CCC labor.

Campground development

Both the park's master plan and the plan proposed by Charles Eliot II recognized the need for public campgrounds as early as 1927. That same year, Dorr pressed for the development of a new campground inside the park boundary at Bear Brook, adjacent to Morrell Park. Rockefeller also recognized the need to accommodate a growing number of visitors, and thus had helped finance the construction of a private automobile campground on his Blackwoods tract near Otter Creek in 1926, which he intended to donate to the park. However, it was not until the implementation of the New Deal programs in the 1930s, that plans for campground development were systematically implemented. The newly adopted Meinecke approach of using "discreet boundaries for both automobile and foot traffic" to minimize compaction of soil in camping areas, was an important element in their design.¹³⁰ One of the first campground projects completed at Acadia using CCC labor was the construction of an amphitheater at Bear Brook in 1934.

Seawall campground was developed and funded as a Recreation Demonstration Project. Facilities constructed from 1937-39 consisted of two loops with 63 campsites, comfort stations, fireplaces, and picnic tables. The Blackwoods tract donated by Rockefeller was also developed as a Recreation Demonstration Project using CCC labor. From the initial surveys in 1937, it was planned to accommodate 400 campsites in three loops. Lacking both adequate funding and CCC labor to complete such an ambitious undertaking, the NPS planned to build a single loop to accommodate 100 campsites by 1941.

¹²⁸ As cited by Foulds in *Blackwoods and Seawall Campgrounds*, 17.

¹²⁹ *Ibid.*, 18.

¹³⁰ Foulds, *Blackwoods and Seawall Campgrounds*, 15.

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World War II caused a delay in park development projects, as CCC crews were shifted toward civil defense. However, a Seawall trailer loop and grading of a camp court at Blackwoods were subsequently completed.¹³¹

Facilities later added to Seawall campground in the early 1940s included a trailer loop comfort station and a check-in/ranger station. Development at Blackwoods continued more slowly; the site did not open to the public until 1946. Additional work was completed at both campgrounds in the 1950s and early 1960s, including an amphitheater and a second campsite loop with comfort stations at Blackwoods, and a fourth loop and amphitheater at Seawall.

Picnic areas

In addition to Acadia's campgrounds, three picnic areas were also constructed by the CCC in 1937 as Recreation Demonstration Projects under the sub-marginal lands program. Pretty Marsh picnic area, located at Pretty Marsh Harbor, is the largest of the three. On March 6, 1937, Acadia assistant landscape architect Benjamin L. Breeze wrote to Thomas Vint regarding development policy issues for the Pretty Marsh area. The parcel had been acquired through the RDP program based on the need for shore frontage to provide "a recreational development for the public where they could enjoy salt water bathing, boating and picnicking."¹³² The primary, unresolved issue at Pretty Marsh appeared to be the potential for exclusive use of a proposed dock by the local "boating clique" rather than the development of the area for generalized public use. As a result, two sets of plans were developed for Pretty Marsh. The first restricted road and parking use to use by "boating parties and their guests." The second included a parking road, parking area and dock, fireplaces, shelters, and toilet facilities. Breeze, sought input from Vint regarding which direction the Pretty Marsh development should take. While no response to this letter has been located, the surviving 1937 Breeze plan does seem to support the latter concept, emphasizing public use. This plan depicts a curvilinear entrance road descending down the slope. At the top, near the entrance, the plan locates an overlook shelter with views indicated to Pretty Marsh Harbor as well as a parking area. The road winds down to a lower developed area with a second parking area, picnic sites with tables and fireplaces, toilets, a second shelter near the water. In 1938, a permit was issued by the Town of Mount Desert for a proposed breakwater and boat landing.

The Oak Hill and Pine Hill picnic areas were designed on a more modest scale. At Oak Hill, southeast of Seal Cove Pond, the site plan shows an entrance road, parking loop, shelter with vista, picnic tables, pit toilets, and integral trails including the Bald Mountain Overlook. The Pine Hill picnic area northeast of Seal Cove Pond includes similar elements such as the entrance road, parking loop, toilets, fireplaces, picnic tables, and overlook shelter.

¹³¹ Foulds, *Blackwoods and Seawall Campgrounds*, 29.

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Trail construction

Acadia's trail system benefited greatly from the New Deal programs. CCC and CWA labor crews were responsible for routine maintenance of existing trails as well as the construction of new ones. New trails were built to exacting NPS specifications and exhibited a high quality of workmanship, particularly in the stone work. Many trails were built in conjunction with Recreation Demonstration Projects, including those at Pretty Marsh, Oak Hill and Pine Hill picnic areas. Others were constructed at Cadillac Mountain, Sieur de Monts Spring, Ocean Drive, and Jordan Pond. Drainage and erosion control were accomplished using features such as switchbacks and rock drains. Plants were used to cover disturbed areas, and to screen views of roads and developed areas. In addition, minor roads called truck trails were constructed as fire access roads in remote areas.¹³³

1941 Master Plan by Benjamin Breeze

Although it did not provide a substantial new vision for the park, the 1927 Master Plan did lay the foundation for a series of landscape studies undertaken by the park's landscape architect, Benjamin Breeze. As Acadia's resident landscape architect from 1933 to 1943, Breeze followed the master planning standards developed for the NPS by Chief Landscape Engineer, Thomas Vint. Previous to his employment with the National Park Service, Breeze had been employed for three and one half years in the design office of A.D. Taylor in Cleveland Ohio.¹³⁴ Breeze began his career with the NPS in April of 1933 as Landscape Foreman employed by the park to supervise ECW/CCC projects. Promoted to Resident Landscape Architect, Breeze remained at Acadia until September of 1943. From Acadia, Breeze was transferred to the National Capital Region where he supervised the construction of parkways and park roads in cooperation with the Bureau of Public Roads. When he retired in 1965, Breeze was the Chief, Branch of Park Roads in the National Capital Region of the National Park Service.

Breeze had a fine hand and the 1941 master plan for Acadia reflects both his drawing style and attention to detail. In its entirety, it integrates both existing and proposed facilities, consistent with the standards developed by Vint and others. The plan is organized into a series of concept drawings at 1" = 2500' for each village area (Bar Harbor, Northeast Harbor, and Seal Harbor). Existing and proposed facilities are further illustrated as a series of site plans and schematic design.¹³⁵

¹³² Benjamin Breeze to Thomas Vint, March 6, 1937

¹³³ Coffin, 301-303, 309.

¹³⁴ United States Office of Personnel Management, OPF/EMF Access Unit, St. Louis, Missouri, Official Personnel Folder of Benjamin L. Breeze (deceased), 27 September 1995 as cited by Foulds in *Blackwoods and Seawall Campgrounds*.

¹³⁵ See Appendix B for selected drawings from the 1941 master plan.

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In addition, an island-wide plan titled "Roads and Developed Areas" which included the Schoodic Peninsula, provides the best overall vision for the park. These diagrams as well as two plans prepared for the east and west half of the island locate all of the principal elements of the park master plan:

- Road projects (Cadillac Summit, Schoodic Peninsula, Bubble Pond, Bear Brook, Wonsquek Harbor, Kebo Mountain, Black Woods, Champlain Mountain, Day Mountain, Paradise Hill, Schoodic Head)
- Existing and proposed trails
- Campgrounds (Bear Brook, Black Woods and Seawall)
- Picnic Areas (Pretty Marsh, Oak Hill, Pine Hill, Ship Harbor, Long Ledge)
- Concessions (at Champlain summit and Lobster Pounds at Seawall and Winter Harbor – Schoodic Peninsula)
- Park entrances (Hulls Cove and Seal Harbor)
- Recreation areas (Sand Beach, Lake Wood Beach, Echo Lake) including winter sports areas (Beaver Pond, Eagle Lake, Bear Brook)
- Developed areas (Sieur de Monts Spring, Thunder Hole/Otter Cove, Jordan Pond House)
- Park administration area (Bar Harbor)
- Utility areas
- Destinations (Bass Harbor Lighthouse, Anemone Cave/Homans House, Brown Mountain Gate Lodge)

Several facilities were further developed in additional drawings, although in some cases, the Breeze drawings simply documented existing conditions. These included Sieur de Monts Spring, Schoodic Peninsula, the park administration area, Blackwoods and Seawall campgrounds, three picnic areas (Pine Hill, Oak Hill, and Pretty Marsh), and Green Lake. The 1941 plan proposed additional development at Pretty Marsh picnic area including three additional piers, women's and men's bathhouses, and an additional shelter. Pine Hill Picnic Area was originally constructed to be the "simplest of tourist accommodations" including "an access road, parking overlook, picnic area with fireplaces and table, shelter, comfort stations and circulatory path system."¹³⁶ The master plan called for additional toilet facilities at Pine Hill.

The 1941 master plan also addressed noncontiguous parts of the park such as the Schoodic Peninsula and Green Lake. For Green Lake, located 25 miles north of Mount Desert off Route 1, the master plan describes alterations made to the former fish hatchery. Here, many of the facilities for the hatchery were removed although the entrance road, parking area, residence, and barn remained to provide access for fishing in the lake.

Several elements of the plan are also described in written narrative in lieu of illustrative site plans or schematic design. For the developed areas in the eastern half of Mount Desert Island, the plan

¹³⁶ Benjamin L. Breeze. "1941 Master Plan"

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provided written recommendations for Cadillac Mountain summit (existing), Bear Brook Campground (existing), NP-1 CCC Camp (existing), Hulls Cove entrance (proposed), Bear Brook winter sports (proposed), Kebo Valley winter sports (existing), Eagle Lake recreation area (proposed), Homans house and Anemone Cave (existing), Thunder Hole (existing), Otter Cover museum (proposed), and the Administrative Area in Bar Harbor (existing and proposed). On the western half of Mount Desert Island, the plan provides written recommendations for Echo Lake Beach (existing), Appalachian Mountain Club (adjacent to Echo Lake Beach), Mount Desert Island Camp (existing), Beech Cliff area, West Side utility area (existing), Long Ledge Picnic Area (proposed), Ship Harbor Swimming and Picnic Area (proposed). For Schoodic Peninsula, written description or recommendations are provided for Big Moose Island parking area, Radio Station – Big Moose Island, Ranger Station – Schoodic Head and the Lobster Pound Concession (existing). Also included was an outline of Acadia's trail system, which included foot trails, bridle trails, service trails, existing truck trails, proposed truck trails, and fire trails.

Implementation of the Master Plans

At Sieur de Monts, the proposed rustic structures and general circulation system were constructed. The general landscape design originally created by George Dorr and the Abby Museum remain, although the area was reconfigured by the CCC and suffered fire damage in 1947. At Blackwoods campground, the entrance road, camp court and Loop A were constructed according to NPS standards. Later changes include the addition of a second campsite loop and amphitheater and the loss of the entrance building and ranger station. Seawall Campground, which was designed as part of the sub-marginal lands program is one of the most intact elements of the Acadia plan. The Lake Wood Beach Developed Area was also constructed. Today, the entrance road, parking circle, and beach remain, but the bathhouse has been lost and a new restroom was added recently by the NPS.

Perhaps the only substantial and unrealized component of the park's master plans is the development of a designed administration complex in Bar Harbor, augmenting the original park headquarters building that has been recently moved to the College of the Atlantic campus. This element of the master plan, as was typical of park plans, would have created a consistent design expression for all elements of the park. At the same time, the two master plans did not envision the need for a monumental visitor center and rather, dispersed visitor information to smaller ranger stations throughout the park. It was probably inconceivable in 1940 that visitation to the park would quickly exceed a million visitors of year. What is clear, is that the majority of the recommendations in the 1927 and 1941 master plans were carried out and that the quality of design and workmanship of the facilities at Acadia is consistent with the objectives of the design guidelines for the NPS.

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The Bar Harbor Fire of 1947

In October of 1947, Maine suffered one of the worst natural disasters in its history. Fueled by an usually dry summer, wildfires burned over 205,000 acres, nearly destroying nine towns, and causing millions of dollars in damage throughout the state.¹³⁷ Although other villages and cities suffered greater loss of life and property on Mount Desert, the media and public attention focused on the "Bar Harbor Fire," perhaps due to the international notoriety of the village.

The fire began as a small outbreak on October 17 at the north end of the island at Dolliver's Dump on Crooked Road. The fire spread approximately 100 acres to the edge of Northeast Creek, and was contained. Several days later, apparently re-ignited, the fire quickly spread south and east to Eagle Lake Road, where it entered the park. Specially trained NPS firefighters, flown in to help battle the blaze, stopped its western advance by setting a backfire at Aunt Betty's Pond.¹³⁸ On October 23, the wind changed direction and became a "gale-driven inferno," moving the fire swiftly northeast to Hulls Cove and forcing the evacuation of the village.¹³⁹ The fire then moved south and east, barely missing downtown Bar Harbor, but destroying hotels and mansions in its path. Finally it reached the sea, having consumed most of the forest from Sieur de Monts Spring to the edge of Otter Cliffs.

"Mount Desert Island's Worst Disaster" had destroyed 17,128 acres on the island, 10,000 within park boundaries.¹⁴⁰ The vast major of the damage was confined to the eastern half of the island, with a large area extending east from the head of Somes Sound to the shoreline north and south of Bar Harbor. Superintendent Benjamin Hadley toured the park immediately after the fire with NPS Regional Director Thomas J. Allen and John D. Coffman, Chief NPS Forester. The park's losses, although extensive, were less than they had feared.¹⁴¹ However, many of the plant materials placed by Beatrix Farrand along Rockefeller's carriage roads were lost, and the information center at Sieur de Monts Spring was destroyed. Curiously, George Dorr's Florentine spring canopy, located near the building, was spared.

Vestiges of Park Rustic Design After 1942

With the advent of World War II, park development in the National Park Service became subordinate in order to support the war effort and civil defense. The CCC camps were dismantled in 1942, removing the labor necessary to complete park projects. In the post-World War II years, facilities at Acadia and other national parks were showing the effects of years of neglect and increased use by the public. A few park

¹³⁷ Joyce Butler, *Wildfire Loose: The Week Maine Burned*, 219.

¹³⁸ *Ibid.*, 52, 56.

¹³⁹ Hill, 104.

¹⁴⁰ See Appendix H for map showing extent of 1947 Bar Harbor fire.

¹⁴¹ *Bar Harbor Times*, Thursday, October 30, 1947, 1.

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projects that had been designed prior to 1942 were constructed according to NPS rustic design standards, such as a comfort station at Blackwoods campground and the museum/ranger station at Sieur de Monts Spring. Work continued to complete the motor road system including the Paradise Hill Road and bridges, completed by 1950, and the last remaining segment near Schooner Head Road (BPR project 4A2) constructed by 1958.

Mission 66

In the 1950s and 60s, a new wave of park development revived NPS interest in the construction of park facilities and Acadia benefited from this nationwide trend. However, unlike the rustic design projects implemented in the 1920s and 30s, this new movement was orchestrated according to modernist principles emphasizing standardization and efficiency rather than compatibility with the natural environment, ultimately resulting in a very different design expression. NPS Director Conrad Wirth undertook a public relations campaign to bring attention to the system's inability to meet the needs of visitors. His goal was to upgrade the facilities, staffing, and resource management of the system in time to celebrate the fiftieth anniversary of the National Park Service in 1966.¹⁴² With congressional approval, the Mission 66 program was launched in 1956, a ten-year program funded by a budget exceeding a billion dollars.

Mission 66 had a major influence on the subsequent development of the parks, including Acadia. Many large projects were pushed to meet the 1966 deadline, resulting in greater uniformity of design and materials, and loss of site and regional specificity.¹⁴³ The project with the greatest overall affect on the park completed at this time was construction of the Hulls Cove visitor center, completed around 1966 near the Paradise Hill Road. Increased visitation, tour buses, recreational vehicles, and large numbers of private automobiles visiting Acadia made it necessary to accommodate more and more visitors in a centralized location. Thus, this project introduced a major new building in a modernist style with a large parking area. The project digressed markedly from the park's rustic roots as well changing the direction of earlier master plan recommendations for a de-centralized and dispersed approach to park information.

In addition to the Hulls Cover visitor center, a number of additions were made to existing facilities in the park, including work on the motor road system, hiking trails, campgrounds, and picnic areas. The Seawall campground amphitheater was completed as a Mission 66 project. Its dramatic "A frame" of glue-laminated beams with concrete bases illustrates the departure from rustic design principles of earlier NPS projects. At Thunder Hole, a segment of the motor road system (project #BPR4A2) was completed. Trail rehabilitation, consisting mainly of rerouting and/or paving, was completed at Anemone Cave, Otter Cliffs,

¹⁴² Foulds, *Blackwoods and Seawall Campgrounds*, 37.

¹⁴³ *Ibid.*, 39.

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and elsewhere.¹⁴⁴ New trails were built at Ship Harbor, Thunder Hole, and Beech Mountain, and new parking lots were placed at trailheads. A second campsite loop was completed at Blackwoods campgrounds using funds from Mission 66. In 1962, plans and improvements were made for picnic areas including restrooms at Frazier Point, Thompson Island, Bear Brook, and Fabbri, as well as the construction of the Harden Farms employee housing. Public access and swimming facilities were also improved at Sand Beach (1961) and Echo Lake (1964). Park administration and maintenance facilities were also completed at this time including the maintenance shop (1965) and headquarters building (1968) on McFarland Hill.

Recent Development Projects

The NPS has continued to work to address the needs of park visitors as well as ongoing issues related to deteriorating facilities and occasional natural disasters. In a few instances, key historic features have been lost including the ranger station at Blackwoods (burned 1978), demolition of picnic shelters at Oak Hill and Pine Hill, and demolition of the bathhouse at Lake Wood swimming area. The historic Jordan Pond House burned in 1979, and was rebuilt with a new design in 1982. The historic concession building at the summit of Cadillac Mountain, known as the Cadillac Summit Tavern, is no longer extant. The existing building, the Cadillac Mountain Gift Shop, was constructed in 1983 following NPS rustic design standards. Approval of a new General Management Plan for the park in 1992 has recommended many improvements and studies for the park. Major repair/rehabilitation projects have been undertaken in the last ten years for the carriage roads and the motor roads, resulted in improved conditions and a better understanding of these resources. At the same time, the park continues its stewardship of important natural resources including the island's dramatic topography, natural communities and endangered species such as the Peregrine Falcon. Today, Acadia is visited by over three million people annually and is one of the most popular and beloved parks in the national park system.

Conclusion

Civic efforts, beginning around 1880, to provide public access to the natural topography of Mount Desert Island, laid the groundwork for the creation of Acadia National Park. These efforts, by local village improvement associations and societies, continued by the Hancock County Trustees and George Buckman Dorr, are integral to the founding of Acadia. Private initiatives by philanthropist, John D. Rockefeller, Jr. have also created some of the most significant resources in the park – including development of the carriage road and motor road systems. The overlay and interweaving of private and public initiatives is somewhat unique in the National Park system. After establishment of the National Park Service and Sieur de Mont National Monument in 1916, design and construction projects funded by the federal government, especially the programs of the New Deal, continued to provide public facilities compatible with the natural

¹⁴⁴ Coffin, 375.

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environment as expressed through a rustic design vocabulary. Although the park developed slowly over a long period of time, and with substantial private involvement, the physical expressions of design on the land are a harmonious mix of local materials, engineering and subtlety.

By and large, the majority of the elements of the VIA/VIS trail system, Rockefeller's road building, and the NPS rustic design projects remain today. The park has suffered some loss of its rustic features, primarily wood structures such as shelters, ranger stations, and bathhouses, but the loss of an individual feature does not necessarily compromise the integrity of its surrounding area. Thus, the traditions of rustic design and the lasting work of the village improvement associations and societies, the Hancock County Trustees, George Dorr, and John D. Rockefeller, Jr. are evident in the landscape of Acadia National Park.

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F. Associated Property Types and Registration Requirements

Introduction

Five property types related to the resources of Acadia National Park are associated with one or more of the historic contexts identified in this multiple property listing: rustic design, community development and the origins of Acadia National Park, and John D. Rockefeller Jr. Described below, the property types include circulation systems, visitor facilities and developed areas, buildings, structures, and objects and small-scale features. Each general property type has sub-types also described below. This description is not intended to list every eligible resource in the park, since further evaluation is needed to determine which properties have sufficient integrity to warrant listing on the National Register. Rather, it is intended to provide an overview of the types of properties that may be considered as part of this multiple property listing.

Historic archaeological resources within the park associated with the contexts in this multiple property listing such as the remains of roads, buildings and structures, will also be evaluated for eligibility to the National Register using Bulletins 30 and 36. As is the case with other resources, archaeological remains must meet the appropriate standards of integrity and other registration requirements.

Property Types

1. Circulation Systems

The circulation systems at Acadia National Park are associated with all three contexts, community development, John D. Rockefeller Jr., and rustic design, including both landscape architecture sub-themes. Property sub-types include hiking trails, carriage and motor roads, truck and fire protection roads, bridges and engineering structures.

Although constructed at different periods, the circulation systems have a number of design elements in common. With the exception of the fire protection roads, all were specifically constructed to allow access to scenic vistas while also serving to protect them. The hiking trails, carriage roads, and motor roads blend in with the natural surroundings, as they were constructed to conform to the natural topography. These systems exhibit a careful selection of routes to provide dramatic vistas with minimal impact on the landscape. Related engineering features were constructed of local or natural materials to enhance the overall harmonious effect.

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Hiking Trails

The hiking trails were created in the late 19th and early 20th centuries by local Village Improvement Associations/Societies and the Civilian Conservation Corps. These trails were intended to provide recreational access to specific scenic vistas, natural areas, or facilities within the park. Ninety-six trails (totaling 115 miles) within park boundaries are currently marked and maintained by park staff. An additional 110 miles of trails are located within the park, but are not marked or maintained. Twenty-eight trails cross park boundaries; of these, six are marked.

The VIA/VIS began constructing walking paths on Mount Desert Island in 1890. These trails exhibit superior craftsmanship in their use of iron for climbing rungs and bridges, and local stone for steps, retaining walls, bridges and archways. Several of these paths were endowed, and have memorial markers associated with them. Others have commemorative markers to individuals who played a crucial role in the design and construction of the path system. The CCC improved existing trails and constructed new trails in conjunction with road projects beginning in 1933, adding an additional eighteen miles of trails within the park. These trails used selected routes to link scenic overlooks with visitor use areas. They also reflect a high quality of workmanship, and were built to the exacting specifications of NPS architects and engineers using uniform construction standards. Distinguishing features of these trails included refined, graded surface treatment, highly crafted local stonework for steps, bridge abutments and retaining walls, and extensive drainage ditches and closed culverts. Native plant material was used to frame views and screen recent construction. NPS trail designers, cognizant of the importance of drainage, also reconstructed several existing trails to improve drainage features and the durability of the walking surface.

Truck and Fire Protection Trails

Truck and fire protection trails were built by the CCC between 1933 and 1942 primarily as fire access roads to remote areas of the park. However, some were previously part of the village improvement path system or constructed to form walking loops in the hiking trail system. Typically, these truck trails were 10 to 15 feet wide with a graded surface. A few of these trails have become part of the park's hiking trail system.

Carriage Roads

The carriage roads are perhaps the most significant reflection of Rockefeller's interest in Acadia National Park. They were funded, designed and constructed by him between 1913 and 1940. Fifty-one of the 57 total miles comprising the system are within the boundary of the park. (CONFIRM) The carriage road system is listed on the National Register.

The roads were engineered and constructed to Rockefeller's exacting specifications and minute attention to detail. As with the other circulation systems, the roads were designed to follow the contours of the land. They are of the rock-filled type, consisting of a six-inch base of larger stones topped off by four inches of

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smaller stones. The finished surface is composed of two inches of gravel, with clay used as a binding material. The carriage roads are generally sixteen feet wide. Associated bridges and engineering structures including retaining walls, gutters, drains and culverts, were also designed to Rockefeller's specifications. These were mainly constructed from locally available materials to blend into the landscape. Resources in the system retain a number of other unifying design attributes, including dry-laid stone retaining walls, hand-placed stone embankments, and coping stones for guardrails. In consultations with Beatrix Farrand, Rockefeller used native plants to camouflage road cuts and frame vistas.

Motor Roads

The motor roads are associated with the rustic design (picturesque style and NPS rustic design sub-themes) and JD Rockefeller contexts. Rockefeller, who completed construction of the first segment in 1927, originally conceived the 26.2-mile motor road system. He used the principal design elements of the carriage roads in the construction of the motor roads, beginning with minimal impact on the landscape and utilizing the natural contours of the land. The Bureau of Public Roads completed Cadillac Mountain Road in 1932 utilizing the NPS rustic design standards, similar to those employed by Rockefeller. The BPR completed the last segment, Paradise Hill Road, in 1958. The road tangents are eighteen to twenty feet wide, with extra width added to the curves. The roadbed is surfaced with bituminous concrete, at a gradient of no greater than seven percent. The shoulders are covered with grasses or native vegetation. As with the carriage roads, elements of the motor road system retain a number of other unifying design attributes, including dry-laid stone retaining walls, hand-placed stone embankments, and coping stones for guardrails.

Bridges

Bridges are included as a property sub-type here because they are integral to the design of the park's three circulation systems. Sixteen bridges are associated with the carriage roads. Three of these bridges cross over or under the motor roads. All of the carriage road bridges except one were stone-faced with concrete cores. They were constructed of rough-cut native granite with barrel or modified Gothic arches. The bridges are single or triple-arched, with arch stones set on end and a keystone at the top. All of the parapets are low, allowing for unobstructed views of the scenery.

Several bridges and major engineering features were also constructed as part of the motor road system. This includes bridges, walls and grade separations designed by the Olmsted Brothers on behalf of Rockefeller (Stanley Brook Road and Otter Cliff grade separation). Others were designed by NPS with approval by Rockefeller, often with assistance from the Olmsted Brothers (Kebo Brook, Otter Cove Causeway, bridge over Rte. 3, bridge over Rte. 233, and the Paradise Hill Road bridges).

There were also bridges constructed for the hiking trail system. Bridges constructed by the CCC were generally 4 to 6 feet wide, mainly of cedar log construction built on local rough cut granite boulder

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foundations. Timbers were placed on dry-laid granite, then covered with gravel. However, several have concrete substructures clad in granite, or concrete decks supported by steel stringers. VIA/VIS bridges were typically of rough cut cedar log and cut lumber construction. Shallow water bodies and streams were commonly crossed with carefully spaced large stepping stones.

Engineering Features

Engineering features consist of retaining walls, guardrails and coping stones, curbs, trails, medians and drainage systems including waterways, culverts and drains, gutters, revetments, and head walls. The most extensive collection of engineering structures are located along the motor road system, designed and constructed through the collaboration of Rockefeller, the Olmsted Brothers, NPS and the Bureau of Public Roads. Cadillac Mountain Road includes a number of pull-offs and overlooks executed by the BPR. In general, these features were constructed of local materials and were designed to harmonize with the existing landscape, following the sinuous layout of the road.

Rockefeller's carriage roads also have a fine collection of rustic engineering features including coping stones, retaining walls and drainage features. Like other aspects of the road system, these features are designed of endemic materials in such a way as to blend in with the natural landscape.

Engineering features on the trail system include steps, retaining walls, rock paving, stepping stones, rungs, closed culverts and rock-lined ditches, and other features that provide practical solutions to diverting water or providing access in difficult topography.

2. Visitor Facilities and Developed Areas

A number of small developed areas exist within Acadia National Park, primarily developed as visitor facilities by the NPS through the programs of the New Deal and may be significant under the NPS rustic design context. They include campgrounds, picnic areas, recreation areas, administration areas, and other minor developed areas. At least one developed area, Sieur de Monts Spring, is associated with community development and the picturesque style. **While several of the developed areas are described below, each must be more thoroughly evaluated to determine whether or not it is eligible for listing on the National Register based on this multiple property listing.**

The mainland development at **Schoodic Point** should be evaluated to determine if it constitutes a recognizable property type. Several rustic buildings, including a ranger's residence (1931), garage (1934), and restroom (1940) are located here but the historic design and integrity have not yet been evaluated. According to Arbogast, the pumphouse associated with the ranger residence is modern (no date of construction). Schoodic Point Road should also be evaluated for eligibility to the National Register.

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Campgrounds

Acadia has two public campgrounds, originally developed through the Emergency Conservation Work programs and constructed by the CCC. Seawall Campground is located on the western side of the island off Rte. 102A. It consists of four loops of campsites and a group camping area with a paved entrance road, restrooms (historic and modern), and a rustic check-in station. Two noteworthy historic features at Seawall include the ranger residence and pumphouse. The historic ranger residence, constructed in 1941 by the CCC, is one of the last of its kind from that period in the park (the other is now the Thunder Hole Gift Shop). The second feature is the Seawall pumphouse (1938), the only surviving Public Works Administration (PWA) pumphouse at Acadia. There are also several modern buildings, including an amphitheater, maintenance buildings, and a maintenance pumphouse. Blackwoods Campground is located west of Otter Cove on the eastern side of Mount Desert Island. This campground consists of two campsite loops organized around a central camp court with an entrance road and restrooms (historic and modern). Blackwoods also contains a modern amphitheater, transformer building, and check in station.

Picnic areas

Several picnic areas were constructed around 1937 by the CCC as Recreation Demonstration Projects of the Federal Emergency Relief Administration. All are located to take advantage of a scenic location – usually with access to a mountaintop or a shoreline. **Pine Hill Picnic Area** is located northeast of Seal Cove Pond. **Oak Hill Picnic Area** is located southeast of Seal Cove Pond on Bald Mountain. Both picnic areas consist of gravel access loop road, picnic sites, remnants of CCC-built overlook shelters, and fireplaces. **Pretty Marsh Picnic Area**, the most developed and intact of the 1937 picnic areas, still retains two rustic picnic shelters of the four originally constructed. The area also contains a bathing beach and pier. **Seawall Picnic Area** is located on the southern-most shore of the island, northeast of Bass Harbor Lighthouse. It consists of a paved entrance road with two loops and accompanying parking areas defined with coping stones, picnic tables, and fire pits. The picnic area provides unlimited views of the Western Way and Great Cranberry Island.

Other picnic areas on the island and Schoodic peninsula whose eligibility is not known at this time include Bear Brook Picnic Area, Thompson Island Picnic Area, and Frazier Point Picnic Area.

Recreation areas

Developed recreation areas in the park provide public access to salt and freshwater beaches. Typically, these areas are comprised of a bathing beach, vehicular access, and public facilities including a bathhouse. **Sand Beach**, located off the Loop Road near Ocean Drive, is the largest sandy beach in the park. This area has a paved entrance road, parking area with granite steps and retaining walls, bathhouses and restroom. **Echo Lake**, located between Somesville and Southwest Harbor has a swimming beach and bathhouse. Remnants of a CCC-built wading pool area and diving board area are barely discernible. **Lake Wood** consists of an access road, parking loop, and bathing beach. The historic bathhouse no longer exists.

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While the historic significance of the recreation areas is not yet known, the development at Lake Wood does retain some features from the New Deal era.

Administrative areas

The original park headquarters complex located on Main Street in Bar Harbor historically included the old headquarters building, naturalist's garage and maintenance building, all outside the park boundary. The headquarters building has been moved to the College of the Atlantic and is likely no longer eligible for listing on the National Register. The existing headquarters area on Eagle Lake Road is not historic, but is located on the historic site of CCC camp NP-1 for Company 154 on McFarland Field, which operated between 1933 and 1942. The second CCC camp at Acadia, NP-2 for Company 158 was located on Long Pond near Southwest Harbor in 1933, and remained in operation until 1941. It is not likely that the Hulls Cove visitor center is eligible under this multiple property listing.

Minor developed areas

Sieur de Monts Spring contains several structures and buildings, including a Florentine-style spring canopy. The spring canopy was built by George Dorr in 1909 as part of his personal development of the spring as a picnic area, prior to the establishment of the park. At least two of Dorr's original structures no longer remain. There are several buildings of rustic design constructed by the NPS and CCC in the 1940s, both prior to and after the 1947 fire. They include the existing nature center, tool shed, and restroom. The Abbe Museum of Stone Age Antiquities is already listed on the National Register. Also located at Sieur de Monts are the Wild Gardens of Acadia (not to be confused with the corporation created by George Dorr), founded in 1961 by the Bar Harbor Garden Club. These gardens are dedicated to the display and propagation of the island's native plants. Historic objects include two large boulders inscribed by George Dorr, and a memorial marker dedicated to him. A network of paths and trails leads to scenic vistas and points of interest nearby. Among these are historic memorial paths associated with VIAVIS groups.

3. Buildings

Many historic buildings and structures are extant in the park related to the rustic design, John D. Rockefeller and community development contexts listed in this multiple property form. The largest group includes rustic structures constructed by the NPS, most built between 1933 and 1949. They are typically simple rectangular wood buildings with gable or hip roofs on granite ashlar or concrete slab foundations. Other buildings and structures described below were privately funded and constructed by JD Rockefeller and George Dorr.

Gatehouses

Two gatehouse complexes (now used as NPS housing) were designed by Grosvenor Atterbury for Rockefeller, and are listed on the National Register as part of the carriage road system. Constructed in the

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French Romanesque style, the first was Brown Mountain (completed 1932), and the second was Jordan Pond (completed 1932). The Jordan Pond group consists of a carriage house, gatekeeper's house, and east and west gates. Brown Mountain contains a lodge, carriage house, and gatehouse.

Ranger Stations, Ranger Residences, and Check-in Stations

The historic ranger residence at Thunder Hole (now a gift shop) is one of the most significant NPS structures remaining in the park. Built in 1934, it is typical of the NPS rustic design – a rectangular building with board and batten siding. The building has a bellcast hip roof, a signature of the Acadia rustic style noted by Arbogast in 1984. This structure has remained unpainted and the historic stained exterior is still intact. The ranger residence constructed in 1941 at Seawall is also significant as one of the few remaining early NPS residences at Acadia. Seawall campground also has a historic check-in station, also of NPS rustic design, constructed in 1939. Schoodic Point has a ranger residence constructed in 1931. At Sieur de Monts, the existing nature center building was constructed in 1949 according to NPS rustic design standards and replaced an earlier NPS rustic structure destroyed in the 1947 Bar Harbor fire.

Pre-park Residences

Storm Beach Cottage, part of George Dorr's Old Farm estate, was constructed in 1879. It was donated by Dorr to the NPS in the 1940s. Other historic residences with questionable eligibility to the National Register include the Old Jordan Pond House Dormitory (1907), the Sand Beach Residence (1912), and the Somes Sound Bungalow (1910).

CCC Support Buildings

The Seal Cove Blacksmith Shop, a very rare example of a construction project funded by the Emergency Relief Administration. The building was constructed in 1936 and is significant for several reasons. First, the ERA rarely constructed support buildings. Those constructed were usually for temporary housing or storage purposes. Second, the blacksmith shop at Acadia is certainly the only surviving ERA structure in New England, and possibly the entire NPS system, although further evaluation is needed. The building is a single-story structure of granite block with a gable roof.

Comfort Stations

Most developed areas have comfort stations constructed by the NPS in the 1950s and 1960s. However, some historic comfort stations were constructed in the early 1940s by the CCC according to NPS rustic design standards. Most are rectangular buildings with board and batten walls and a hip roof with or without shed dormers. These historic buildings are located at Blackwoods and Seawall campgrounds, Sieur de Monts Spring, and Schoodic Point.

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Out Buildings

Outbuildings such as sheds, maintenance shops, and garages should be evaluated in each developed area.

4. Structures

Shelters

Pretty Marsh Picnic Area has two rustic picnic shelters constructed by the CCC around 1937 that exemplify the NPS rustic design standards. The Pretty Marsh shelters are open rectangular timber structures with shingled hip roofs and half-round timber benches. As mentioned previously, George Dorr constructed the Sieur de Monts Spring canopy in 1909.

Water Towers, Pump Houses and Reservoirs

Both Seawall and Blackwoods Campground have historic water towers/pump houses constructed by the CCC as part of the campground development. At Schoodic Point, a pump house located adjacent to the restroom was also constructed by the CCC circa 1940, from NPS plans. It is a small wooden rectangular structure with board and batten siding and a bellcast hip roof with asphalt shingles and skylight. There are also pump houses at Eagle Lake (built in 1930) and Jordan Stream (one built in 1902, a second in 1930). A reservoir constructed at Duck Brook in 1930 is no longer extant.

Radio and Fire Towers

The Radio Transmitter Station at Cadillac Mountain was constructed in 1942. There is a fire tower at Beech Mountain constructed in 1937.

5. Objects and Small-scale Structures

Many commemorative markers, memorial plaques, signs, gates, water fountains, fireplaces, and monuments are located throughout the park and relate to the contexts described in this multiple property listing. These small-scale elements are located within or are associated with other property types such as the hiking trails, motor roads, carriage roads, campgrounds, picnic areas and developed areas. In all cases, these features should be identified and evaluated as contributing or noncontributing resources in individual nominations. Other objects in the park such as gravestones or markers may be evaluated under other contexts.

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Registration Requirements

The following registration requirements are intended to provide general guidelines related to nominating properties under this multiple property listing. The three contexts (including two sub-themes in landscape architecture) are not mutually exclusive and a given property may be eligible under one, two, or three contexts. Resources significant under Criterion C require that they present the physical qualities to a greater degree. Integrity of design, location and setting are important for all the contexts. Integrity of location is particularly significant as it relates to "Community Development and the Origins of Acadia National Park." Integrity of association is critical for resources significant for their association with John D. Rockefeller Jr. Many park resources have diminished integrity of materials and workmanship. This is especially true with respect to circulation systems and minor developed areas. However, for property types using more permanent material such as stone and metal, integrity of workmanship and materials exists and is important.

1. Rustic Design

a. Sub-theme: The Picturesque Style

The property types representative of this sub-theme include portions of the park's circulation system and public facilities. Specifically, the entire carriage road system including its engineering features and bridges illustrates the picturesque style. In addition, the sections of the motor roads that were constructed under the direction of JD Rockefeller, Jr., including the segments that were designed by the Olmsted Brothers, as well as portions of the hiking trail system constructed by the Village Improvement Associations/Societies are also significant in this sub-theme. Finally, minor developed areas that were constructed by individuals, rather than solely the work of the NPS, may also be significant in this theme.

Associations and characteristics

In order to be eligible for listing on the National Register under this context, existing properties must illustrate the picturesque design vocabulary expressed by A.J. Downing or FL Olmsted, including their associated architects, as manifested in the late nineteenth and early twentieth centuries in parks and private commissions nationwide. This included the use of natural materials and native stone for built features that blended into the natural environment, even though individual features were consciously designed and constructed. New features were sited to capture important vistas, or located near picturesque natural features such as rock outcroppings, water bodies, vegetation, or topography.

Properties significant in this sub-theme may be associated with any one of several builders. This includes properties designed by local craftsman according to nineteenth century picturesque ideals in association with the Village Improvement Associations/Societies, properties designed by recognized landscape

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architects in the picturesque style (Olmsted, Eliot, Farrand), and structures designed by recognized architects following picturesque/romantic styles (Atterbury).

Special considerations: resource-specific integrity requirements

Hiking trails eligible under this sub-theme should retain the following:

- historic alignment
- historic relationship with the natural topography
- the essential picturesque character existing within the historic period
- historic trail head location and destination
- important views and vistas
- most of the significant built features integral to the historic design concept

Because this context relates to built features that are often subtle in character and constructed of natural materials, the loss of individual ephemeral features, such as wood bridges, does not represent a loss of integrity.

Motor Roads and Carriage Roads eligible under this sub-theme should retain the following:

- major vistas
- historic alignment (vertical and horizontal) and cross section
- large-scale features associated with the road's function and character (bridges, structures, causeways, overlooks, walks and trails, retaining walls etc.)

In addition, in order to be eligible, alterations or new additions to the historic roads should not substantially diminish the picturesque design expression or historic alignment. Properties significant for Criterion C: Engineering must retain the principle small-scale engineering features such as rubble waterways, culverts, inlets, outlets, headwalls, coping stone assemblages, etc.

b. Sub-theme: NPS Rustic Design

Properties eligible under this context include circulation systems and visitor facilities constructed by the National Park Service and the New Deal Programs between 1916 and 1958. This includes segments of the motor road system and associated bridges and engineering features; portions of the hiking trail system including truck trails and fire access roads; and developed areas such as public recreation areas, campgrounds, picnic areas, and other small developed areas.

Associations and characteristics

Properties in this context are all associated with the national programs to construct facilities in national parks including those of the National Park Service and the Bureau of Public Roads, as well as temporary

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programs and agencies established as part of the New Deal such as the Civilian Conservation Corps, Emergency Conservation Work projects, Recreation Demonstration Areas, Federal Emergency Relief Administration, and the Submarginal Lands Program.

In order to be eligible for listing on the National Register, properties should reflect the principles of rustic design practiced by the National Park Service between 1916-1958. Portions of properties constructed after 1942 may be eligible if they were designed prior to 1942 and/or follow NPS rustic design standards. The rustic design principles include:

- protection and preservation of natural scenery
- presentation of scenic vistas and overlooks
- avoidance of right angles and straight lines in the design of roads, trails, or landscape structures
- use of natural materials including native plants, wood, and local granite
- use of rustic construction techniques and methods¹

Special considerations: resource-specific integrity requirements

Hiking trails significant in this context should retain:

- historic alignment
- historic relationship with the natural topography
- the essential picturesque character existing within the historic period
- historic trail head and destination
- relationship with important views, vistas, and noteworthy natural features
- the most significant built features integral to the historic design concept

In order to be eligible, segments of the motor road system should retain:

- major vistas
- historic alignment (vertical and horizontal) and cross section
- retains large-scale features associated with the road's function and character (bridges, structures, causeways, overlooks, walks and trails, retaining walls etc.)

In addition, alterations or new additions should not substantially diminish the rustic design expression or historic alignment. Properties significant under Criterion C must also retain most of the principle small-scale engineering features such as rubble waterways, culverts, inlets, outlets, headwalls, coping stone assemblages, etc.

¹ These criteria are adapted from the multiple property listing "Historic Park Landscapes in National and State Parks" by Linda McClelland.

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Campgrounds, picnic areas, and minor developed areas associated with this context should retain:

- principle circulation system and campground/picnic site organization
- principle rustic buildings and structures
- sufficient small-scale structures such as water fountains to communicate historic design vocabulary

Developed areas with missing or altered buildings, structures, or landscape features may still be eligible if they clearly communicate both the historic design intent and rustic qualities of NPS design.

Bridges representative of the NPS style should be sufficiently intact to communicate the rustic design vocabulary described above.

Buildings should also be clearly identifiable as NPS rustic structures, with little or no alteration to historic façade. In addition, they should retain:

- historic site (not moved)
- historic relationship with the other landscape features such as roads, trails, campsites, or picnic sites
- sufficient integrity of setting to communicate the historic use

2. Community Development and the Creation of Acadia National Park

Properties eligible in this context are associated with efforts by four villages—Bar Harbor, Northeast Harbor, Seal Harbor and Southwest Harbor—to preserve natural scenery and develop it for public use including hiking trails and minor developed areas now within Acadia National Park.

Associations and characteristics

Properties eligible in this context must be associated with at least one of the organizations responsible for developing public access on land now part of Acadia National Park. This includes the work of local Village Improvement Associations/Societies, the Hancock County Trustees of Public Reservations, and the personal efforts of George Buckmann Dorr. Under these criteria, eligible properties must retain sufficient integrity to convey their historic association. To qualify under Criterion C, the physical attributes of eligible properties in this context must have sufficient integrity to convey their rustic/picturesque character as described in the rustic design context.

Special considerations: property-specific integrity considerations

Hiking trails should illustrate the historic objectives of the VIA/VIS to connect the villages of Mount Desert Island. Trail fragments or segments that continue outside the park boundary may be eligible if they retain their historic route alignment and are representative or illustrative of this interconnecting system.

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Rerouting, excessive widening, or removal of engineering features that destroy the rustic character of a trail will render the resource ineligible.

Minor developed areas associated with this context should retain sufficient integrity to communicate the historic use.

3. John D. Rockefeller, Jr.

Historic properties associated with JD Rockefeller Jr.'s philanthropic work in land conservation and construction of park facilities include the motor road and carriage road systems.

Associations and characteristics

Properties eligible under this criteria must retain sufficient integrity to convey their historic association, and their rustic/picturesque character as described in the rustic design context. Specifically, where applicable, these resources should retain their original coping stone assemblages, stone bridges, or stone retaining walls, all signatures of Rockefeller's involvement in the design of the carriage and motor road systems. Eligible historic properties must be associated with at least one of Rockefeller's privately funded initiatives to develop roads at Acadia. These initiatives include his collaboration with the NPS and the BPR on the motor road system, including segments for which Rockefeller funded both design and construction as well as later segments for which he contributed the design review services of the Olmsted Brothers, landscape architects. Also eligible in this context are the carriage roads and bridges developed for both personal and public use that are now within the boundary of Acadia National Park.

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G. Geographical Data

The geographical boundary of this multiple property listing is the boundary of Acadia National Park, Hancock County, Maine.

37,538 acres are currently within the boundary off Acadia National Park. Of these, 35,070 acres are owned in fee by the National Park Service. This includes contiguous parcels on Mount Desert Island as well as non-contiguous properties on Mount Desert, Isle au Haut (2,825 acres), the Schoodic peninsula (2,190 acres) and other islands.

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H. Summary of Identification and Evaluation Methods

The multiple property listing for Acadia National Park is based on several contextual and resource-specific studies that have been developed to date. Preparation of a park-wide National Register nomination was first recommended in the *General Management Plan* (1992). In the period 1979-1998, Acadia National Park has completed a number of studies that inventory and evaluate the cultural resources of the park and provided the background for this multiple property listing. They include:

- Background study of historic period resources (Rubertone et. al, 1979)
- Inventory of historic structures (Arbogast, 1984)
- Historic Resource Study for the Carriage Road System (Reiley and Brouse, 1989)
- Determination of Eligibility for the Motor Roads (Evans, 1993)
- List of Classified Structures (Glassman and Guthrie, 1996)
- Documentation of the Motor Road System (Foulds, 1995)
- Cultural Landscape Report for Blackwoods and Seawall Campgrounds (Foulds, 1996)
- Cultural Landscape Report for the Hiking Trail System (Coffin, 1998)
- HABS/HAER documentation of the Motor Road System
- Cultural landscape inventories for several small developed areas including picnic areas and Sieur de Monts spring

In addition to the special studies listed above, many of the park's historic resources are singularly listed on the National Register or are part of other thematic nominations. They include the Carriage Road System, Light Stations of Maine multiple property listing (Baker Island Light and Bear Island Light), Islesford Historical Museum, Fernald Point Prehistoric Site, and the Duck Harbor Prehistoric Site. The Maine SHPO has concurred with the NPS determination of eligibility and 1996 List of Classified Structures for several other historic resources including the Motor Road System, Blackwoods Campground, Seawall Campground, Sargent Drive, Blacksmith Shop, Mill Field Reservoir and Dam, Pretty Marsh Picnic Area, Storm Beach Cottage, and Thunder Hole Ranger Station. For each of these resources, a national register nomination is required before they are formally entered into the National Register.

The multiple property approach has been chosen for Acadia because it provides the framework for nominating historic properties that are representative of shared themes, trends, and patterns of history as expressed in specific historic contexts. Several large national parks including Glacier, Bryce Canyon, and Yellowstone have recently completed multiple property listings that include a wide range of resources such as those found at Acadia. Although the development of Acadia National Park is not identical to these large western parks, the multiple property listing provides a unifying approach to the layers of park resources that are clearly significant in more than one historic context.

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This MPDF addresses three historic contexts that best define the majority of the park and its historic resources: 1.) Rustic Design (1890-1958) including the sub-themes the Picturesque Style (1890-1950) and the Rustic Design of the National Park System (1916 - 1958); 2.) Community Development and the Origins of Acadia National Park (1890 - 1935); and 3.) J.D. Rockefeller, Jr. and the Development of the National Park System (1913 - 1950). These historic contexts and the analysis provided included here were derived from the aforementioned cultural resource studies as well as several non-park specific publications. [Ongoing work on a Cultural Land Use Study for the park will be used to amend this listing with additional historic contexts related to the cottage communities and early settlements at a later date.]

The rustic design context includes two sub-themes: the Picturesque Style and NPS Rustic Design. The first subtheme focuses on the emerging American landscape architecture profession expressed by A.J. Downing and F.L. Olmsted as well as practicing architects who sought to create a romantic civilized style using natural materials. The second theme recapitulates the development of national standards for rustic design institutionalized by the National Park Service including the programs of the New Deal. Themes related to philanthropy are separated into two distinct contexts – local civic improvements efforts by the Village Improvement Societies/Associations and the Hancock County Trustees of Public Reservations and the national context related to J.D. Rockefeller, Jr.'s contributions to land conservation and the National Park System.

The rustic design context has been separated into two sub-themes largely because of the importance of privately funded initiatives in the development of Acadia, specifically related to the hiking trails, carriage roads, and motor roads, as well as small developed areas such as Sieur de Monts Spring. The picturesque style is used to describe the genre in which these resources were created, distinct from the specific design work carried out by the NPS and CCC, even though both sub-themes may be applicable to a given area or property type. David Haney's article, "The legacy of the Picturesque at Mount Desert Island: controversies over the development of Acadia National Park" was especially useful in framing this context, along with primary sources related to each of the aforementioned resources.

Linda McClelland's *Building the National Parks, Historic Landscape Design and Construction* which was originally published as *Presenting Nature: the Historic Landscape Design of the National Park Service, 1916-1942*, provided a critical and essential in-depth analysis of rustic design principles developed and implemented by the National Park Service. This publication is also the outgrowth of McClelland's research for the multiple property listing "Historic Park Landscapes in National and State Parks" which contains contextual background, associated property types, registration requirements, and integrity discussion for park resources. The NPS rustic design context statement contained in this MPDF is based primarily on McClelland's work, although the period of significance for Acadia extends to 1958 to include the last rustic

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features constructed in Blackwoods Campground as well as the completion of the motor road system. In addition, other recent work on the early development of national parks and landscape architecture in the NPS has also contributed greatly to the contexts for Acadia National Park. Ethan Carr's *Wilderness By Design, Landscape Architecture & the National Park Service* and Richard West Sellars *Preserving Nature in the National Parks* have also contributed to the development of the historic contexts for Acadia. These general texts lay the groundwork for the principles of rustic design that were implemented at Acadia and are illustrated or described in a number of park documents including design plans for the motor roads and campgrounds as well as the park's 1927 development plan by Thomas Vint and the 1941 master plan by Ben Breeze.

The relationship between local civic improvements and the creation of Acadia National Park is based on primary sources, including the papers of George Buckman Dorr, annual reports from the Bar Harbor Village Improvement Association, and a 1939 report issued by the Hancock Trustees for Public Reservations. Research conducted by Margie Coffin for the "Cultural Landscape Report for the Historic Hiking Trail System" has been integral to establishing this context. Two National Register Multiple Property nominations were helpful in providing information on John D. Rockefeller Jr.'s role in the park system, including Culpin's Multiple Property Listing for Yellowstone National Park, and a Multiple Property Listing completed for Grand Teton by Mehls and Mehls. Several of the aforementioned resource studies for Acadia National Park were also used (Reiley and Brouse 1989; Foulds 1995; Coffin 1998). Secondary sources helpful in documenting Rockefeller's role in the parks included Ann Rockefeller Robert's book on Acadia's carriage roads, a 1998 article by Robin Winks "The Rockefellers and National Parks" and Ernst's *Worthwhile Places: Correspondence of John D. Rockefeller, Jr., and Horace M. Albright. Wilderness and the American Mind* by Roderick Nash and *Common Lands, Common People* by Richard Judd provided information on the birth of a land conservation ethic in the United States and New England. Finally, Barry McIntosh generously made available his unpublished essay on philanthropy in the National Park System, which helped to confirm the importance of the Rockefeller's philanthropic contributions.

While the context statements in this MPDF are presented independently, they are often difficult to isolate to clearly explain the development of many the park's resources. For example, the motor road system was clearly a collaboration between John D. Rockefeller Jr., the Olmsted Brothers, the National Park Service, and the Bureau of Public Roads. For this reason, we have separated the general background context statements from the park history, ending section E with an historical overview that describes, generally, the physical development of the park including aspects of all relevant contexts.

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Drawings include:

- | | |
|------------------------------------------------|-------------------------------------------------------|
| 1. Title | 22. Otter Cove Museum Utilities (proposed) |
| 2. Index | 23. Black Woods Campground d.a. |
| 3. Mariners Chart | 24. Black Woods Campground Utilities |
| 4. Zoning on Mt. Desert Is. (proposed) | 25. Jordan Pond House d.a. (proposed) |
| 5. Bar Harbor Village | 26. Jordan Pond House Utilities (proposed) |
| 6. Northeast & Seal Harbor Villages (proposed) | 27. Cadillac Summit d.a. (proposed) |
| 7. Roads & Developed Areas | 28. Eagle Lake Summer & Winter Sports d.a. (proposed) |
| 8. Trail System - East | 29. Lake Wood Beach d.a. |
| 9. Trail System - West | 30. Echo Lake d.a. (proposed) |
| 10. Schoodic Peninsula d.a. | 31. Seawall Campground d.a. |
| 11. Schoodic Peninsula Utilities | 32. Seawall Campground Utilities (proposed) |
| 12. Hulls Cove Entrance d.a. (proposed) | 33. Ship Harbor d.a. |
| 13. Hulls Cove Entrance Utilities (proposed) | 34. Oak Hill d.a. |
| 14. Park Headquarters d.a. | 35. Pine Hill d.a. |
| 15. Park Headquarters Utilities (proposed) | 36. Pretty Marsh |
| 16. Sieur de Monts Spring d.a. | 37. Green Lake d.a. |
| 17. Sieur de Monts Spring Utilities (proposed) | 38. Telephone & Radio System (proposed) |

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- | | |
|--------------------------------------------------------|---------------------------------------|
| 18. Kebo Valley Winter Sports (proposed) | 39. Vegetative Cover Types (proposed) |
| 19. Beaver Dam Pool Winter Sports d.a. (proposed) | 40. Forest Fire Control |
| 20. Beaver Dam Pool Winter Sports Utilities (proposed) | 41. Tree Disease Control (proposed) |
| 21. Otter Cove Museum d.a. (proposed) | 42. Insect Control (proposed) |

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Rockefeller Archive Center, Tarrytown, New York

Maine State Archives, Augusta, Maine

National Archives, New England Region, Waltham, Massachusetts

VIA/VIS records in Bar Harbor, Northeast Harbor, Seal Harbor Libraries, Maine

Edward Lothrop Rand Papers, Library of the Gray Herbarium, Harvard University

George B. Dorr Papers, Bar Harbor Historical Society, Bar Harbor, Maine

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APPENDICES, page 73

- A. CCC Job Categories – Numbers and Descriptions for Acadia National Park**
- B. Selected drawings from the 1941 Master Plan**
- C. Village Improvement Associations/Societies:**
 - List of Members
 - Charters
 - Not included in this draft.*
- D. VIA/VIS Marked and Memorial Paths and Individuals Associated with Roads and Paths Committees**
- E. Hancock County Trustees of Public Reservations 1901-1938:**
 - Officers and Executive Committee
 - Map and Key to Holdings
- F. Park Land Donation/Acquisition Maps 1934-1935**
- G. John D. Rockefeller, Jr. to Secretary Harold Ickes (letter)**
- H. Designers Associated with Acadia National Park**
- I. Map of the 1947 Bar Harbor Fire**
- J. Revised Project Outline**

Appendix A
CCC/ERA Job Category Numbers and Descriptions
Jobs Completed at Acadia
May 1933 – July 1942¹

Number	Classification	Units of Work-CCC/ERA	Description
101	Bridges, foot and horse	27/0	Peeled and squared, log construction
104	Bridges, vehicular	12/1	Log construction
106	Bath houses	5/0	Half-log construction, 3 Echo Lake; 2 Lakewood
110	Pit latrines	0/5	1 Oak Hill; 2 Pretty Marsh; 2 Pine Hill
111	Equipment and supply storage	1/1	Camp NP-1 – 15,500 cu. Ft. wooden structure
112	Garage	0/1	Wood structure, gravel floor, 180 ft long x 24 ft, plain construction
112	Repair shop	0/1	40 ft x 22 ft stone foundation, wood structure, cement floor
112	Blacksmith shop	0/1	3,840 cu. ft
113	Latrines and toilets	15/0	Latrines, half-log construction; toilets, board and batten construction
118	Adirondack shelters	0/2	Log construction, shake shingles, 3 closed sides
119	Outlook shelters	0/4	15 ft x 22 ft natural product hewn timbers, shake shingles
120	Buildings, other	13/0	Dynamite house, NP-2; checker bldg, Seawall; spring house; checker bldg, Black Woods; ranger patrol shelter; Army patrol shelter; razing 5 barracks bldgs; winterizing Army quarters, Cadillac Mtn; dynamite house, NP-1
121	Boundary cutting	0/28 (miles)	3 ft to 6 ft wide
131	Bunk fencing	0/621 (rods)	New England style
132	Guard rails	174/0 (rods)	Stone and earth mound
134	Power lines	0.8/0 (miles)	Overhead and underground cable
139	Sewage and waste disposal systems	8/1	7 with septic tanks; 2 direct disposal to ocean
140	Telephone lines	8.5/0	Maintenance cable and overhead, and permanent line Sargent Mtn
143	Water supply system	17,450/0	Sieur de Monts Spring, Ocean Drive, Seawall and Blackwoods campgrounds
145	Water storage facilities	2/0	50,000 gals – Blackwoods campground, 15,000 gals – Seawall campground
146	Wells and pump houses	3/0	282 ft deep, 12 gal min – Blackwoods campground
148	Fireplaces	0/112	Completed
153	Stone boundary markers	0/1250	All placed
153	Signs and markers	1084/0	Carriage roads, motor roads, foot trails and trucktrails
155	Picnic tables	93/165	Campgrounds and picnic areas
156	Fire tool boxes	12/0	NP-1
157	Gates	22/2	Minor roads, carriage and motor roads
161	Small reservoirs	5/0	Mill Field and Somesville
202	Entrance roads	0/4 (miles)	22 ft width; 1000 ft granite guard rail
202	Fire and truck trails	3.9/2.58 (miles)	15 ft width

202	Truck trails	14.03/5.79 (miles)	15 ft width
202	Minor roads	1.31/2.2 (miles)	18 ft width
202J	Resurfacing roads	0/2.48 (miles)	-
206	Foot trails	15.1/3 (miles)	General
406	Culvert installation	555/500 (feet)	Seal Cove Road
503	Nurseries	3576/0 (man days)	Bear Brook Valley, Cromwell Harbor
601	Fighting forest fires	209.21/0 (acres)	General
602	Fire breaks	3.5/0 (miles)	Schoodic Peninsula
603	Roadside cleaning	2.5/6 (miles)	General
605	Fire hazard reduction	6094/2920 (acres)	General
606	Fire presuppression training	5580/0 (man days)	-
608	Tree and plant disease control	7484/0 (acres)	General
609	Tree insect pest control	8457/2020	General
701	Beach improvement	0.55/2 (acres)	Pretty Marsh, Lakewood, and Echo Lake
702	Fine grading	0/15,912 (sq yards)	Various points
705	Landscaping	0/46.5 (acres)	Various points
706	Moving and planting trees and shrubs	5240/0 (acres?)	General
710	Camp court, Blackwoods	0/1	9000 sq yds
710	Parking areas	19,650/3 (sq yards)	Various points
711	Public campground development	92/0 (acres)	Bear Brook, Blackwoods; 10,000 sq yds, Seawall
713	Razing buildings	11/10	Various points
713	Pit obliterations	0/3	Various points
714	Seed collections	2.0/0 (bushels)	Red spruce
715	Seeding and sodding	46.24/0 (acres)	Various points
717	Vista cutting	449.7/0 (acres)	Various points
901	Fish pools	8/0	Long Pond and Orland fish hatcheries
905	Stream development	1.9/0 (miles)	Dennings, Duck and Somes Brooks
906	Wildlife census	4141/0 (man days)	Eastern half, Mount Desert Island
1001	Educational	1730/0 (man days)	Assisting park naturalist
1005	Experimental plots	4/0 (plots)	2 currant, 2 sawfly
1010	Marking boundaries	4.1/0 (miles)	Eastern half, Mount Desert Island
1012	Preparation and transportation of materials	8876/7032 (man days)	Stones, curbing, peat and fuel for campground
1023	Surveys	0/28 (miles)	Boundary
1023	Surveys	3852/0 (man days)	General
1026	Equipment manufacture	225/0 (pieces)	For educational program

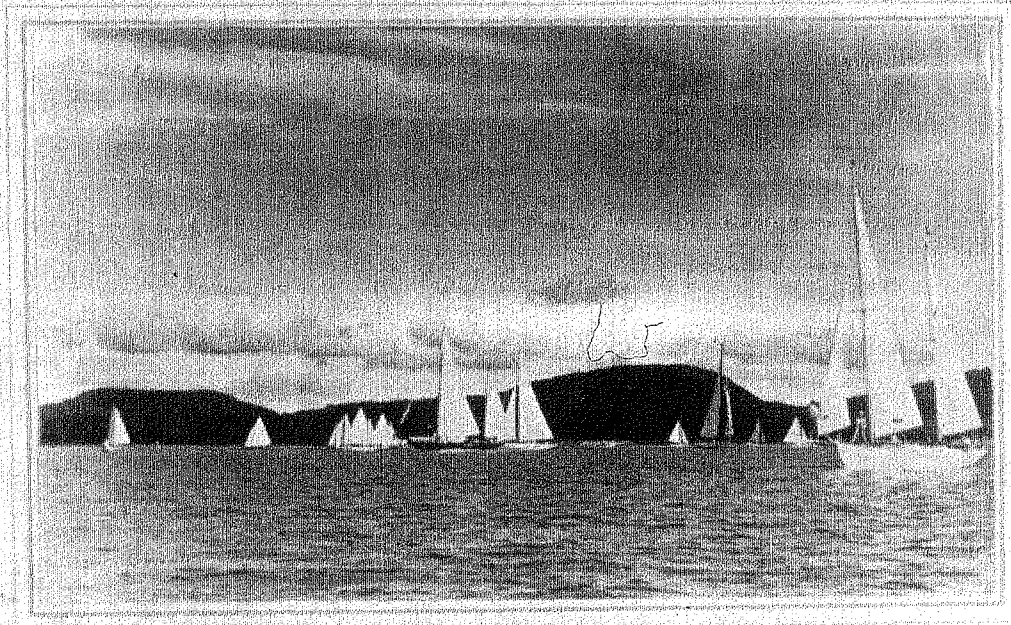
¹ From National Archives, Waltham, Mass., Acadia National Park record group 79, box 14.

Appendix B
Selected Drawings from the 1941 Master Plan by Benjamin Breeze

1. Master Plan for Acadia National Park
2. Title Sheet
3. Roads and Developed Areas
4. Trail System - West
5. Trail System - East
6. Sieur de Monts Spring
7. Seawall Campground
8. Oak Hill
9. Pine Hill
10. Pretty Marsh

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THE MASTER PLAN

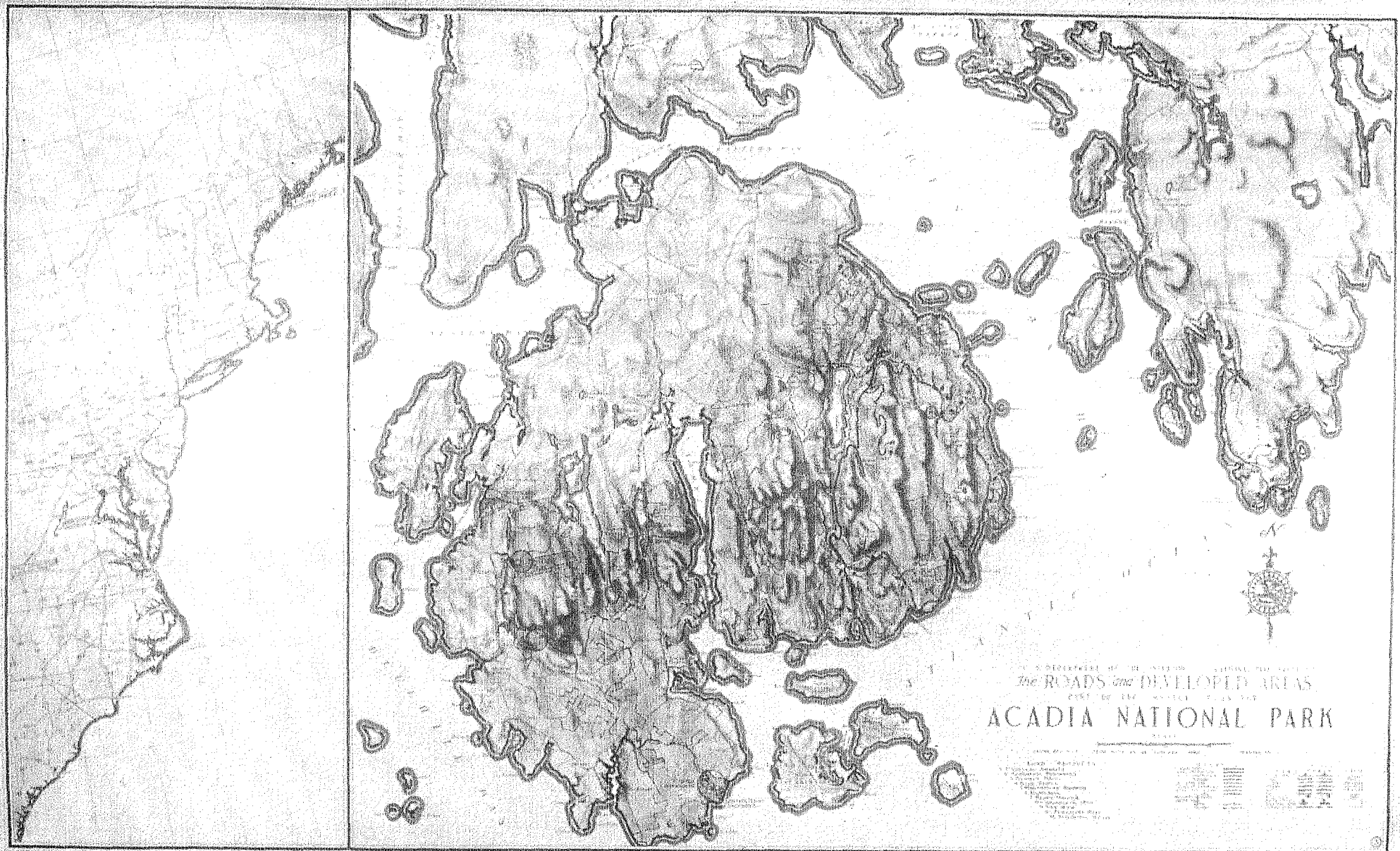


ACADIA NATIONAL PARK
M A I N E

The
MASTER PLAN
ACADIA NATIONAL PARK

COORDINATED BY THE BRANCH OF PLANNING & DESIGN



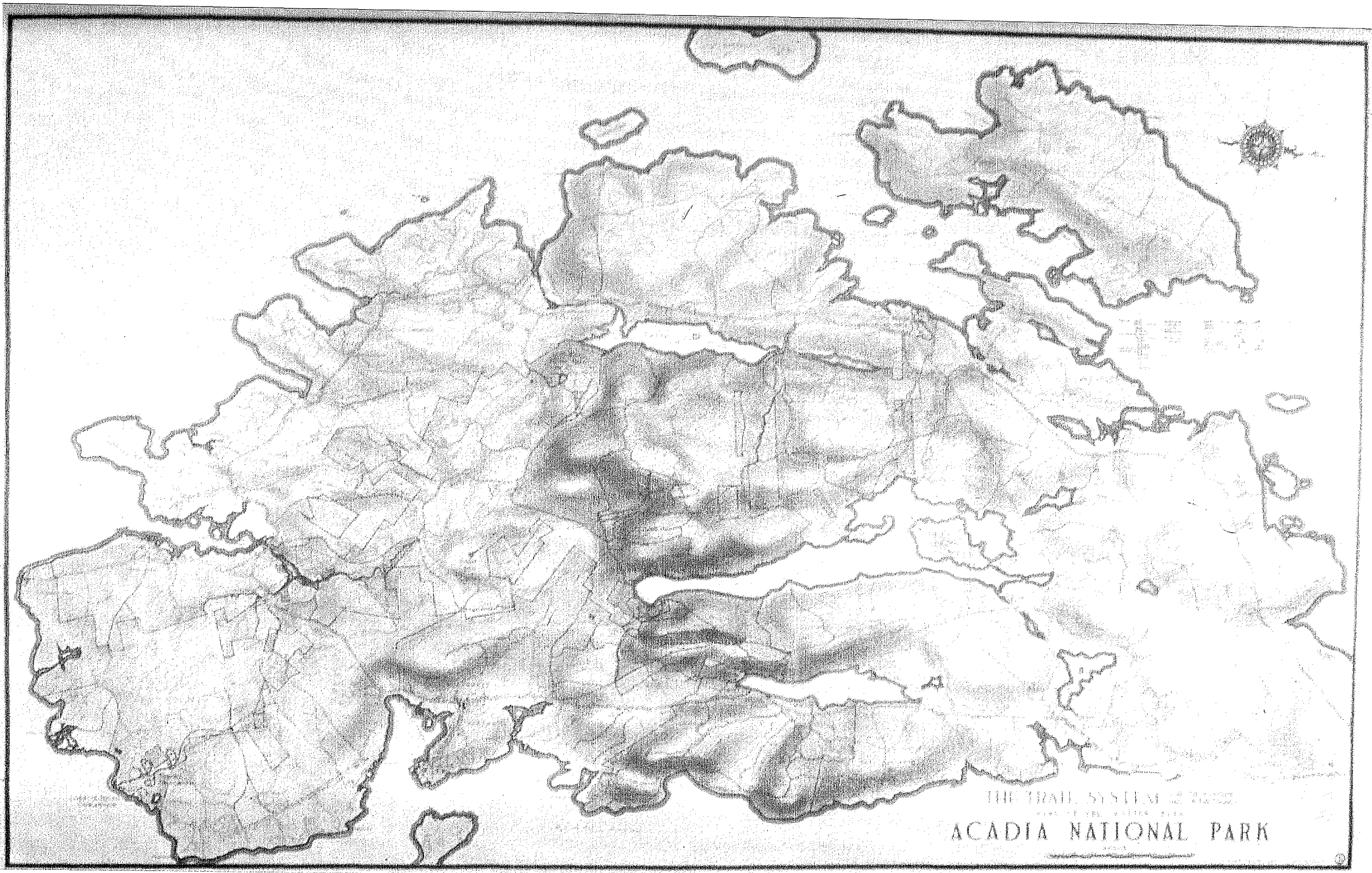


A COMPENDIUM OF THE STATE OF MAINE
The ROADS and DEVELOPED AREAS
 PART OF THE MAPS OF THE STATE
ACADIA NATIONAL PARK



SCALE: 1:50,000
 1" = 1 MILE
 1" = 1 KILOMETER

ROAD	DEVELOPED AREA
State Highway	Urban
County Road	Suburban
Local Road	Rural
Trail	Forest
Water	Swamp
Marsh	Shrubland
Open Field	Barren Land
Rock	Grassland
Grassland	Barren Land
Barren Land	Barren Land

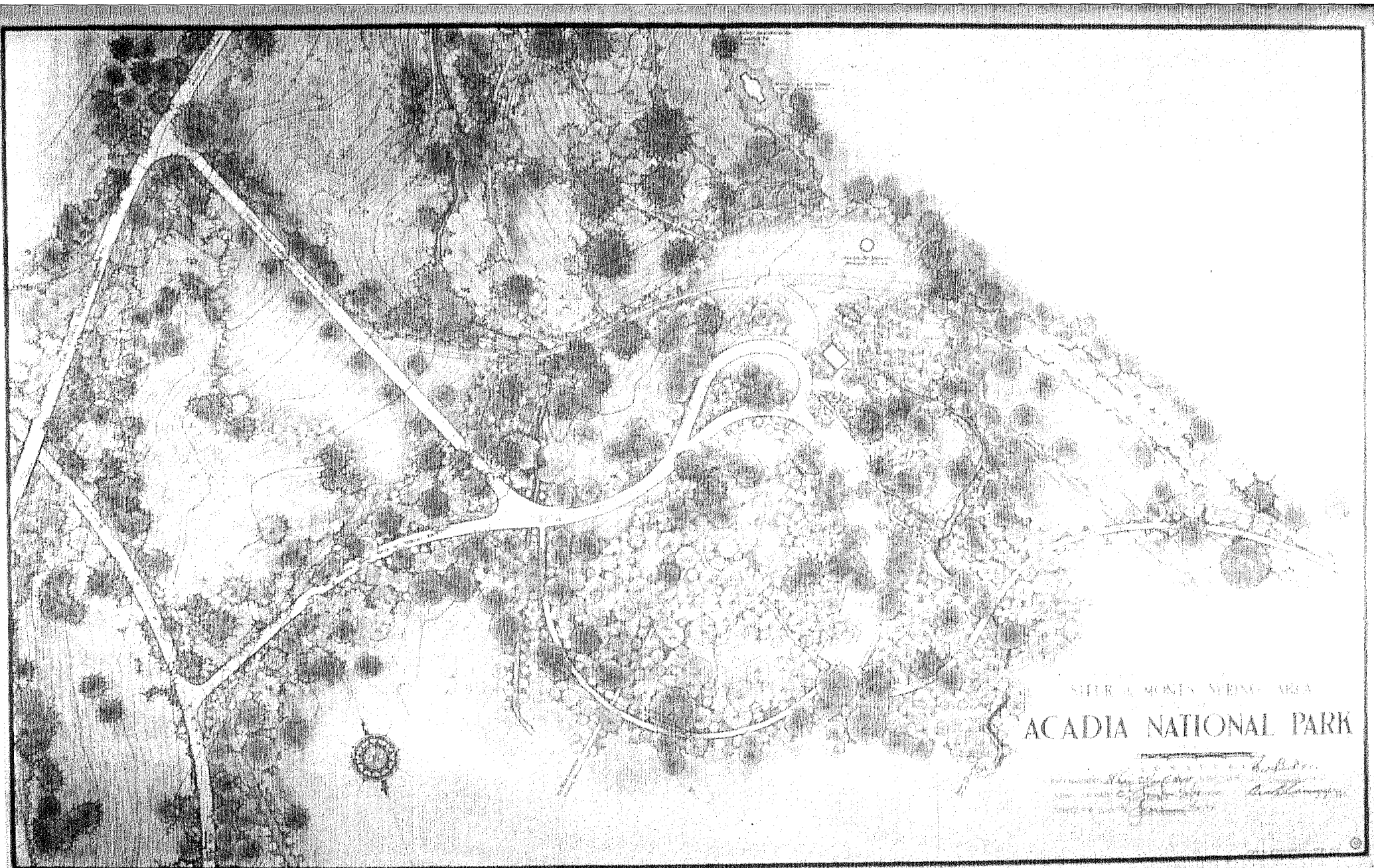


THE TRAIL SYSTEM OF
ACADIA NATIONAL PARK



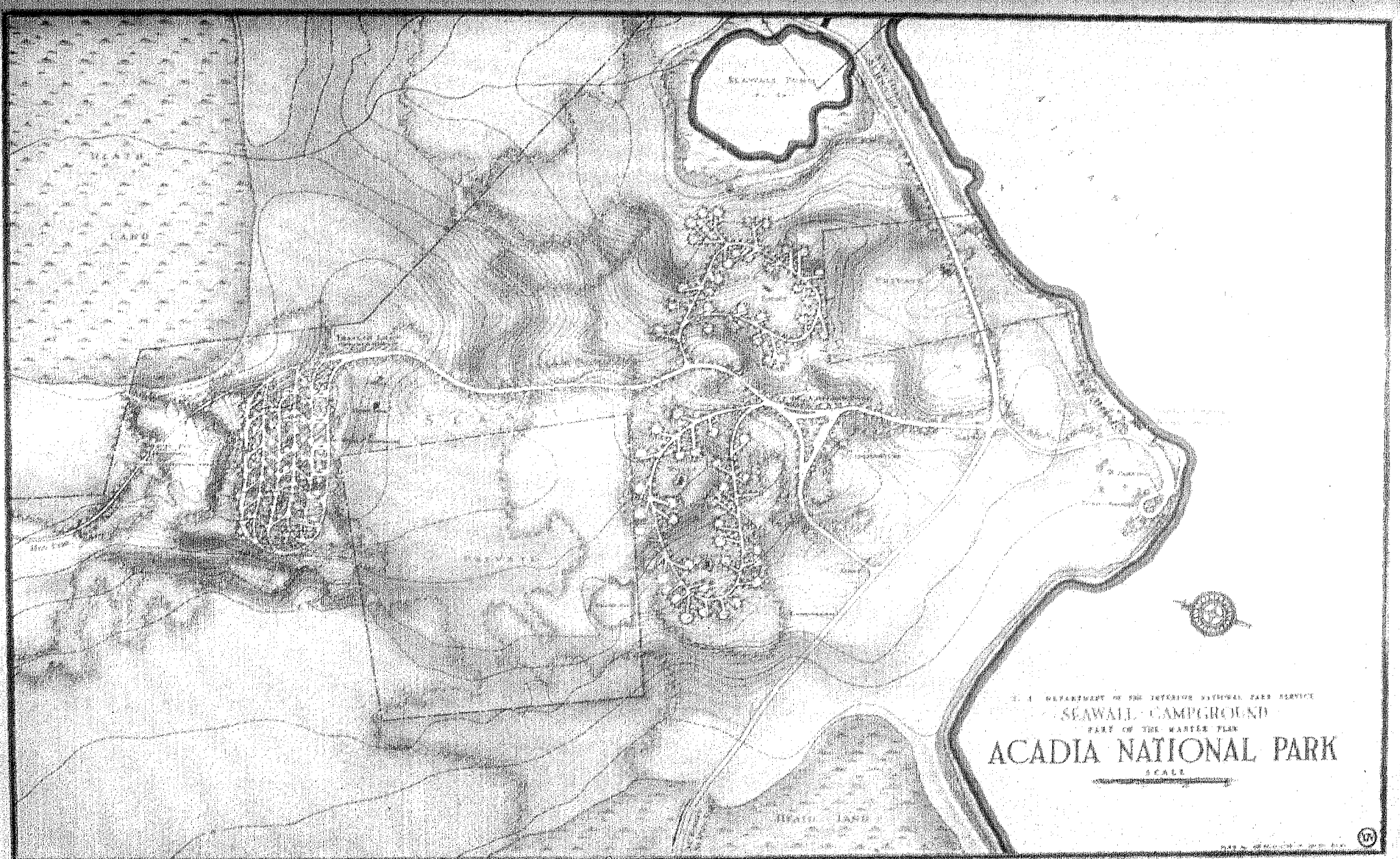
THE TRAIL SYSTEM OF MAINE
PART OF THE MAINE STATE
ACADIA NATIONAL PARK





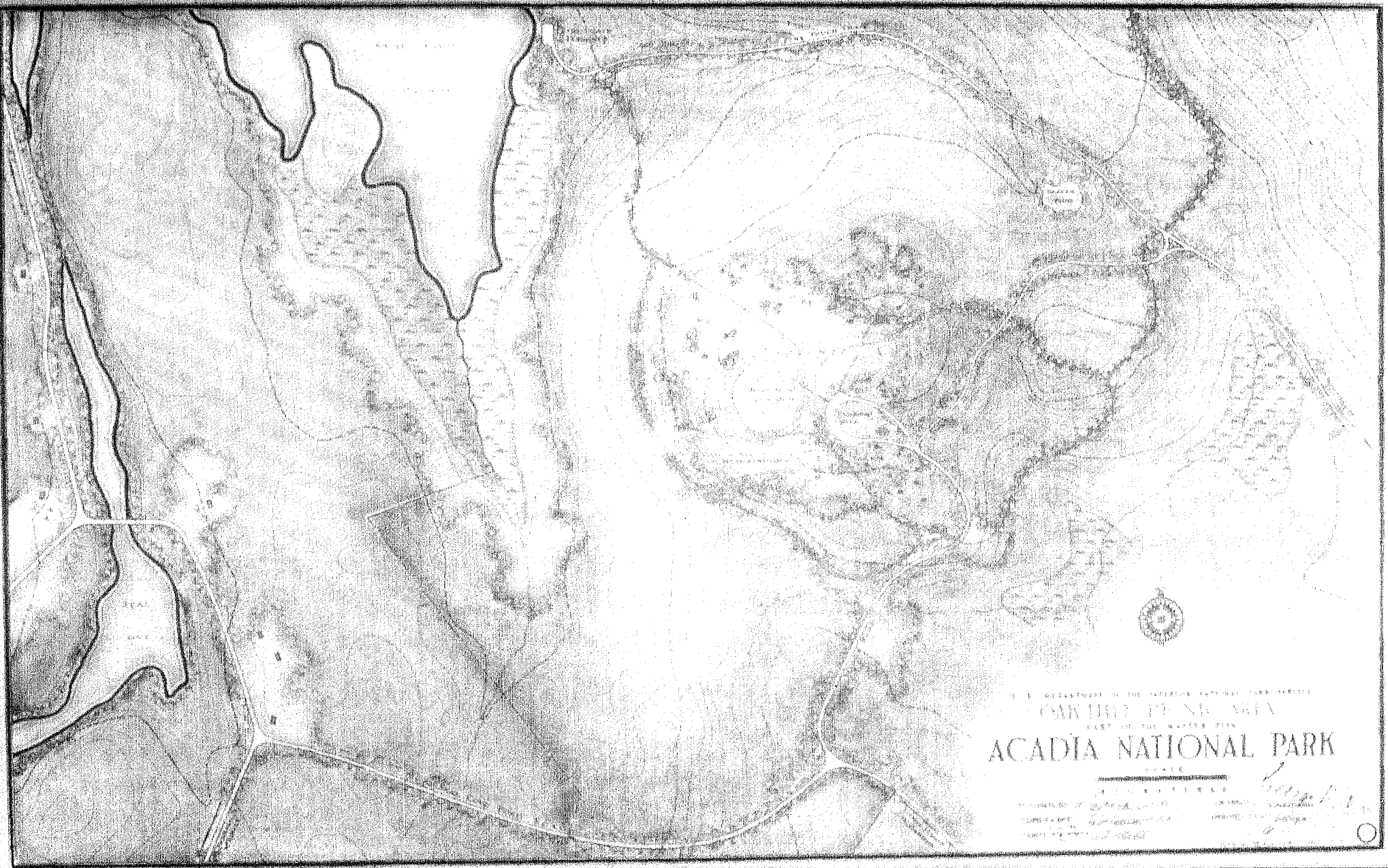
MT. ARARAT AREA
ACADIA NATIONAL PARK

U.S. GEOLOGICAL SURVEY
WASHINGTON, D.C.
1910



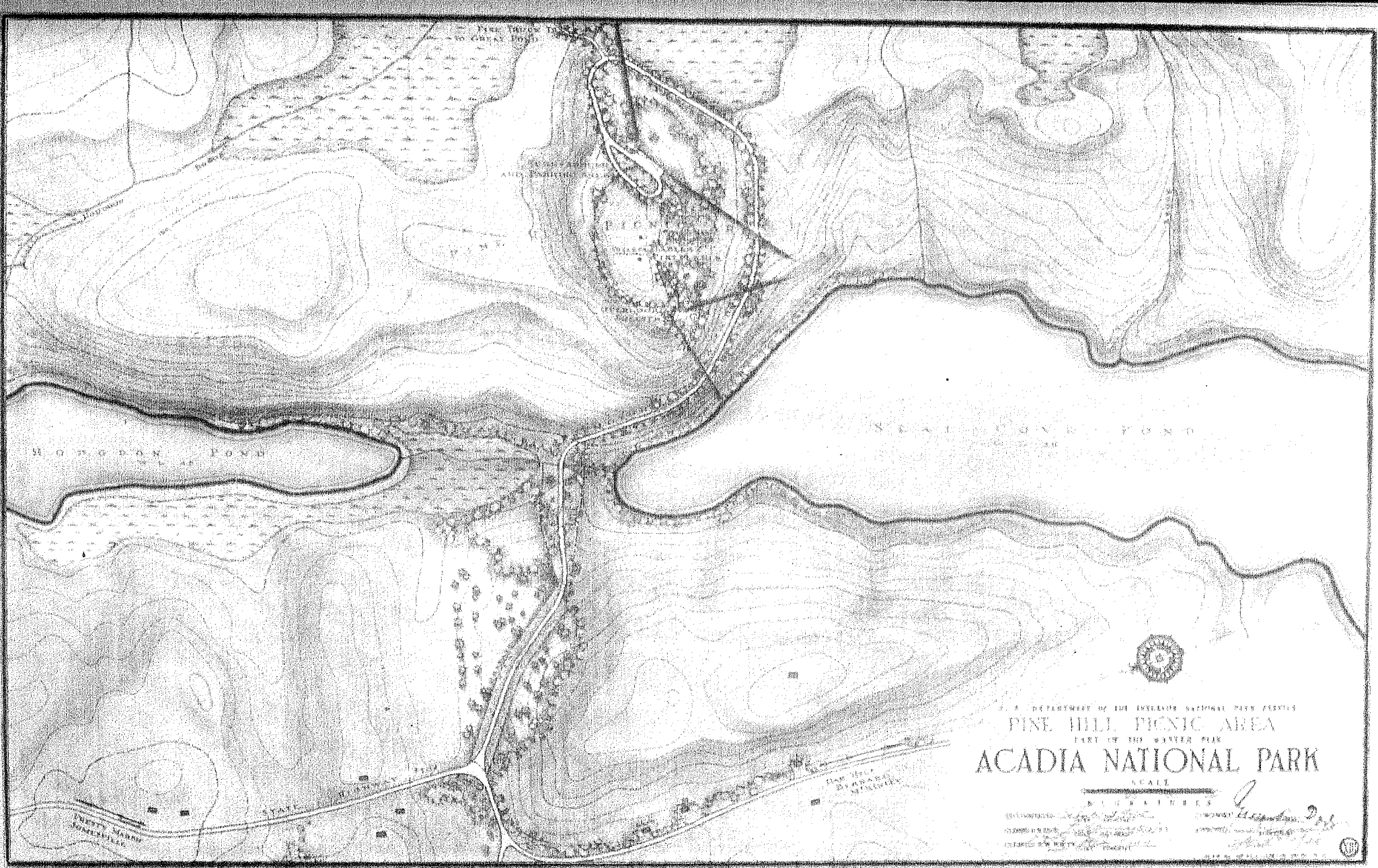
U. S. DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE
SEAWALL CAMPGROUND
PART OF THE MASTER PLAN
ACADIA NATIONAL PARK
SCALE





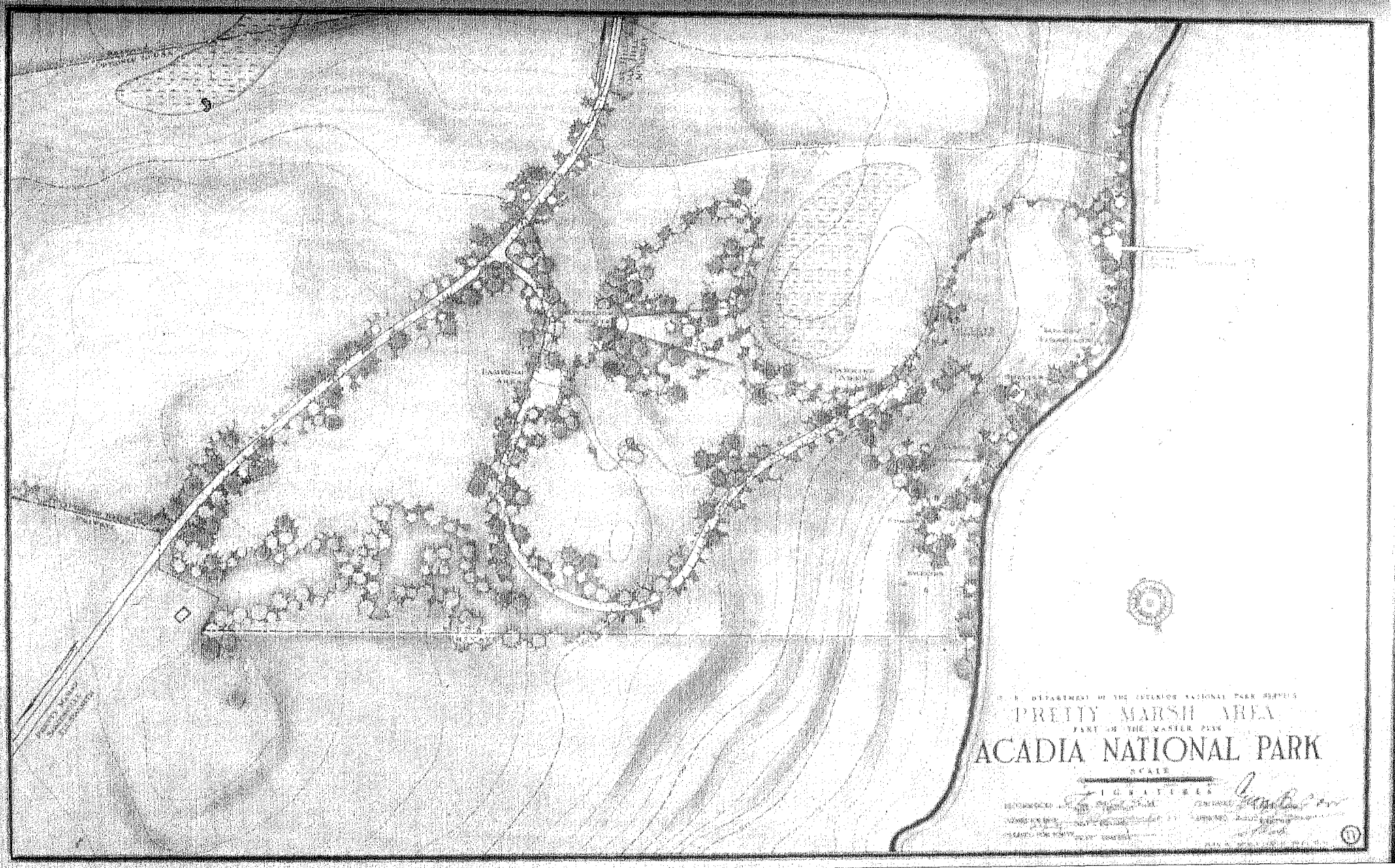
U.S. DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE
COUNTY OF NEW BRUNSWICK
PART OF THE WATERBURY
ACADIA NATIONAL PARK

SCALE
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1940
BY
G. W. KENTON
CHECKED BY
J. H. BROWN
APPROVED BY
J. H. BROWN



U. S. DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE
PINE HILL PICNIC AREA
 PART OF THE WATER PLAN
ACADIA NATIONAL PARK

SCALE
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 PREPARED BY
 NATIONAL PARK SERVICE
 WASHINGTON, D. C.
 1934



U. S. DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE
 PRETTY MARSH AREA
 PART OF THE MASTER PLAN
 ACADIA NATIONAL PARK

SCALE

SIGNATURES

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Appendix C
VIA/VIS LIST OF ORIGINAL MEMBERS AND CHARTERS

To follow in second draft

Appendix D

Village Improvement Associations and Societies Memorial Paths and Pathmakers¹

VIA/VIS Marked and Memorial Paths

Memorial Trails	Trails with Plaques or Inscribed Markers
Van Santvoord Circuit Trail	Fawn Pond Trail
Waldron Bates Chasm Memorial Path	Jordan Pond Loop Trail
Jesup Path	Van Santvoord Circuit Trail
Homan Path	Waldron Bates Chasm Memorial Path
Kane Path*	Kane Path*
Emery Path	Beechcroft Path*
Schiff Path	Gorge Path*
Beechcroft Path*	A. Murray Young Path*
Gurney Path*	Cadillac Cliffs Trail
Grandgent Path	
Gorge Path*	
Murray Young Path*	

*endowed

Individuals Associated with the Roads and Paths Committee of the VIA/VIS groups

	Path Committee Chairpersons	Superintendent of Paths	Workmen
Bar Harbor VIA	G. Wheeler, 1890-92	A. Liscomb, c.1892-1931	H. Chambers, c.1902
	F.N. Goddard, 1892-93		H. Liscomb, c.1905
	H. Jaques, 1893-1900		E. Walls, c.1906
	W. Bates, 1900-09		R. Grindle, c.1906
	S.W. Mitchell, 1909-11		Mr. Scammon, c.1922
	J. Kane, 1911-12		
	R. Brunnow, 1912-17		
	L. Opdycke, 1917-18		
	F. Weekes, 1918-23		
	H. Peabody, 1923-32		
	B. Hadley, 1932-35		
	Mrs. H. Thorndyke, 1935-38		
	A.F. Anderson, 1937-38		
F. DeVeau, 1938-39			
J. Peltz, 1940-41			
Northeast Harbor VIS	J. Gardiner, 1897-1910	T.A. McIntire, 1919-20s H. Kneedler, 1940s-60s	F. Lowrie, c.1921-37
	W. Grant, Jr., 1910-13		
	J. Tunis, 1913-20		
	W. Turner, 1921-c.1946		
	C. Savage, 1940s, 50s		
	G. Falt, c. 1960-81		
	R. Suminsby, c. 1981-93		
D. Falt, c. 1993-present			
Seal Harbor VIS	E. Rand, 1900-07	G. Stebbins, 1900-19 T.A. McIntire, 1919-20s	P. Cushman, 1900-07
	J. VanSantfoord, 1907-13		S. Cushman, 1900-07
	J. Allen, 1913-45		Mr. McCrae, 1907-21
	T. Van Dyke, 1946-c.55		F. Lowrie, c.1921-37
	Allen, c.1955-80s		C. Murphy, 1938-c.1942
	L. Paine, 1980s		W. DuLong, c.1952-55
	B. Ascher, 1990s		K. Carter, 1955-60
	J.A. Smith, 1990-present		L. Varnum, 1968-70
Southwest Harbor VIA	W. Buell, 1914-c.20s		S. Graves, 1970s
	C. Grandgent 1920s		A. Freeman
			R. M. Norwood

¹ From Margaret Coffin, "Historic Hiking Trail System of Mount Desert," vol. 1, pp. 73, 80.

Appendix E

Hancock County Trustees of Public Reservations 1901-1938 Officers and Executive Committee¹

Incorporators 1901

George B. Dorr
Luere B. Deasy
John S. Kennedy
George L. Stebbins
Edward B. Mears
Lea Mcl. Luquer
Charles W. Eliot
Loren E. Kimball

Officers

President

Charles W. Eliot 1901-1926
Luere B. Deasy 1926-

First Vice President

George B. Dorr 1901-

Second Vice President

Edward S. Dana 1901-1909
John S. Melcher 1910-

Secretary

Lea Mcl. Luquer 1901-1909
Albert H. Lynam 1910-1924
Serenus B. Rodick 1924-1933
Richard E. McKown 1933-

Treasurer

George L. Stebbins 1901-1917
Bertrand E. Clark 1918-1925
Guy E. Torrey 1926-1937
Albert H. Cunningham 1937-

Executive Committee

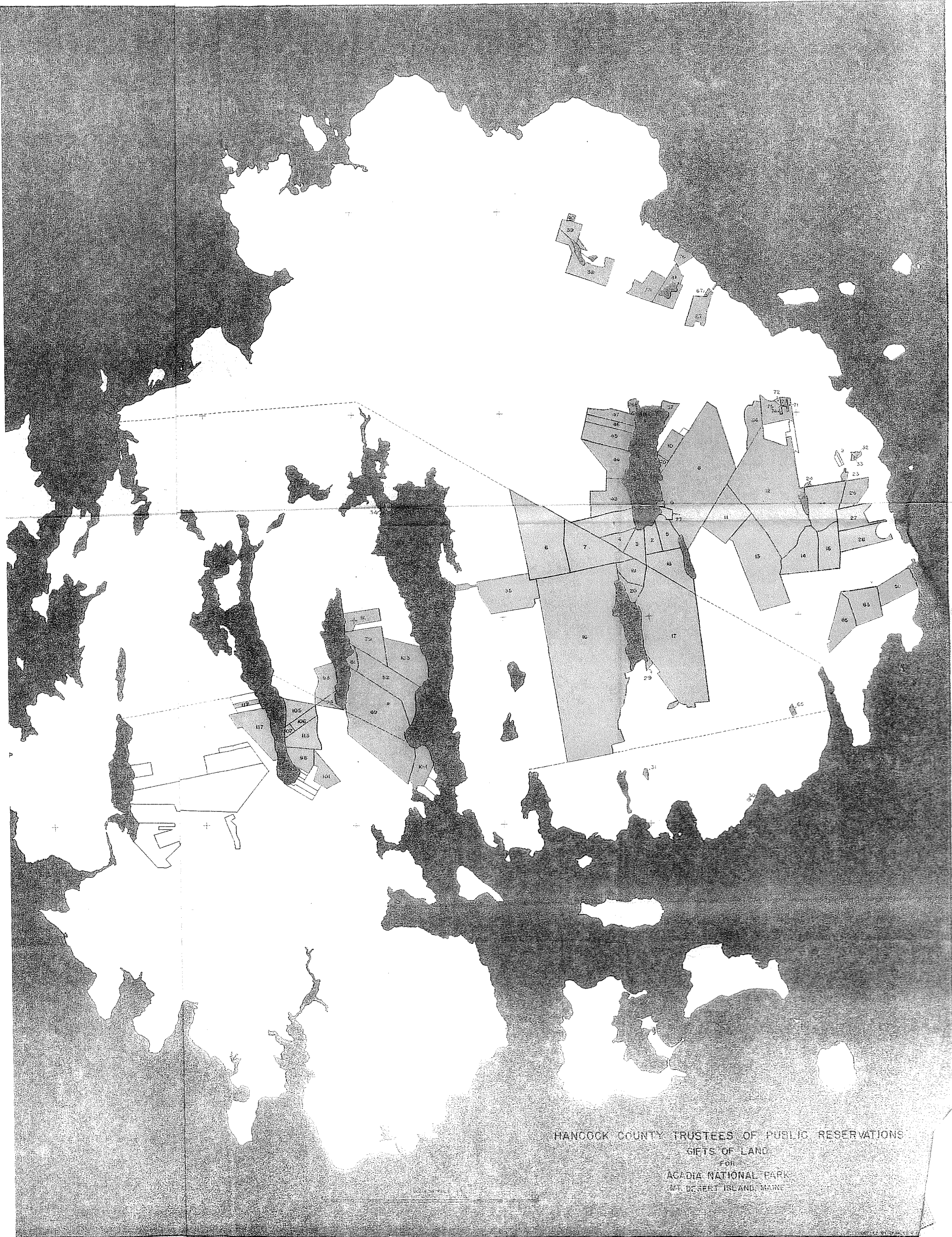
The Officers and

Luere B. Deasy 1910-1926
Edward B. Mears 1901-1913
Charles B. Pineo 1914-1928
Richard W. Hale 1929-
William O. Sawtelle 1929-1936
George L. Stebbins 1936-

¹ Samuel Eliot, *The Hancock County Trustees of Public Reservations* (Bar Harbor, Maine, 1939).

98			March 22, 1917
99	unknown	Schuyler R. Clark	April 10, 1917
100	unknown	Linda E. Cousins et al.	December 7, 1920
101	25	Schuyler R. Clark	December 7, 1920
102	30	Schuyler R. Clark	July 1, 1920
103	14	Schuyler R. Clark	March 23, 1917
104	unknown	Lincoln Cromwell et al.	May 7, 1918
105	100	William Draper Lewis; Charlton Yarnall	January 20, 1920
106	unknown	Schuyler R. Clark	January 20, 1919
107	2.5	Schuyler R. Clark	October 29, 1918
108	.5	Henry L. Gray	July 12, 1920
109	.33	George B. Dorr	July 12, 1920
110	.33	Thomas DeWitt Cuyler et al.	June 4, 1921
111	5	Vernon G. Wasgatt	September 22, 1921
112	unknown	Thomas A. McIntire	November 21, 1921
113	40	Charles F. Paine	April 10, 1917
114	140	Unknown [Henry Clark?]	April 10, 1917
115	50	Henry Clark	April 10, 1917
116	100	Henry Clark	April 10, 1917
117	120	Henry Clark	April 10, 1917
118	45	Henry Clark	December 11, 1923
119	.5	Schuyler R. Clark	December 22, 1923
120	50	Schuyler R. Clark	December 11, 1923
121	20	Schuyler R. Clark	December 22, 1923
122	30	Schuyler R. Clark	October 16, 1928
123	3	Peter J. Benson	October 8, 1919
124	185	Lincoln and Mabel S. Cromwell	December 10, 1926
125	.25	Schuyler R. Clark	December 10, 1926
126	10	Schuyler R. Clark	March 30, 1927
127	12	Wild Gardens of Acadia	January 15, 1929
128	unknown	"Woodlawn," the Black Estate at Ellsworth	June 29, 1931
129	1	George B. Dorr	February 21, 1927
	unknown	Faith Moore; Ruth Moore; Thomas M. Day et al.	

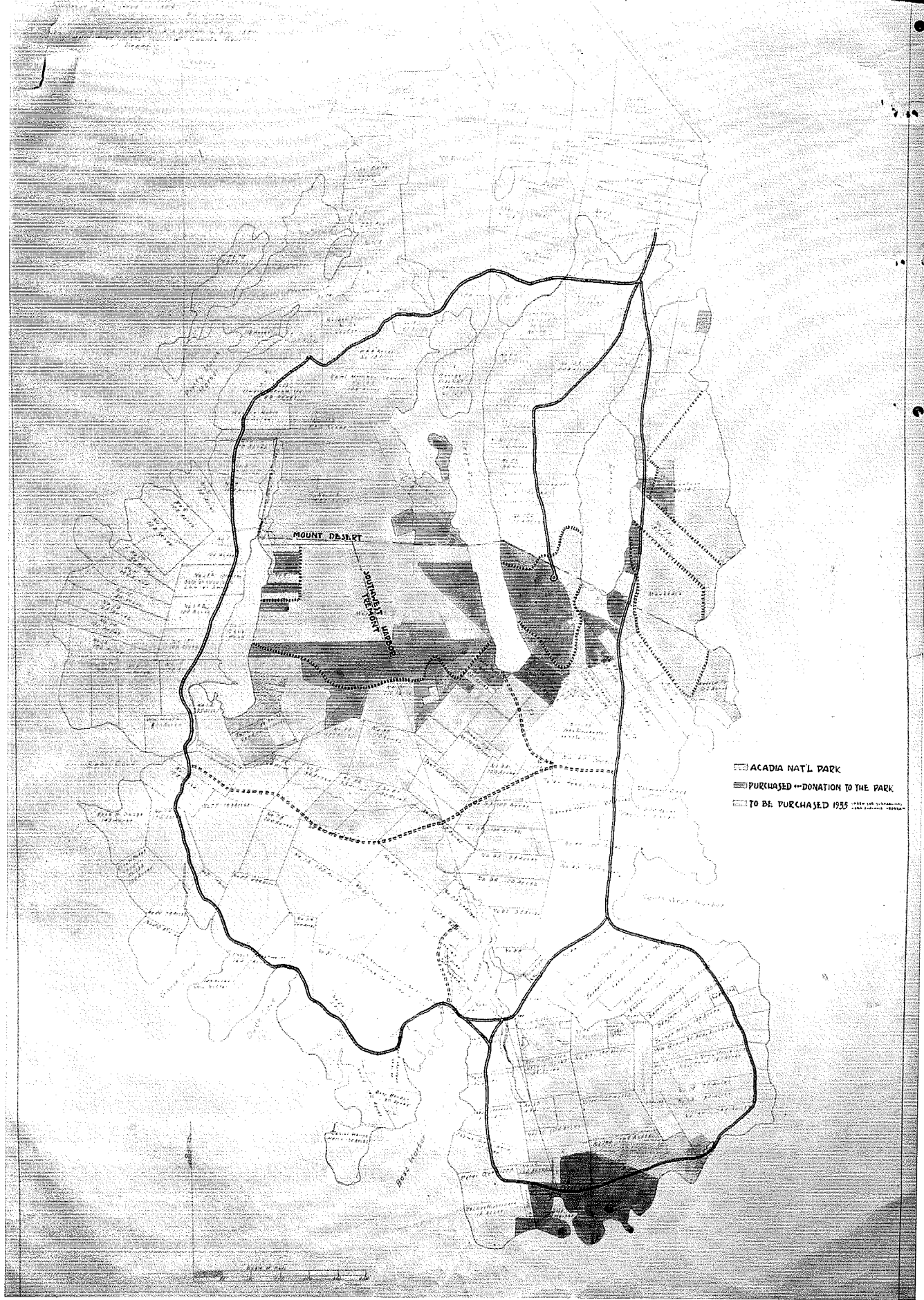
¹ Map courtesy of Hancock County Trustees of Public Reservations, Ellsworth, Maine



HANCOCK COUNTY TRUSTEES OF PUBLIC RESERVATIONS
GIFTS OF LAND
FOR
ACADIA NATIONAL PARK
MT. DESERT ISLAND, MAINE

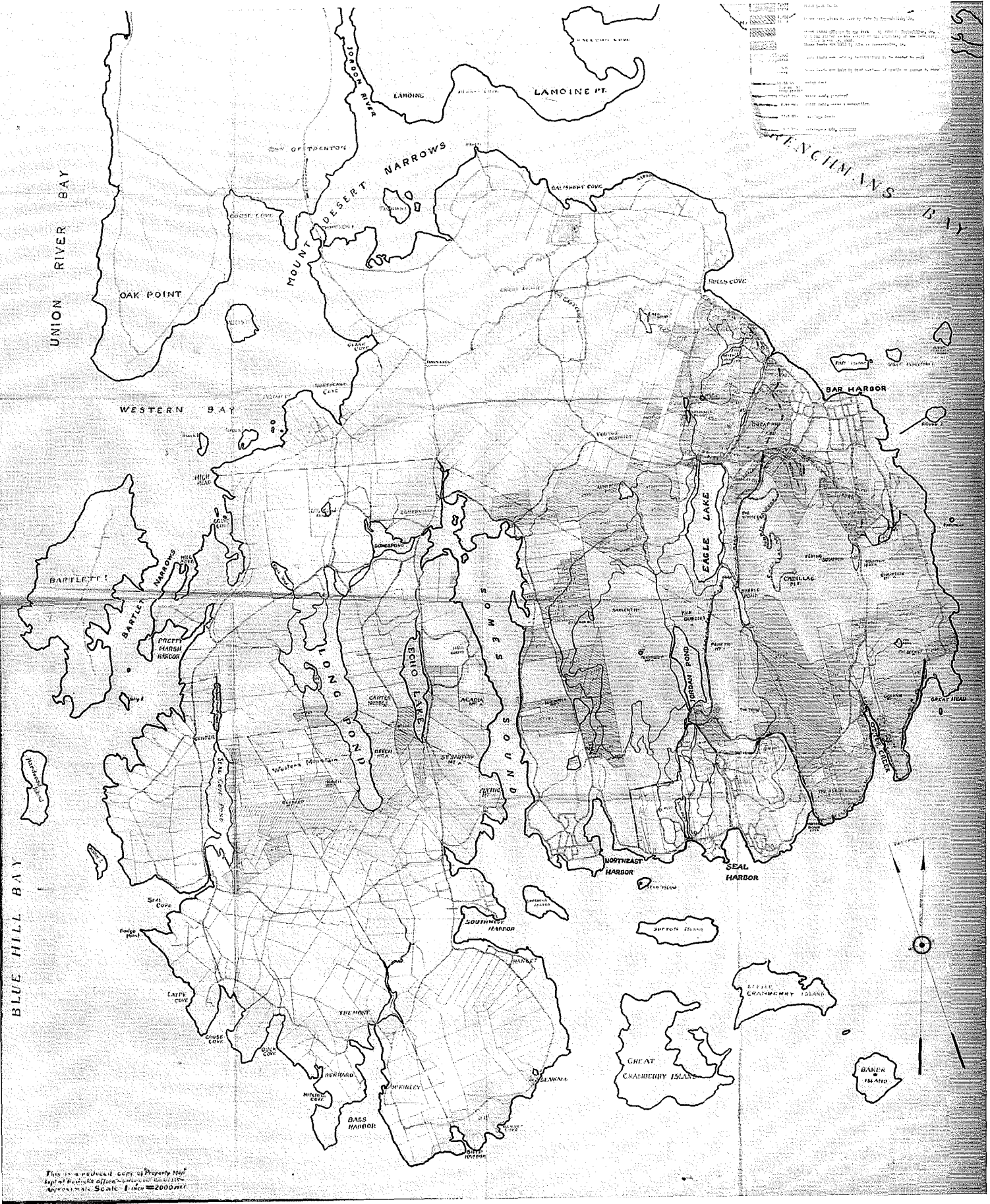
Appendix F
Park Land Donation/Acquisition Maps 1934-1935

1. Western half of Mount Desert Island
 Courtesy the Northeast Harbor Library, Northeast Harbor, Maine
2. Map of the entire island
 Courtesy the National Archives, National Park Service records, group 79, Washington, D.C.



- ACADIA NAT'L PARK
- PURCHASED - DONATION TO THE PARK
- TO BE PURCHASED 1935

Scale of Feet



1. Blue line shows the location of the property line.
 2. Red line shows the location of the boundary line.
 3. Green line shows the location of the boundary line.
 4. Yellow line shows the location of the boundary line.
 5. Black line shows the location of the boundary line.
 6. Blue line shows the location of the boundary line.
 7. Red line shows the location of the boundary line.
 8. Green line shows the location of the boundary line.
 9. Yellow line shows the location of the boundary line.
 10. Black line shows the location of the boundary line.

This is a reduced copy of Property Map
 Dept of Public Affairs, Anchorage, Alaska
 Approximate Scale: 1 inch = 2000 feet

Appendix G
Letter from John D. Rockefeller, Jr. to Secretary Harold Ickes¹

March 14, 1935

My dear Mr. Secretary:

When Acadia National Park was established, it consisted only of mountain tops bought earlier by interested summer and winter residents of Mount Desert Island as a protection against exploitation for cheap amusement purposes and held in a corporation known as the Hancock Trustees of Public Reservations until they were turned over to the Government. Thus the Park area at the outset was not accessible to any highway and was traversed only by foot trails. Believing that it should ultimately extend to the ocean on one side and to Frenchmans Bay on the other and that access to it would be desirable not only for pedestrians but, in carefully chosen areas, for lovers of horses as well as automobilists, I began years ago buying lands on the Island having in mind to make possible the rounding out of the Park boundaries and its extension and development as above outlined.

Since that time I have built many miles of roads on the lands which I own and on the Park lands adjacent thereto, in the latter instance with proper Government approval and consent and without obligation to the Park. Other roads both for motors and horses have been approved by the Government and are only awaiting public or private funds for their construction. There are still others which I have laid out but which have not yet been officially brought to the attention of the National Park Service or made a part of its park development program. All of these roads have been planned and the lands necessary therefor acquired, in cooperation with the National Park Service and with the general knowledge of the successive Secretaries of the Interior. Many of them have been studied and passed upon by Mr. Frederick Law Olmsted, the landscape architect.

Now that all the lands necessary to make possible the above development program have been acquired I am making the following proposal. If after careful review and approval by your Department you should be disposed to include these roads, which have been planned but not built, in the official program for the development of Acadia National Park with the understanding that they would be built as opportunity offered and as funds, either public or private, could be made available, I am prepared to deed to the Government for inclusion in Acadia National Park all of the remaining lands which I have acquired for that purpose. This would include (1) lands making possible the extension of the present Park Motor Road across the Eagle Lake Road, to the high bluffs overlooking Frenchman's Bay with a Bar Harbor Park entrance on Eden Street at the site formerly occupied by Mrs. Henderson's house, also a horse road entering at the same place and connecting with the existing horse roads in that area; (2) the right of way of a motor road which I am now building and will complete, from the highway at Seal Harbor by the sea through the Stanley Brook valley and connecting with the present Park Motor Road at the Jordan Pond Road; (3) the Jordan Pond Gate Lodge, the existing Jordan Pond Tea House and the land surrounding them; (4) the Eagle Lake Tea House and Horse Center site at the north end of Eagle Lake.

In brief, the lands which I am prepared to deed to the Government would make possible (1) a park motor road from the sea on the south at Seal Harbor to Frenchmans Bay on the north at Bar Harbor, connecting with the present Park Motor Road that goes to the top of Cadillac mountain; also a connection with the Ocean Drive—including an entrance by the sea at the Homans place—then continuing around Otter Cliffs to the old Radio Station, across Otter Creek inlet, around the Black Woods and back to Jordan Pond. Of this connection I have built the Ocean Drive and am now building the Otter Cliffs and Radio Station section; (2) a horse road park entrance on Eden Street in Bar Harbor to connect with the existing horse road system in that area; (3) a horse road from Eagle Lake to the Sieur de Monts Spring area and the high hill to the north, returning to Eagle Lake by a different route.

The estimate my engineers have made of the cost of all of the above roads which either the Park or I am not already building is \$1,854,125. This is only a very rough figure. At the same time it gives some idea of what the program might involve. It does not include anything for roadside cleaning, forestry or planting, which would bring the total easily to \$2,000,000.

For your information may I add that I have heretofore given to the Park something over 2700 acres of land that cost me over \$250,000. For buildings, roads, bridges, forestry and planting on these lands I have spent an additional \$500,000. The lands that I am now prepared to give total 3835 acres and cost me over \$600,000. For their development with roads and the usual other improvements I have already spent at least \$500,000. In addition I have spent for roads built on Park lands roughly \$2,000,000. My total expenditure on the project is therefore some \$4,000,000.

The map which I am enclosing will show at a glance the facts set forth in the above letter.

Very Sincerely,

John D. Rockefeller, Jr.

The Honorable Harold L. Ickes
Secretary of the Interior
Washington, D.C.

¹ Acadia National Park files

Appendix H Designers Associated with Acadia National Park

Grosvenor Atterbury (1869-1956), Architect¹

Atterbury attended Yale, Columbia, and the Ecole des Beaux-Arts in Paris. Although primarily known for his work designing suburban and weekend houses for wealthy industrialists, he was also an active writer on planning, housing, and industrialized methods of construction. He received a commission to design the model housing community of Forest Hills Gardens in New York in 1909. The co-planners and landscape designers on the project were the Olmsted Brothers. Atterbury also completed a number of projects commissioned by John D. Rockefeller, Jr. Among them were a barn complex on the Rockefeller estate in New York, a study of architecture in the national park system, and two gate house complexes at Acadia National Park.

William Welles Bosworth (1869-1966), Architect²

Bosworth was educated at MIT, and then employed by several firms including F.L. Olmsted and J.C. Olmsted, Landscape Architects, where he worked on plans for Stanford University.³ He completed a European tour with William Rotch Ware, and studied in London and at the Ecole des Beaux-Arts in Paris. By WWI he had his own successful practice; his clients included John D. Rockefeller Jr, MIT, and Cartier. For Rockefeller he designed the gardens and house at the estate in Pocantico Hills, New York, and bridges for Acadia's carriage-road system. After serving in France during WWI, he returned briefly to the U.S., but resided mainly in France for the remainder of his life. After the war, he oversaw the work of the Comite Franco-American pour la Restauration des Monuments, instituted by Rockefeller to aid in the restoration of Versailles, Rheims Cathedral, and Fontainebleau.

Benjamin Breeze (), Landscape Architect

Not included in this draft.

Charles W. Eliot II (), Landscape Architect

Not included in this draft.

Beatrix Jones Farrand (1872-1959), Landscape Architect⁴

Farrand (born Beatrix Jones) was exposed at a young age to garden design. She observed the laying out of the grounds of her family's summer home in Bar Harbor when she was eighteen. She often accompanied her aunt Edith Wharton, a veteran traveler and garden lover, on trips abroad. Farrand studied landscape design and horticulture under Charles Sprague Sargent, founder and director of the Arnold Arboretum, who later convinced her to become a professional designer. In 1899, she became the only female founding member of the American Society of Landscape Architects. Already a

¹ Jane Turner, editor, *Dictionary of Art*, vol. 2 (New York: Grove's Dictionaries, Inc., 1996), p. 698.

² Adolf K. Placzek, editor, *MacMillan Encyclopedia of Architects* (New York: The Free Press, 1982), p. 261.

³ Note that the firm's name changed many times over the course of a century, reflecting changes in partners such as the later firm, Olmsted Brothers, whose principle partners were J.C. Olmsted and F.L. Olmsted, Jr. The general plan for Stanford University was completed around 1888.

⁴ Earle G. Shettleworth, Jr., and Roger G. Reed, editors, "Beatrix Jones Farrand," In *A Biographical Dictionary of Architects in Maine*, vol. VI, (Portland, Maine: Maine Citizens for Historic Preservation, 1991).

proponent of using native materials, she was strongly influenced by the picturesque tradition espoused by the Olmsteds (both Frederick Law, Sr. and Frederick Law, Jr.). During the first four decades of the twentieth century, she designed many noteworthy gardens, including Dumbarton Oaks in Washington, D.C., and the grounds at Eyrie, the Seal Harbor estate of John D. Rockefeller, Jr. Rockefeller also consulted Farrand on the use of plant materials when he constructed the carriage road system at Acadia. Unfortunately, many of these plantings, as well as one-third of the forty gardens Farrand designed on Mount Desert Island, were damaged or destroyed by the Bar Harbor fire in 1947.

Henry Hubbard (1875-1947), Landscape Architect, Planner⁵

Hubbard was educated at Harvard in landscape architecture under the direction of Frederick Law Olmsted, Jr. His distinguished career included a long association with the Olmsted Bros. firm, a thirty-three year teaching career at Harvard, and two decades as a planning consultant for the NPS, the Federal Housing Authority, and several municipalities. He was also a member of the National Capitol Park and Planning Commission, a Fellow of the ASLA, and a Trustee of the American Academy in Rome. With Theodora Kimball he co-authored many publications, including *An Introduction to the Study of Landscape Design* in 1917, for many years the standard text in landscape architecture.

Frederick Law Olmsted, Jr. (1870-1957), Landscape Architect⁶

By choosing landscape architecture, Olmsted Jr. followed in the footsteps of his father and half brother, John Charles. The firm's professional capabilities were well established by the time the younger Olmsted began his apprenticeship in 1893 on the World's Columbian Exposition in Chicago. His second major project, and equally significant, was his role as the construction manager at Biltmore (1888-95) in Ashville, North Carolina. After his father's retirement, Olmsted Jr. joined John Charles as a partner, first as Olmsted, Olmsted and Eliot, later Olmsted Brothers, Landscape Architects. He served as the senior partner in the firm from 1920-1950. In 1901, he was appointed to the Senate Park Commission to update the plan of Washington, D.C. Like his father, Olmsted Jr. continued a deep commitment to parks, conservation, and scenic preservation. In 1916, he drafted the legislation to establish the National Park Service, which is widely cited. His work at Acadia for J.D. Rockefeller, Jr. in association with junior partner, Henry Hubbard, included design work and design review for the motor road system.

Charles W. Stoughton (1871-1945), Architect⁷

Stoughton attended Columbia University and MIT, where he studied under Professor Ware. He practiced with his brother Arthur under the firm name of Stoughton & Stoughton. He designed bridges and other structures for the Bronx Parkway Commission, police stations in Manhattan, and a number of buildings in Westchester County. He was commissioned by John D. Rockefeller, Jr. to design bridges for the carriage roads at Acadia National Park. He also prepared plans for two educational

⁵ Charles A. Birnbaum and Lisa E. Crowder, editors, *Pioneers of American Landscape Design: An Annotated Bibliography* (Washington, D.C.: U.S. Dept. of the Interior National Park Service Heritage Preservation Services Historic Landscape Initiative, 1993), p. 68.

⁶ Shary Page Berg. "Frederick Law Olmsted, Jr." in *Designers and Places*, edited by William Tischler (Washington, DC: The Preservation Press), 60-63

⁷ Henry F. Withey and Elsie Rathburn Withey, *Biographical Dictionary of American Architects (Deceased)*, (L.A.: New Age Publications, 1956), p. 577.

institutions abroad, including the Christian College in Canton, China and the Polytechnic Institute in Puerto Rico.

Thomas Chalmers Vint (1894-1967), Landscape Architect⁸

Although Vint was primarily a landscape architect, he also had training in architecture. He graduated from the University of California, Berkeley, and also studied at the University of California, Los Angeles, and the Ecole des Beaux Arts in France. After serving in Europe during WWI, he worked for a number of Los Angeles architects and landscape architects, including Lloyd Wright, landscape designer and son of Frank Lloyd Wright. However, Vint is best known for his forty-year career with the National Park Service. In 1922 he was hired to work as an architectural draftsman for Daniel Hull, the NPS chief landscape engineer. In 1927 he became chief landscape architect for the NPS, with the responsibility for the location, character, and quality of all construction and planning. Under Vint's leadership, the NPS landscape program became a cohesive, integrated process of park planning and development based on naturalistic principles of design and landscape conservation.

⁸ Charles A. Birnbaum and Julie K. Fix, editors, *Pioneers of American Landscape Design II: An Annotated Bibliography* (Washington, D.C.: U.S. Dept. of the Interior National Park Service Heritage Preservation Services Historic Landscape Initiative, 1995), pp. 148-149.

Appendix I
Map of the 1947 Bar Harbor Fire

Source: Rieley, William D. and Roxanne S. Brouse. "Historic Resource Study for the Carriage Road System Acadia National Park Mount Desert Island, Maine." Prepared by Rieley and Associates, Charlottesville, VA, May 1989.

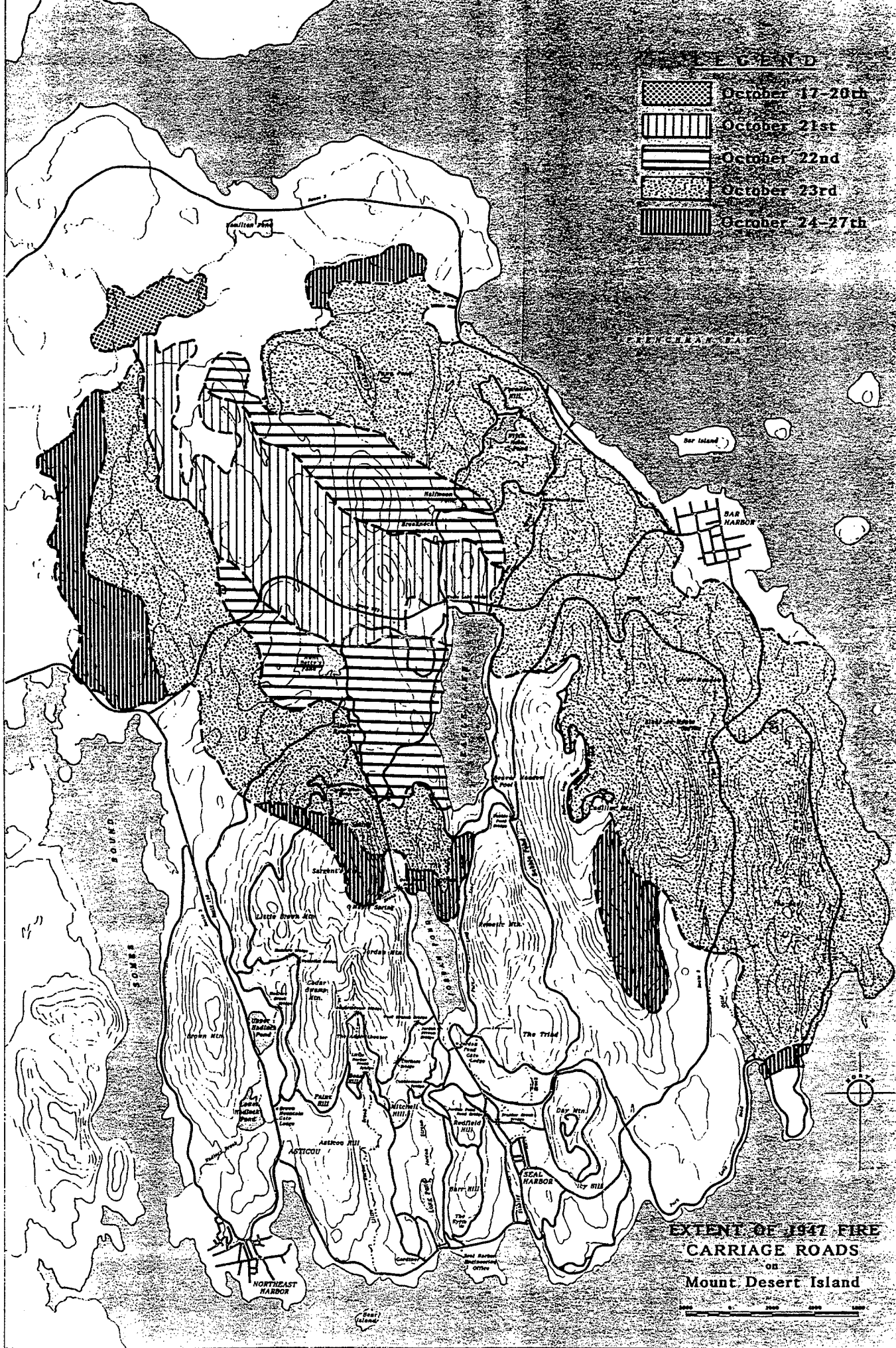


Figure XCII.

Appendix J

Revised Outline for the Multiple Property Documentation Form

This outline has been revised from the draft originally prepared for the FY98 project agreement between Acadia National Park and the Olmsted Center for Landscape Preservation. The revised outline is intended to reflect the analysis included in this report and define which remaining topics are being addressed through other studies such as the ongoing Cultural Land Use Study currently underway. These topics are indicated in italics.

1. *Prehistoric Settlement and Use (pre-1761)*
2. *Early Settlement of Mount Desert Island and Surrounding Islands (1761-1865)*
 - Areas of early settlement*
 - Maritime activities including fishing, shipbuilding, and lighthouses*
 - Land use and industry such as agriculture, logging, ice harvesting, and quarries*
3. *The Summer Colony*
 - Hudson River School of landscape painters*
 - Early guest houses, hotels and amenities for summer visitors*
 - Summer cottages*
4. *Military Development on Mount Desert Island and Schoodic Peninsula*
5. Rustic Design (1880-1958) (with sub-themes)
 - a.) The Picturesque Style
 - b.) Rustic Landscape Design in the National Park System
 - New Deal Programs
 - Public Works Administration
 - Emergency Conservation Work and the CCC
 - Recreation Demonstration Projects
 - Meinecke System of Campground Development
 - Bureau of Public Roads
6. Community Development and the Origins of Acadia National Park (1880-1935)
 - Village Improvement Associations and Societies
 - The Hancock County Trustees for Public Reservations
7. John D. Rockefeller, Jr. and the Development of the National Park System (1913-1950)
 - Precedents for Philanthropy
 - JDR Jr. and the National Park Service