

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Mount Desert Island Hiking Trail System

Other names/site number: N/A

Name of related multiple property listing:

Historic Resources of Acadia National Park

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: N/A

City or town: Bar Harbor, Mount Desert, Southwest Harbor, and Tremont State: Maine

County: Hancock

Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

X national ___ statewide ___ local

Applicable National Register Criteria:

X A ___ B X C ___ D

<u>Stephanie Stephens</u>	3/2/2022
Signature of certifying official/Title:	Date
<u>Federal Preservation Officer, National Park Service</u>	
State or Federal agency/bureau or Tribal Government	
In my opinion, the property <u>X</u> meets ___ does not meet the National Register criteria.	
<u>Kirk A. Mohney</u>	<u>6/17/2021</u>
Signature of commenting official:	Date
<u>SHPO MAINE HISTORIC PRESERVATION COMMISSION</u>	
Title :	State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

for Roger G. Reed
Signature of the Keeper

April 8, 2022
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only one box.)

- Building(s)
- District
- Site
- Structure
- Object

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Structure
Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>0</u>	<u>0</u>	buildings
<u>12</u>	<u>0</u>	sites
<u>109</u>	<u>0</u>	structures
<u>18</u>	<u>0</u>	objects
<u>139</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

RECREATION AND CULTURE/Outdoor Recreation

TRANSPORTATION/Pedestrian-related

LANDSCAPE/Park

Current Functions

(Enter categories from instructions.)

RECREATION AND CULTURE/Outdoor Recreation

TRANSPORTATION/Pedestrian-related

LANDSCAPE/Park

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7. Description

Architectural Classification

(Enter categories from instructions.)

Other: Hiking Trail System

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Earth, Stone, Wood, Iron

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph¹

The Mount Desert Island Hiking Trail System (trail system) as defined in this registration form is a discontinuous district that consists of 109 historic maintained hiking trails (contributing structures) covering approximately 117 miles all or partially within the boundaries of Acadia National Park on Mount Desert Island; 18 associated memorial plaques or markers (contributing objects) along the trails; and 12 associated viewpoints (contributing sites) along the trails. Created and improved between 1844 and 1942, the trail system is significant for its associations with land conservation and recreation on Mount Desert Island prior to and following the creation of the national monument in 1916. Trails constructed and improved by village improvement groups (VIA and VIS) beginning in the 1890s are examples of Picturesque landscape design,² and additional trail work by the National Park Service (NPS) and the Civilian Conservation Corps (CCC) from 1933 to 1942 represents NPS Rustic Design principles. Many of the individual hiking trails within the trail system are associated with multiple periods of development and historic contexts. The resources included in this National Register of Historic Places (National Register) nomination meet the registration requirements and standards of integrity outlined in the Historic Resources of Acadia National Park Multiple Property Documentation Form (MPDF) accepted by the Keeper on June 26, 2017. In 2001, the Maine State Historic Preservation Office concurred with the NPS that the trail system was eligible for listing in the National Register, but this nomination is the first comprehensive National Register documentation for the trail system. Although the MPDF includes registration requirements for unmaintained (abandoned) historic

¹ Definitions of terms used to describe various aspects and features of the Hiking Trail System are included in the “Glossary of Trail Terminology” at the end of this National Register Form.

² When capitalized, “Picturesque” refers to the particular designed landscape style first described by the nineteenth-century horticulturalist Andrew Jackson Downing’s 1841 *Treatise on the Theory and Practice of Landscape Gardening* (Kline and Olausen 2016:45–48). The lower-case term “picturesque” means “visually charming, as if resembling or suitable for a painting.”

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hiking trails, this nomination includes only those historic hiking trails that are currently marked and maintained by the NPS. It does not include trails that are entirely on non-park land, trails constructed after 1942, or trails in the Schoodic Peninsula and Isle au Haut areas of Acadia National Park. Historic and non-historic resources within the park that are not directly associated with the trail system are not included in this nomination.

Narrative Description

The Mount Desert Island Hiking Trail System is a discontinuous historic district that encompasses the historic resources associated with the system of trails developed on the island between 1844 and 1942. These resources include iconic viewpoints and routes identified by artists and early tourists, beginning with Thomas Cole in 1844, that contributed to the creation of and were incorporated into the current trail system; historic trails initially documented and/or constructed by early tourists between 1866 and 1890, constructed and/or improved by members of the local VIA/VIS between 1890 and 1937, and constructed and/or improved by the NPS/CCC between 1933 and 1942; and memorial plaques or markers installed along trails by the VIA/VIS during the early twentieth century.³ Many of the trails are composed of sections that date to different periods. The vast majority are earlier trails improved by the VIA/VIS or new trails specifically constructed by the VIA/VIS. The date assigned to a contributing viewpoint corresponds to the date of the artwork depicting the view that was produced by a nationally significant artist and appeared in a major nineteenth-century American exhibition. The dates assigned to pre-1890 trails correspond to the dates in which they were first documented in a guidebook or other published source. The boundary for each contributing trail includes 75 feet on either side of the trail's current (2019) centerline, and widens when necessary to accommodate associated contributing resources such as markers or viewpoints. The boundary applies to trail segments that extend outside the park to accommodate the natural, cultural, and scenic values that contribute to the importance of the hiking trail system on Mount Desert Island. The 150-foot boundary outside of the park does not cross any town roads as in the case of Schooner Head Path which parallels the public road owned by the town of Bar Harbor. This boundary incorporates the complete physical environment of each trail, including the adjacent topography and vegetation, which contributes to the integrity of setting, feeling, and association. The National Register boundary applies to trail segments that extend outside the park to accommodate the natural, cultural, and scenic values that contribute to the importance of the hiking trail system on Mount Desert Island. The 150-foot boundary outside of the park does not cross any town roads as in the case of Schooner Head Path which parallels the public road owned by the town of Bar Harbor.

For the purposes of this description, the trail system is organized into four geographical areas corresponding to the jurisdictions of the four VIA/VIS that developed and maintained the trails in the early twentieth century: the Bar Harbor Village Improvement Association (VIA), Seal Harbor Village Improvement Society (VIS), Northeast Harbor VIS, and Southwest Harbor VIA.⁴ Features common to the entire trail system are described first, followed by a discussion of each VIA/VIS area that includes a general overview

³ The 2017 MPDF defined viewpoints and memorial plaques as countable resources associated with the hiking trail system. Engineering components of trails such as stone steps, retaining walls, bogwalk, iron rungs, and wood bridges are considered character-defining features of the trails and not counted as separate resources. Likewise, cairns along trails are not considered countable resources.

⁴ Several trails were developed cooperatively by the Bar Harbor VIA and Seal Harbor VIS. For the purposes of this registration form, the Cadillac South Ridge Trail and the Canon Brook Trail are discussed as part of the Bar Harbor district and the Bubble & Jordan Ponds Path, Jordan Pond Carry, and Jordan Pond Path are discussed as part of the Seal Harbor district. Similarly, the Asticou Ridge Trail was developed cooperatively by the Seal Harbor VIS and Northeast Harbor VIS and in this document is discussed as part of the Seal Harbor district.

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of the trail characteristics and brief descriptions for each trail in alphabetical order by trail name.⁵ A table summarizing all the historic trails and a separate District Data Sheet listing all the contributing resources in the historic district are provided at the end of this section. See the Glossary of Trail Terminology at the end of this document for definitions of language used in the descriptions.

The trail names and numbers used in this document correspond to those currently used by the Acadia National Park trail maintenance department. Most of the names are those designated when the trail was constructed, with exceptions to reflect current mountain names, as documented in *Pathmakers: Cultural Landscape Report for the Historic Hiking Trail System of Mount Desert Island* (Brown 2006). Endowed memorial trails retain the word “path” in their names, while most other routes are referred to as trails (Barter et al. 2006:xi). The numbering system dates to the mid-twentieth century with updates made as formerly abandoned trails have been reopened. The trails on the east side of Mount Desert Island (in the Bar Harbor, Seal Harbor, and Northeast Harbor districts) are numbered from 1 to 99, and those on the west side (in the Southwest Harbor district) are numbered from 100 to 132.

The trail system extends over the major peaks and hills on Mount Desert Island and along lake/pond shores, streams, and the rocky coast. Most of the trails (83 out of 109, or 76%) are on the eastern side of the island, which has just over 93 miles of historic marked trails. The Bar Harbor District contains the highest percentage of historic trails, 36%; the Seal Harbor District has about 25%, and the Northeast Harbor District has 15%. The western side of the island (the Southwest Harbor District), where most of the later trails are concentrated, contains just over 29 miles of historic marked trails (24% of the total number of historic marked trails). Trailheads vary from small gravel roadside pullouts to large paved parking areas. Some trails are accessed directly from fire or carriage roads. Eleven of the trails cross park boundaries.⁶

The trail system’s overall configuration conforms to the island’s topography, running north-to-south along the ridges and east-to-west across the valleys between the ridges (see the attached District Map). This arrangement allows for multiple loops and interconnections among the trails. Groups of trails are clustered near the former sites of summer residences such as those of Herbert Jaques and Rudolph Brunnow on Champlain Mountain. Many trails radiate from central nodes like the Sieur de Monts Spring area and the Jordan Pond House. Historic village connectors are extant in Bar Harbor, Seal Harbor, and Northeast Harbor, and most of the trails within the park are within a half-day’s hike from a village. The most remote trails are on the north side of Western Mountain.

Individual trail alignments reflect a combination of carefully graded winding routes and more gently curved or straight routes. The earliest trails lead directly between ponds, to mountain summits, and to other scenic and recreational points such as overlooks, coastal or mountain ledges, or waterfalls. Trails designed in the late nineteenth and early twentieth centuries tend to be longer and more difficult. They provide access to a diversity of destinations that includes geological curiosities such as Great Head, Thunder Hole, Cadillac

⁵ Portions of the subsequent resource descriptions are adapted from existing cultural resource documentation for Acadia National Park, including *Pathmakers: Cultural Landscape Report for the Historic Hiking Trail System of Mount Desert Island*, Margaret Coffin Brown (2006); *Acadia Trails Treatment Plan: Cultural Landscape Report for the Hiking Trail System of Acadia National Park*, Christian S. Barter, Margaret Coffin Brown, J. Tracy Stakely, and Gary J. Stellpflug (2006); *Cultural Landscapes Inventory: Cadillac Mountain Summit, Acadia National Park*, National Park Service (2008); and *Cultural Landscapes Inventory: Historic Hiking Trail System – Bar Harbor District, Acadia National Park*, National Park Service (2017).

⁶ Trails extending outside Park property include: Asticou Ridge, Asticou & Jordan Pond, Day Mountain, Giant Slide, Golf Course, Hunters Beach, Jordan Stream, Little Harbor Brook, Schooner Head, Seaside & Jordan Pond, and Waterpipe Trails.

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Cliffs, and Bubble Rock; botanically interesting areas; environmental features such as streams; and steep cliffs. Alignments vary in the ways they respond to small-scale features in the landscape such as boulders or trees, with small-gesture alignments making many small direction changes to move around features and large-gesture alignments maintaining consistent straight lines or curves in spite of features. Trails from the 1930s include loop trails or connections to picnic facilities and other developed areas in the park, such as Sand Beach, Thunder Hole, and the Jordan Pond House.

The trails cover a diverse range of settings and terrain. They range in grade from flat shoreline routes to cliff climbs with rungs and ladders up almost vertical faces and rise in elevation from sea level to 1,530 feet at the summit of Cadillac Mountain. Trails that originated as carry paths, cart roads, or logging roads typically traverse level ground or gradual grades and have straight alignments. These often serve as connectors between water bodies within the park or between island villages and the park. Woodland trails typically connect villages or developed areas within the park to coastal or summit trails or provide access to specific sites like ponds, streams, or meadows (Photos 1–2). Their routes skirt the base of mountains and go through mixed hardwood forest. Some are narrow with organic unconstructed tread, while others are wider and have been improved with gravel tread. Coastal trails, designed to access significant destinations along the coast, typically follow the shoreline, often along exposed rock ledges (Photo 3). Pond-side trails share characteristics with woodland and coastal trails (Photos 4–5). Summit trails start at mountain bases and proceed up through forests to the island’s rocky summits. They tend to have a woodland character at lower levels with narrow enclosed treadways and limited views but become more integrated with open stretches of granite ledge and expanded views as they ascend (Photo 6). Vegetation along the trails consists primarily of coniferous spruce-fir forests covering the lower slopes and lichen and lowbush blueberry and huckleberry on the higher granite ledges. Large sawn rotted and moss-covered trunks are visible in areas burned over in 1947. The earliest summit trails follow relatively straight and steep direct routes, while later ones travel more circuitous routes with multiple switchbacks designed to incorporate views along the trail. The easiest summit trails travel along the north-south valleys and ridgelines, and the steeper, more rigorous trails climb the east and west sides of the mountains.

One of the trail system’s primary character-defining features is the access it provides through or to areas with panoramic views of the surrounding mountains, ponds, lakes, ocean, and rocky coast. The original framework of the trail system developed as a result of the routes taken by artists and early tourists to reach these views, which were captured in many important drawings and paintings that enticed later visitors to the island (Figures 1–16). The trail system incorporates viewpoints that correspond roughly to the locations where the views depicted in prominent nineteenth-century artistic works can be seen. Summit trails, ridgeline trails, and cliff climbs provide panoramic views (Photos 7–8; see Figures 3–4, 13–14, and 16). Many trails wind through boulders and up mountains along routes that frame views, lead to viewpoints and promontories, or highlight particular rock formations (Photos 9–11; see Figures 11–12). Although no managed viewshed plan for trails comparable to those for the motor and carriage roads has been identified, trail guides from different periods describe many of the historic views that correspond to major paintings. Design drawings for the NPS/CCC trails included some specific designed overlooks such as the Otter Cliff overlook on the Ocean Path, which roughly corresponds to the Church Monument Cove Viewpoint depicted in Frederic Church’s 1863 painting *Storm at Mt. Desert (Coast Scene)* (see Figure 12). Views from lower elevations are obscured by second-growth trees.

Layering of elements is a common characteristic throughout the trail system; in other words, earlier trails may retain their original routes, alignments, and designs but have later improvements such as stairs, railings, stone paving, and other constructed features. Workmanship along the trails illustrates a progression of quality and construction methods over time, from the earliest trails with little to no drainage, to the most

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highly constructed memorial trails of the VIA/VIS period designed according to contemporary landscape architecture principles, to the standardized methods of the NPS/CCC that introduced more advanced drainage and erosion solutions. Treadway throughout the trail system consists of unaltered soil and/or organic matter, gravel, stone pavement, or exposed ledge (see Photo 1; Photos 12–16). Bench cuts are present when trails traverse moderate to steep side slopes and on switchback routes. Walled and wall-less causeways and corduroy bogwalks are present on some long runs of trail through low, flat, boggy areas (Photo 17). Stepping stones are used to cross shallow streams, consistently boggy ground, or intermittently wet areas (Photo 18). Treadway widths generally range from 24 to 48 inches, with some narrower for early trails. Drainage solutions include capstone, graveled-over, pipe, open stone, stepstone, and closed log culverts; French drains, subgrade drainage, and perforated-pipe drains; walled stone and fully constructed stone side drains; earthen ditches; limited stone and log water bars; and water dips (Photos 19–21). Retaining structures are primarily constructed of stone and include checks on graded slopes (typically used to rehabilitate eroding sections of tread); coping stones along steps, gravel, and stone paving; and laid, rubble, piled, sidewall, and coping retaining walls (Photos 22–24). Log treadway and wall cribs are used on a limited basis as retaining structures on minimally constructed woodland trails where stonework is not feasible.

A hallmark of the trail system is the presence of highly crafted stone steps and staircases designed to harmonize with the surrounding natural landscape and enable trails to follow a variety of routes. The four major types of extant steps are named for their builders and categorized by characteristics such as layout, stone type, and degree of uniformity: Bates, Dorr, Brunnow, and CCC-style. Most of the steps and staircases that occur in the Bar Harbor District are classified as Bates-style. These steps are typically small, uncut, slab-laid steps of varying sizes constructed in short runs (Photo 25). Dorr-style steps are longer engineered runs with uniform slab-laid and set-behind steps and often incorporate cut stones, coping walls, retaining walls, and/or ironwork (Photos 26–27). Brunnow-style steps are similar to the other two styles in their small size and lack of coping but are primarily constructed of cut stones and exhibit a much higher level of craftsmanship, particularly in the retaining walls built underneath the steps. CCC-style steps typically consist of uniform sizes of cut, slab-laid stones in long engineered runs with coping or retaining walls (see Photo 5; Photos 28–29). Variations of these styles occur on many trails. Exceptional examples of stonework include sections of the Orange and Black Path, Beachcroft Path, and Perpendicular Trail.

Many highly crafted VIA/VIS trails, particularly cliff trails, use iron pins, rungs, rails, ladders, and bridges extensively. Iron pins, rungs, and ladders are also present on sections of NPS/CCC cliffside and pondside trails (Photo 30). Some original ironwork remains in places where the cliffs remain relatively dry and are not subject to freeze-thaw movement; for example, the Precipice and Beehive trails in the Bar Harbor District have many original iron rungs (Photo 31). Others have been replaced in kind. Woodwork along the trails, such as bridges and signs, has largely been replaced in kind. Extant bridge structures include cedar-pole bridges; thin wood bridges with handrails; small corduroy flat and arched bridges; and large cedar log bridges with curb or hand railings, outrigging, or trussed bracing (Photo 32). Trailhead signs consist mainly of large cedar logs with a flat face cut on one or both sides on which trail information is routed.

Other small-scale structures present in the trail system are plaques and markers along memorial trails (Photos 33–35) and stone cairns on some summit trails. Most of the extant historic cairns, particularly on the eastern side of the island, are Bates-style, constructed of two base stones set apart with a lintel across them, creating an opening in the direction of the trail, topped by a pointer stone (Photo 36). Other types of historic cairns are piled, consisting of randomly constructed stone piles; stacked, consisting of stacked stones of diminishing size, with the largest on the bottom and the smallest on the top; and upright single stones. The oldest cairns generally have less lichen growth on concealed surfaces than on the outer surfaces.

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Conical cairns, consisting of tiers of circular walls that form a more durable cone, are non-contributing features introduced to the trail system in the 1970s but no longer built or maintained.

The hiking trails are the earliest of the three major interconnected circulation systems within Acadia National Park, with the others being the carriage roads constructed between 1917 and 1940 and the motor roads built between 1922 and 1958. The three systems share many design characteristics. They are all constructed of natural materials, conform to the existing topography and blend in with the natural surroundings. They exhibit a careful selection and placement of routes to artfully direct movement through the landscape and to provide dramatic views and vistas with minimal impact on the landscape. Related structures and engineering features including walls, bridges, benches, steps, coping stones, and drainage features are constructed of local or natural materials to enhance the overall harmonious effect. The relationships and intersections between the three systems were carefully designed according to the “separation of ways” principle used in Central Park. For example, the three systems gracefully flow over and under the triple-arch Stanley Brook Bridge, which carries the Barr Hill-Day Mountain Carriage Road over the Stanley Brook (motor) Road, the Seaside and Jordan Pond Path, and the Stanley Brook watercourse (Photo 37). Similar examples of connection points include the Amphitheatre Bridge and the Waterfall Bridge on Parkman Mountain. The Ocean Path runs parallel to the motor road and was incorporated into the design for the grade separation so that hikers would be separated safely and artistically from automobile traffic (see Photo 3).

Bar Harbor District

The Bar Harbor District contains 39 currently maintained historic trails covering 41 miles. Of these historic trails, 13 were established before 1890, 25 were constructed by the Bar Harbor VIA between 1890 and 1937, and 1 was built by the NPS/CCC between 1933 and 1942. The Bar Harbor District contains the earliest and some of the most highly constructed VIA/VIS trails and most of the memorial trails in the system, as well as the most coastal trails. The district’s two major trail hubs are the Sieur de Monts Spring and Cadillac Mountain Summit areas. Multiple trailheads are also located along the Park Loop Road and Route 3, which wind through the district, and several trails connect to downtown Bar Harbor and Blackwoods Campground. Summits accessed by trails in the Bar Harbor District are (clockwise) Huguenot Head (731 ft), Champlain Mountain (1,058 ft), the Beehive (518 ft), Gorham Mountain (522 ft), Cadillac Mountain (1,530 ft), Kebo Mountain (410 ft), and Dorr Mountain (1,265 ft). Trails in the district also provide access to the Tarn, a wet meadow at the base of Dorr Mountain; the Bowl, a pond between the Beehive and Champlain Mountain; and Eagle Lake, a freshwater lake between Sargent and Cadillac mountains.

The oldest trails in the Bar Harbor District follow varied woodland or fall-line routes with small-gesture alignments responsive to the rugged landscape. Four of the memorial paths originating at the Sieur de Monts Spring area—the Beachcroft Path, the Homans Path, Kurt Diederich’s Climb, and the Emery Path—have Dorr’s signature large-gesture alignments that follow switchback routes through talus slopes and across cliffs with nearly continuous stone staircases, stone paving, retaining walls, and ironwork. These iconic Acadia trails luxuriate in the ascent with long flat stretches through rock slides and switchbacks at stunning viewpoints. The routes incorporate control points along the way such as clefts in the rocks, overhangs, and waterfalls. The Bar Harbor District includes several of the most rigorous trails in the system—the Precipice, Beehive, and Orange and Black trails laid out by Rudolph Brunnow—as well as some of the easiest coastal routes along smooth, graded, broad trails paved with gravel—the Ocean and Schooner Head paths. The Brunnow trails have primarily small-gesture alignments with many tight turns rather than sweeping moves or switchbacks and use iron rungs and ladders to enable direct routes up vertical cliff faces. The coastal

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trails offer some of the island's most spectacular views of Frenchman Bay and provide access to geologic features including Thunder Hole and Great Head. In addition to the memorial paths, the Bar Harbor District contains numerous bronze memorial plaques and engraved stones identifying trail builders and other individuals significant to the history of the park and the Bar Harbor VIA.

Trails

A. Murray Young Path (#25, 1924)

A long, gradually ascending, highly crafted, memorial, endowed woodland trail up gorge between Cadillac and Dorr mountains, from Canon Brook Trail (#19) to intersection of Gorge Path (#28) and Cadillac-Dorr Connector (#44). Bench-cut tread, 2 to 3 ft wide, with long sections of VIA stone pavement and stonework along stream. Slate plaque mounted on large boulder, **Andrew Murray Young Memorial Plaque (ca. 1924)**, at stream crossing with stepping stones near south end of trail. Well-used trail is in good condition with some displacement of VIA stonework by stream.

Bar Island Trail (#1, 1867)

An easy and moderately used, coastal and woodland trail accessible by land only a few hours during low tide. Trailhead reached by crossing natural bar that extends from mainland to Bar Island. Lower half of trail travels along old gravel road, approximately 10 ft wide, and gradually winds through woods and open fields. Upper half of trail is woodland tread, 2 to 3 ft wide, to rocky summit of Bar Island, with views to Bar Harbor. Upper end is steep and rough with some erosion. Bar Island has been a popular hiker destination since 1860s. With exception of roadbed, trail has few built features.

Beachcroft Path (#13, 1890)

A highly constructed, memorial, endowed path built by George Dorr and Bar Harbor VIA (Photo 38; see Photos 14, 16, 26, 36). When originally constructed, path started at Sieur de Monts Spring and went up to Huguenot Head. Current route starts at north end of Tarn at intersection of Jesup Path (#14), Kurt Diederich's Climb (#16), and Kane Path (#17). Crosses Route 3 to connect with original route. Original Beachcroft Path ends in saddle between Huguenot Head and Champlain Mountain; upper section to summit of Champlain was once part of Black and White Path. Section from Tarn to Route 3 contains stone pavement, which represents classic VIA stonework. Most of this section is 5 ft to 6 ft wide. At Route 3, path is marked by engraved stone **Beachcroft Path Marker (ca. 1915)**, possibly moved to this location by CCC during road improvements. Steps, most likely constructed by CCC, lead up embankment. This section is narrower, 2 to 3 ft wide, and climbs easily on extensive, well-preserved VIA stone pavement, steps, retaining walls (some held with iron pins), and coping stones up mountainside ledges, offering views to valley below (Photo 39). Near summit of Huguenot Head, stonework has fallen off and tread has eroded to ledge. From Huguenot Head to Champlain summit, there is rough extant stonework up from notch, then trail narrows to difficult, rough scramble up ledges marked with cairns and blazes. Huguenot Head section is unique in use of many switchbacks.

Beehive Trail (#7, 1874/1916)

A heavily used ladder trail with steep inclines and sharp drop-offs. Trail leaves from south end of Bowl Trail (#6) and ascends Beehive on ledges and rungs. Top of trail intersects north end of Bowl Trail (#6). Climb is dramatic and exposed with views of Atlantic coast and Sand Beach. Predominant built feature is series of iron rungs and railings that hikers must ascend. Route also contains iron bridge and log bridge, with stringers over pins anchored into ledge. Most of ironwork is original; some is replacement. At eastern end of trail, various VIA slab-laid steps with no sidewalls are evident.

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Bowl Trail (#6, 1874)

A woodland trail that starts in lowland birch forest at Park Loop Road and ascends to Bowl. Route is often used as return from Beehive ascent. Western end connects with Beehive Trail (#7), Gorham Mountain Trail (#4), and Champlain South Ridge Trail (#9). Heavily used and eroded trail was reworked beginning in 1970s with reroute north of Kief Pond and again in 1990s with addition of water bars, scree, stepping stones, and steps. Some evidence of old stepping stones, coping walls, and drainage, but most of trail has been rebuilt due to heavy use. Treadway width varies from 3 to 8 ft. Trail maintains its woodland character and is integral connection to other area trails.

Cadillac Cliffs Trail (#5, 1906)

A woodland trail that runs below intriguing ancient sea cliffs (see Photo 40) and connects at both ends with Gorham Mountain Trail (#4). Heavily used with many original slab-laid steps in good condition. Some of trail is benched with piled retaining walls; some consists of boulders and rough walking. Trail clammers under large boulders. Wooden bridge on edge of sea cave. Three iron rungs are original work.

Cadillac-Dorr Connector (#44, 1871)

An early, short, steep, difficult, direct, summit trail from Gorge Path (#28) to Dorr Mountain summit. Described as a scramble in 1870s, trail was later marked but not improved by VIA. Rerouted in 1976 to intersect with Gorge Path and A. Murray Young Path (#25) but returned to original defining configuration as “offset” intersection. Tread is ledge, boulders, and stone with some loose gravel sections. Only discernible built feature consists of possible remains of flight of steps near lower end of trail, about 300 ft east of notch/gorge. Heavily used treadway is 2 to 3 ft wide, marked with cairns and blazes, and offers views of Cadillac Mountain.

Cadillac North Ridge Trail (#34, 1855/1903)

A gradual, occasionally steep, ascent up Cadillac Mountain. Route originally started at Kebo Valley Club in Bar Harbor. Current route starts at Park Loop Road, where reroute was constructed in 1975 to connect with parking area, and joins original route at 0.2 miles. Halfway up trail, original alignment was changed in 1932 to prevent crossing of newly constructed Cadillac Mountain Road. Constructed features along trail include rough stone steps (including 177 steps added in 1918), cut stone steps, and stone paving. Averaging 2 to 3 feet wide and heavily used, route offers many views and is marked with cairns and blazes.

Cadillac South Ridge Trail (#26, 1874)

The longest trail in Acadia National Park, this gradually ascending, ridgeline trail extends from Blackwoods Campground to summit of Cadillac Mountain. Described in Martin’s 1870s guidebooks, this early route crosses many trails and is an important spine in trail system. At southern end at Blackwoods Campground, route begins in wooded and flat area with some bogwalk, then starts to ascend toward Eagles Crag on 2- to 3-ft-wide soil and heavily rooted tread. Near Eagles Crag Trail (#27)—short spur loop with views of east side—trail travels over granite ledges and is marked with cairns and blazes. Varied granite landscape is broken by boggy and wet area called Featherbed (in notch north of Dike’s Peak), then more granite ledge continues the long, open ascent up ridge to Cadillac summit. Trail originally intersected with Steep Trail (abandoned) near the Blue Hill Overlook, now heads slightly east, crosses abandoned road, and terminates near summit gift shop. Before reaching summit, trail climbs several short sections of VIA stone steps near old concrete walls that are likely remnants of Green Mountain Railway, Summit House, 1940s military installations, and 1930s fireplaces. Heavily used, width varies from 2 to 15 feet, only minor constructed features and cairns. Views from open ledges.

Cadillac Summit Loop Trail (#33, 1933)

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A CCC-constructed summit trail providing sweeping park views from Cadillac Mountain, such as **Hudson Cadillac Viewpoint (1880, Figure 16)**, crossing exposed rock and ledges (see Photo 7). Treadway paved with concrete aggregate blended with crushed native pink granite, mostly accessible with some small steps, several landing areas for observation, average width 4 to 5 ft. ADA accessibility added to approximately 50 yards, from parking to summit.

Canon Brook Trail (#19, 1900)

An early VIA trail improved and endowed by Bar Harbor VIA in 1920s. Long trail extends around south ridge of Dorr Mountain and ascends steep open ledges on east face of Cadillac Mountain. Parking accommodations off Route 3 at eastern end required 1965 reroute using 1941 graveled road. Eastern end may have been part of Native American carry route to Otter Creek. Route passes southern end of Dorr South Ridge Trail (#22) and A. Murray Young Path (#25) at confluence of Canon Brook and Otter Creek's west branch. Ascends by long sections of Bar Harbor VIA stepping stones, stone paving, and stairs. Stonework blends into setting exceptionally well. Traverses Canon Brook several times; stonework winds in and out of brook, and water flows over stones in spots. Route also climbs steep open granite ledges marked by blue blazes. Western end is intersection with Bubble & Jordan Ponds Path (#20). Level graded woodland sections were suggested Bar Harbor VIA bridle path. NPS rehabilitated many gravel-covered log bridges in original style.

Champlain North Ridge Trail (#10, 1867)

A long summit and ridge trail that ascends fairly gradually to summit of Champlain Mountain with views of Atlantic Ocean. Part of Black Path, a major spine in 1890s colored path system and one of oldest marked trails in system. Remnants of colored arrows on upper trail indicate trail junctions. Trail intersects with many routes, including Beachcroft Path (#13) and Precipice Trail (#11), and terminates at Champlain summit, where it continues southward as Champlain South Ridge Trail (#9). Lower, northern end of trail rerouted by CCC during construction of motor road circulation system for now-abandoned Bear Brook Campground. Small stone staircase at northern end connects to abandoned trail. NPS added log steps with gravel tread infills to northern section of trail, which had a few small staircases dilapidated due to heavy use. Treadway averages 3 ft wide, and upper portion runs along ledges marked with blazes and cairns.

Champlain South Ridge Trail (#9, 1867)

A long summit and ridge trail that descends fairly gradually from summit of Champlain Mountain with views of Atlantic Ocean and Bowl, such as **Richards Champlain Viewpoint (1870, Figure 13)**. Part of Black Path, a major spine in 1890s colored path system and one of oldest marked trails in system. Intersects with many routes including Beehive Trail (#7) and abandoned routes from colored path system. Treadway averages 3 ft wide, and upper portion runs along ledges marked with blazes and cairns.

Dorr North Ridge Trail (#21, 1896)

A long, early summit trail that starts at Hemlock Trail (#23), crosses Schiff Path (#18) and Cadillac-Dorr Connector (#44), and ends at Dorr Mountain summit. Tread is almost entirely ledge with little stonework. From base of Kebo Mountain to summit of Dorr Mountain, trail consists mainly of large stones and boulders with eroded gullies and no constructed staircases. Heavily used but durable due to ledges. Summit approach scrambles over ledges with views. Markers include cairns and blue painted blazes.

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Dorr South Ridge Trail (#22, 1896)

A long, early summit trail that starts at Dorr Mountain summit, at upper terminus of Dorr North Ridge Trail (#21), and ends at Canon Brook Trail (#19). Tread is entirely ledge with no constructed staircases. Heavily used but durable due to ledges. Summit approach scrambles over ledges with views. Markers include cairns and blue painted blazes.

Eagle Lake Trail (#42, 1896)

An 1896 lakeshore trail that starts at carriage road just north of intersection with Bubbles Trail (#41); heads south then east along shore of Eagle Lake, traversing woods, wet areas, talus, and constructed tread; passes Jordan Pond Carry (#38); and terminates at carriage road to Bubble Pond. **Haseltine Eagle Lake Viewpoint (1859, Figure 10)** from trail looking south toward North Bubble. Eastern end of trail, including highly crafted retaining wall and built-up treadway, has partially collapsed into lake. Walls constructed mostly of lakeside cobble stones ranged from single tier to 3 ft high. Trail forks at southern tip of Eagle Lake; spur with stepping stones connects to Jordan Pond Carry. Stepping stones on south end of trail are easy to walk along. At north end, below Conners Nubble, trail is difficult through boulder fields along shore and is marked with blazes and small runs of steps. Just south of northern carriage road, tread consists of approximately 100 ft of highly constructed, walled and stone-paved causeway.

Eagles Crag Trail (#27, 1905)

A short loop around cliffs just before Cadillac South Ridge Trail (#26) changes from heavily wooded to open granite. Heavily used spur has few built features, possibly some early Bates-style steps, and leads to wide granite ledges at lookout point that offers views to east and southeast.

Emery Path (#15, 1916)

A steep, winding, moderately difficult, memorial trail with many VIA-constructed and CCC-rehabilitated features including monumental grand-gesture staircases, rock paving, closed and open culverts, and retaining walls (see Photo 27). Begins at Sieur de Monts Spring beyond Spring House. Trailhead near two large engraved stones: **Sieur de Monts Spring Rock Monument (1909)** and **Sweet Waters of Acadia Rock Monument (ca. 1916)**. Path winds through large rock cuts, over ledges, up face of Dorr Mountain to “the Crag” with views of Sieur de Monts, Great Meadow, Bar Harbor, Champlain Mountain, and Atlantic Ocean. Ascends by VIA stone pavement, steps, and retaining walls with coping stones and extensive iron pins. CCC records indicate that some closed culverts were rebuilt in 1930s. Route passes upper end of Homans Path (#68) to intersect with upper end of Kurt Diederich’s Climb (#16) and lower (east) end of Schiff Path (#18). Tread includes gravel, soil, and exposed ledge rock. Short section passes large fracture cave and extremely large rock pinned in place with iron staples. Three turnouts: two with stone benches, and one with ample space for wood replacement. Trail is heavily used; some stones have shifted, and sections with gravel surface have eroded to stone rubble, but most original stonework is intact.

Gorge Path (#28, 1871)

A steep, memorial, endowed, woodland path following Kebo Brook stream bed. Route originally started at Kebo Valley Club in Bar Harbor but now starts at Kebo Brook Trail (#84). Ascends to summit of Cadillac Mountain passing several other trails. Northernmost 0.8 miles follows old roadbed. Next section of trail, to col between Dorr and Cadillac, contains extensive stone pavement and stairs. In some places, stone pavement and route go along bank. Stream crossings are numerous with flat stones laid in stream bed. Some walls are built along bank, holding bench-cut tread or paving. Some wall is laid, and some is piled rubble. Bronze **Lilian Endicott Francklyn Memorial Plaque (ca. 1929)** is on large boulder about one-third up trail. Pinned rocks in area. Upper section, after huge steps, is scramble-like climb over open ledge. Trail is moderately used and has average treadway width of 2 to 3 ft. Passes scenic cliffs, boulders, cascades, and

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pools in lower section and offers panoramic views at Cadillac summit, such as **Gifford Cadillac Viewpoint (1864, Figure 14)**.

Gorham Mountain Trail (#4, 1906)

A summit trail from Monument Cove parking area over top of Gorham Mountain to Bowl Trail (#6). Travels past **Waldron Bates Memorial Plaque (1910)** (see Photo 35) and Otter Cove Trail (#88) and above Cadillac Cliffs past both ends of Cadillac Cliffs Trail (#5). Upper half of route was part of colored path system. Route contains interesting geological features, including sea cliffs, and summit views of Atlantic Ocean and Sand Beach. Ascent through pitch pine-covered slopes is short and easy, making it a popular and heavily traveled trail (see Photo 15). Few built features on section from parking area to Cadillac Cliffs include some original and reconstructed sections of CCC stairs (see Photo 29), steps, and coping wall. Most stonework, steps, stepping stones, and coping wall found in upper VIA section, with some stonework in earliest northern section.

Great Head Trail (#2, 1867)

A heavily used, moderately difficult, woodland and coastal loop with connector in middle over one of highest headlands on east coast. Trailheads at Great Head parking area and Sand Beach. **Bricher Sand Beach Viewpoint (1871, Figure 9)** at eastern end of beach, looking southeast toward headland; **Cole Great Head Viewpoint (1844, Figure 2)** from headland, looking northwest toward Beehive. Route has early 1900s graveled roads and rock walls from former Satterlee estate, 41 cut granite stairs with split-rail fence descending to Sand Beach, mill stone 6 ft 10 inches in diameter, and ruins of 1915 stone tea house. To prevent further erosion, recent built features include bogwalk, dips, rock water bars, and retaining wall. Southern sections of loop offer views over Frenchman Bay, Egg Rock, and Old Soaker. Treadway width averages 4 to 6 ft with numerous social trails. Tread surface is mostly rocky, uneven terrain through woods and over open ledge.

Hemlock Path (#89, 1916)

Follows former road from northern end of Sieur de Monts parking area, north to intersect with Homans Path (#68), Hemlock Trail (#23), Stratheden Path (#24), and Jesup Path (#14) to end at Park Loop Road. Broad, raised, gravel-surfaced road (overgrown in sections) through hemlock stand and into Great Meadow, where road is lined with birch trees. Concrete low-water crossing, in the middle of Great Meadow, is unique to trail system. Corrugated steel pipe culverts without headwalls allow water to continue to move through meadow. Lightly used by meadow birdwatchers, provides level easy tread where people can walk side by side. First section is ADA compliant.

Hemlock Trail (#23, 1895)

A short, easy, flat, woodland trail from Hemlock Path (#89), past intersection with Dorr North Ridge Trail (#21), ending at intersection with Gorge Path (#28). Unconstructed tread leads through predominantly oak forest with young hemlocks and remnants of hemlocks that burned in 1947 fire. Treadway is 3 to 4 ft wide, well-used, and in good condition in most areas, with few constructed features. An important connecting trail.

Homans Path (#68, 1915)

Sieur de Monts Spring area memorial path constructed by George Dorr in 1915 then removed from NPS maps in 1940s and reopened in 2003. Mentioned in 1916 Bar Harbor VIA 27th Annual Report and labeled on 1916 path map. Begins at Hemlock Path (#89) and connects to Emery Path (#15) at Sieur de Monts Crag. Ascends by granite steps with coping stones and retaining walls across series of talus slopes and ledges. Steps are large, occasionally cut, slab-laid and set-behind, typical of memorial trails. Winding route

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leads through rock fissures, past springs and viewpoints. Minimal ironwork used to hold steps and support walls onto ledge. Some capstone culverts near base of trail; most of trail relies on subsurface drainage through underlying talus. Boulders placed as lintels over path in two locations are unique trail feature. Dimples used for hoisting and moving stones are visible at corners of boulders. Pristine quality of ca. 1915 construction has been altered only slightly by weathering but not by high use. Stonework is immaculate.

Jesup Path (#14, 1895)

A flat, easy, woodland and meadow, memorial path built by George Dorr and Bar Harbor VIA. Trail once led from Bar Harbor to Sieur de Monts Spring to Tarn. Route may have been Native American carry path, but extensive improvements were made by VIA. A ca. 1918 engraved stone (outside park) marks trail's former northern end at corner of Cromwell Harbor and Harden Farm roads. Unmarked section outside park has been rerouted as part of Village Connector Project. Currently marked trail begins at Park Loop Road and runs through Great Meadow on raised tread, spanning wet areas on NPS-constructed, ADA-accessible wood boardwalk. **Cole Great Meadow Viewpoint (1845, Figure 5)** likely from area of path, looking south across Great Meadow toward Champlain and Dorr mountains. Before reaching Sieur de Monts Spring, route crosses Hemlock Path (#89). At Sieur de Monts Spring, route crosses Emery Path (#15), passes Abbe Museum on asphalt tread, and continues as raised causeway to Tarn. Bronze **Morris K. and Maria DeWitt Jesup Memorial Plaque (1918)** (see Photo 34) on boulder marks southern end of trail. Regrading done to construct raised treadway with closed culverts, particularly between Sieur de Monts Spring and Tarn. NPS replaced 0.25 miles of path with boardwalk instead of traditional raised tread with gravel, due to environmental concerns. Path maintains integrity of straight alignment through meadow and connections to numerous other trails.

Kane Path (#17, 1915)

A highly constructed, flat, easy, pond-side memorial trail that extends from northern end of Tarn—at intersection of Beachcroft Path (#13), Jesup Path (#14), and Kurt Diederich's Climb (#16)—past Ladder Trail (#64) to Canon Brook Trail (#19) (see Photo 4). The **John Innes Kane Memorial Plaque (1913)** on a boulder and the engraved stone **Kane Path Marker (ca. 1913)** mark northern end of path. Majority of trail along Tarn consists of stone paving and stepping stones, with some steps used to traverse rocky terrain along base of Dorr Mountain on western shore of Tarn. Three capped stone culverts and one later open culvert direct drainage. One large flat boulder has constructed granite bench. Wet areas are crossed on NPS bogwalk bridges and original-style, gravel-covered wood culverts. A higher water level has covered some of path; short section was rerouted higher up in talus slope in 1970s. Width varies from 2 to 3 ft near north end to 4 to 5 ft where trail crosses large boulder fields.

Kebo Brook Trail (#84, 1900)

Reopened section from Cadillac North Ridge Trail (#34) eastward to Kebo Street to restore original intent of connecting Gorge Path (#28), Kebo Mountain Trail (#8), and Stratheden Path (#24) to Kebo Street and downtown Bar Harbor. Some original footprint discernible.

Kebo Mountain Trail (#8, 1871)

A 1-mile early summit trail that originally started at Kebo Valley Club in Bar Harbor but now starts at intersection with Kebo Brook Trail (#84), then immediately crosses Park Loop Road and leads over both peaks of Kebo Mountain. Route descends and terminates at Hemlock Path (#23) and Dorr North Ridge Trail (#21). Tread is either ledge or unconstructed woodland. A short run of 2-ft-wide, slab-laid steps on south side of Park Loop Road were likely installed after road construction, but some short steps in run may be early VIA.

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Kurt Diederich's Climb (#16, 1915)

A highly constructed, moderately difficult, steep memorial trail that starts at northern end of Tarn, at intersection of Jesup Path (#14), Kane Path (#17), and Beachcroft Path (#13), and ascends to intersection of Emery Path (#15) and Schiff Path (#18), allowing a loop from Sieur de Monts Spring area to Crag and Tarn. Sixth step up from trailhead at lower end is **Kurt Diederich's Climb Marker (ca. 1913)**, a 5-ft-long engraved stone step. Bronze memorial plaque is in park archives. Route contains staircases, stone paving, closed and open culverts, and retaining walls. Some enormous stones, 6 ft by 5 ft by 2 ft, are incorporated into stonework. Well-used trail, with average treadway width of 3 ft. Almost all original construction is intact, though some has shifted and some small areas have been repaired.

Ladder Trail (#64, 1871)

A steep, moderately used route with iron ladders and highly crafted stonework (see Photo 23). Route starts in hardwoods with rock paving, large step stones, and stepping stones over stream at southern end of Tarn. Average width is 2 to 3 ft; many sections of cut stone stairs with long coping stones hugging granite face of Dorr Mountain; iron rungs and ladders on steep upper sections. Joins Schiff Path (#15) to form a loop back to Sieur de Monts. Upper section has been closed since 1950s. Closed section contains Bates-style steps and coping stones above intersection at Schiff Path, ascending west to Dorr South Ridge Trail (#22). Entire trail reworked by CCC crews in 1930s; remains of CCC-constructed tote trail north to pit with three dozen cut blocks and to other smaller pits. Original parking and trailhead closed when larger parking lot built to south.

Murphy's Lane (#82, 1893)

A lightly used, easy route that cuts straight from Schooner Head Road to Park Loop Road just south of Precipice Trail parking area. Served as primary entrance to Precipice Trail before Park Loop Road construction. Well-graded, narrow, wooded trail (formerly gravel tread) crosses bog in middle. Treadway is roughly 2 to 3 ft wide and somewhat raised as it cuts through meadow-like terrain where trees thin out. Tread is primarily organic debris and soil, graveled roadbed in some areas.

Ocean Path (#3, 1874)

An easy, heavily used, 3 to 5 ft-wide trail paralleling Atlantic Coast and Ocean Drive; prominent ocean views such as **Haseltine Thunder Hole Viewpoint (1859, Figure 11)** and **Church Monument Cove Viewpoint (1863, Figure 12)**; accessing rock outcroppings and ledges (see Photo 3). Quintessential example of CCC graveled trail with stone support walls and coping. Tread consists of approximately 3 inches of compacted gravel base over crush rock fill, often underlaid with checks installed by NPS. Due to erosion issues in some sections, approximately 500 ft of trail has been surfaced with an aggregate porous pavement made of natural stone but bonded with an adhesive. Overlooks and steps near Otter Point constructed by CCC and rebuilt by NPS; steps approximately 3 ft wide with rough rock curbing. Closed stone culverts, pipe culverts, and water bars divert drainage.

Orange and Black Path (#12, 1913)

A difficult cliff-side trail in colored path system that originally extended from above High Seas estate to Hanging Steps on southeast side of Champlain Mountain. Route now starts at Schooner Head Path (#76) and crosses Park Loop Road, forks at stone patio, one end leads south to Precipice Trail (#11) and other end leads west to Champlain North Ridge Trail (#10). Section of trail above Park Loop Road was rerouted south of a ravine, but original stonework is visible in ravine. Tread is ledge, stone paving, steps, and gravel. Notable VIA stonework at patio section near fork, which has stone bench. Route contains several long original VIA and Brunnow staircases, some winding, all carefully laid with regular rises and runs and coping. Steps are mostly uncut, broken square stones. VIA coping wall consists of large boulders piled on

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sloping ledge with tread behind. Moderately used and beautifully constructed trail winds through rock formations with views of Frenchman Bay. Small-gesture, up-and-down, cliff-hugging alignment with stonework is signature characteristic of Rudolph Brunnow-style trail.

Otter Cove Trail (#88, 1906)

A VIA woods trail from Cadillac Cliffs southwest to Otter Creek Road, originally mapped in 1906. Provides connection with Otter Cove and across causeway to Quarry Trail (#79). **Church Otter Cove Viewpoint (1850, Figure 7)** looking north from cove to notch between Cadillac and Dorr mountains.

Precipice Trail (#11, 1915)

A steep, strenuous, and exposed summit and ladder trail on east face of Champlain Mountain with many iron rungs and railings, some original, some replacements, and a few additions. Trail contains one steel ladder with angle iron stringers and a later bridge of cedar stringers and pressure-treated decking. Original VIA staircases and steps have notable style: slabs with retaining wall directly underneath; large, often monumental, cube-shaped cut stones; and rapid elevation gain, making stairs look free-standing. Some steps are cut into ledge. Panoramic views of Frenchman Bay along entire route. Narrow trail is typically closed in spring and early summer due to nesting peregrine falcons but is heavily used when open. Low end of trail was originally part of Orange and Black Path (#12).

Schiff Path (#18, 1926)

A steep, winding, moderately difficult, memorial path with many VIA-constructed and CCC-rehabilitated features, including staircases, rock paving, closed and open culverts, and retaining walls. Connects four lower trails on east face of Dorr Mountain—Ladder Trail (#64), Kurt Diederich's Climb (#16), Emery Path (#15), and Homans Path (#68)—to summit. Constructed as part of memorial path system radiating from Sieur de Monts Spring, but there is no record of an associated plaque or engraved stone. Tread includes gravel, soil, and exposed summit rock. Path winds through large rock cuts, over ledges, and along face of Dorr Mountain with views of Sieur de Monts, Great Meadow, Bar Harbor, Champlain Mountain, and Atlantic Ocean. Extensive, monumental, large-gesture built features include steps, iron-pinned retaining walls, stone pavement, and enormous capstone culverts. Durable construction, but trail is heavily used and eroded in sections. All culverts have been rehabilitated and are extremely effective. Final upper section is less constructed as trail ascends on exposed summit rock ledge and is guided by cairns and blue painted blazes.

Schooner Head Path (#76, 1901)

Footpath from town of Bar Harbor to Schooner Head Overlook. Some sections were destroyed by 1947 fire and Schooner Head Road/Route 3 construction. The segment at the northern end of the path is a nonhistoric reroute and therefore is not included in the nomination. Raised gravel tread is up to 4 ft wide through wooded area. Trail is flat, but gentle slope along northern end of Schooner Head Road requires bench cut. Some low piled or laid retaining walls and highly crafted closed stone culverts are still evident. Three wood bridges, one with expansive views of Champlain cliffs. Connects town to Murphy's Lane (#82), Precipice Trail (#11), and Orange and Black Path (#12). Future plans to open historic connection to Champlain North Ridge Trail (#10).

Stratheden Path (#24, 1895)

A flat, easy, woodland trail first associated with Harden Farm in 1890s and later incorporated into George Dorr's network of trails radiating from Sieur de Monts Spring. Route originally started at Cromwell Harbor Road, opposite Building of the Arts (no longer extant) at Kebo Valley Golf Club; partially evident with large engraved stone trailhead marker (Marker #3, outside park) on Cromwell Harbor Road. Now starts at

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Kebo Brook Trail (#84), crosses Park Loop Road, and extends south toward Sieur de Monts Spring, ending at Hemlock Path (#23) and Hemlock Trail (#23), where large engraved stone **Stratheden Path Marker #2 (ca. 1916)** marks path. Southern end of path is not currently marked, passes Homans Path (#68) and Jesup Path (#14) to end near Spring House. Engraved stone **Stratheden Path Marker #1 (ca. 1916)** in woods near Spring House (see Photo 33). Treadway is 4 ft wide, mostly bench cut along lower slope of Kebo Mountain, and built up with low rubble retaining walls. CCC photographs and extant work indicate trail had graveled-over log bridges and culverts, some of which have been replaced. Well-used trail, gravel tread and all drainages are well maintained.

Wild Gardens Path (#71, 1913)

An easy, flat, woodland, creek-side trail that parallels Jesup Path (#14) on opposite side of creek; part of system of paths radiating from Sieur de Monts area and laid out by George Dorr. Route connects Sieur de Monts Spring to Tarn, ending at Beachcroft Path (#13). North end is ca. 1916 road at spring, passing by a large dry stone culvert built by either Bar Harbor VIA or CCC. Low-use, graveled, 5-ft-wide treadway terminates at Tarn by ascending seven, 5-ft-wide, cut gray granite steps, probably built by CCC.

Seal Harbor District

The Seal Harbor District contains 26 currently maintained historic trails covering 30.6 miles. Of these historic trails, 8 were established before the Seal Harbor VIS was incorporated in 1900, and 18 were constructed by the VIS between 1900 and 1937. The trails in the Seal Harbor District provide access to almost every stream, hill, ridgeline, and interesting rock formation in the area and create various connecting loops. The district has one memorial path with a plaque—the Van Santvoord Path, which is now overlaid by sections of the Triad and Hunters Brook trails—and also has the first self-guided trail in the system, the Jordan Pond Nature Trail. Plaques on trailside boulders in the district acknowledge dedicated VIS trail committee members Edward L. Rand (outside the park) and Joseph Allen. The major trail hub in the district is near the Jordan Pond House at the south end of Jordan Pond, a deep glacial pond between Penobscot and Pemetic mountains. Many of Acadia's carriage roads traverse the Seal Harbor District and connect to the hiking trails, and the Park Loop Road also cuts through the district. Some trails extend past the park's southern boundary into Seal Harbor, where earlier VIS trails outside the park are still maintained. Summits accessed by trails in the Seal Harbor District are (clockwise) Cadillac Mountain (1,530 ft), Day Mountain (538 ft), the Triad (699 ft), Pemetic Mountain (1,247 ft), Penobscot Mountain (1,196 ft), Sargent Mountain (1,379 ft), Conners Nubble (591 ft), and the North and South Bubbles (872 ft and 766 ft, respectively). Trails in the district also provide access to Bubble Pond, a glacial pond between Pemetic and Cadillac mountains, and Eagle Lake, a large freshwater lake entirely within the park. Interesting geologic features in the district include numerous stream sides, Bubble Rock, and the Jordan Cliffs.

The Seal Harbor District trails generally follow large-gesture, lowland and sidehill routes. They range in difficulty from easy woodland and pond-side trails like the Asticou & Jordan Pond Path and the Jordan Pond Nature Trail to difficult summit routes such as the Sargent East Cliffs Trail and the Bubbles Trail. The terrain in the Seal Harbor District is gentler than other parts of the island, so many of the trails have broad gravel-paved or unconstructed tread. The VIS trails that incorporate stone steps generally have Bates-style steps, consisting of slab-laid short runs such as those on the Bubble & Jordan Ponds Path and the Penobscot Mountain Trail. The district has a small number of highly constructed trails with pinned logs and ironwork that date to the end of the VIS period.

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Amphitheatre Trail (#56, 1911)

Seldom-used, streamside, woodland and open ledge trail starts at Little Harbor Brook carriage road bridge and ascends north, crossing Sargent South Ridge Trail (#52) at Birch Spring, continues to intersection with Hadlock Brook Trail (#57). Current route is unconstructed tread along stream sides and ledge on south ridge, with bogwalk near Hadlock Brook. Constructed features include several VIS stepping-stone crossings that vary in craftsmanship. Finest stepping stones are uncut cubic blocks up to 3 ft by 3 ft by 2 ft, built from underneath to be level, with uniform 1 ft gaps between each stone. Two existing open culverts in highly constructed area near Amphitheatre carriage road bridge, with associated stone staircases. One section of streamside trail is well-built, slab-laid stairs with no coping and wall holding trail tread along stream. Large, round stones are used from brook. Sporadic steps along stream. Trail passes under Amphitheatre carriage road bridge, where 1930s-era connection, with steps and culvert, was added to carriage road. Views from south ridge of Sargent Mountain by Birch Spring.

Bubble & Jordan Ponds Path (#20, 1874)

An early VIA/VIS woodland trail, once a major thoroughfare within path system between Bar Harbor, Jordan Pond House, and Seal Harbor (see Photos 1, 20, 22). Route has varied conditions. Starts from Jordan Pond Path (#39) at southeastern end of Jordan Pond; climbs east, crossing Park Loop Road; ascends between Pemetic and Triad; descends to carriage road, then parallels road past Canon Brook Trail (#19) to end a few hundred yards north at Bubble Pond carriage road. Original route continued north to end at Bubble Pond. Route is moderately difficult with steep sections and staircases and many exposed roots. Average width is 3 to 4 ft, tread varies from gravel to soil, with some sections of bogwalk. Constructed features include small retaining walls, stepping stones, split log bridges with stone cribbing, and raised causeway. Open culverts and stone water bars direct drainage. Wooded trail has scenic pond-side view at western end and deep woods views throughout. NPS rebuilt heavily used western end by Jordan Pond with steps and stone water bars and rehabilitated series of steps and culverts east of Park Loop Road.

Bubbles Divide Trail (#43, 1896)

A steep summit trail that begins at Jordan Pond Path (#39) on northeastern shore, climbs north between North and South Bubbles, then descends to Bubble Rock parking area. Ascent is up boulder steps and loose rock with limited views west over pond. NPS installed stone water bars and log cribbing steps on eastern section to halt extensive erosion where most visitors approach Bubble Rock. Most of easterly section follows old roadbed.

Bubbles Trail (#41, 1871)

Moderately steep 1896 summit trail from Jordan Pond, up South Bubble with spur to Balance Rock, down to notch between South and North Bubbles, north over summit of North Bubble, then north along ridge and over Connors Nubble to west shore of Eagle Lake. At south end, trail starts with stone steps and one iron rung, very steep. Proceeds northward on pinned log cribbing into notch, then to pinned and unpinned slab and set-behind steps. NPS introduced retaining walls, steps, and iron. Heavily used by visitors heading for Bubble Rock, ranging from 2 to 6 ft wide. After trail turns to North Bubble, tread alternates between granite ledge and pine and scrub meanders, some sections of stone steps, follows blue blazing to summit. Both summits have views of Jordan Pond, such as **Cole Bubbles Viewpoint (1844, Figure 3)**. Four seldom-used, slab-laid steps of undated origin lead to ledge near north summit; iron bound pin. Trail alternates with ledge and woods as it descends into wooded area south of Eagle Lake carriage road. Short section of stone paving, origin undetermined. Section over Connors Nubble includes some steps, outside wall, and stone paving. Route varies in scenery and views and connects to many other trails, offering opportunities for loops.

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Cadillac West Face Trail (#32, 1919)

Very steep, direct ascent largely on open ledge from north end of Bubble Pond to Cadillac South Ridge Trail (#26). Possibly steepest trail in park without constructed features, hikers must scramble up steep ledges and boulders. After steepest ledges, trail begins to cut in southerly direction through pine and brush before cairns lead up again to intersect Cadillac South Ridge Trail. Original route headed more northerly and straight to Blue Hill Overlook; reroute is ca. 1960. At eastern end, near Cadillac South Ridge Trail, 22-inch-by-1.5-inch, steel bound pin marks Greek Cross, 12 inches by 13 inches by 2.5 inches, carved into ledge, one of three on Cadillac Mountain.

Day Mountain Trail (#37, 1896)

A woodland and summit trail over Day Mountain, southern end dates to 1896. Current route starts at Route 3 adjacent to relocated Champlain Monument (outside park boundary). Gradually ascends Day Mountain, then goes straight down north side to carriage road bridge by Wildwood Stables. Soil tread, mostly through woods, opens to granite ledges with views before crossing carriage road. Mostly in good condition but boggy in places. Set of small stepping stones, probably recent, crosses boggy area. Some NPS ditch-and-fill work. One staircase, possibly original Seal Harbor VIS construction, almost at summit, with about eight uncut slab-laid steps varying in size. Approximately 15 abandoned Seal Harbor VIS slab-laid steps partway up and immediately west of trail.

Deer Brook Trail (#51, 1896)

An early, direct, steep, difficult, moderately used ascent along Deer Brook. Trail begins at northern end of Jordan Pond Path (#39), where NPS improved drainage issues with raised soil tread built on crush rock bed and ditch-and-fill. Climbs numerous well-crafted slab and set-behind stone steps (some historic, some added later) through talus field and crosses brook twice on huge slabs and stepping stones below scenic archway of carriage road bridge. Above carriage road, trail enters woodland and begins ascent along brook, with some recent hardening along route. Section from carriage road to notch between Sargent and Penobscot mountains lacks historic built features and has excessive NPS-built scree walls.

Hunters Beach Trail (#67, 1893)

An easy and lightly used coastal trail that is 3 to 5 ft wide. Route starts from Cooksey Drive as woods trail to abandoned gravel pit in woods, crosses Hunters Brook and ends at secluded cobble beach in Hunters Beach Cove. One bridge crossing and one unstructured stream crossing. An associated trail which connects near the beach terminus of Hunters Beach Trail is not historic and is not included in this nomination.

Hunters Brook Trail (#35, 1915)

A long woodland trail along Hunters Brook from Park Loop Road, originally from Hunters Beach. Trail follows brook, turns into wide roadbed, then back to 3- to 5-ft-wide woodland treadway and makes several stream crossings, some with stepping stones, others without (possibly washed away). Route crosses two NPS cedar stringer bridges; old bridge abutment on former road from Wildwood (Dane) Farm where trail turns west away from stream. Trail crosses carriage road, goes over Triad and Triad Pass Trail (#29), to carriage road near stables. Portion of route is part of abandoned memorial Van Santvoord Trail and has VIS stone steps, pinned with iron, and small retaining walls. Walls in step sections are scree-related and rubble but associated with steps and coping. Trail is 3 to 5 ft wide.

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Jordan Cliffs Trail (#48, 1896)

A difficult, exposed, cliff-side and summit trail that starts from south end of Spring Trail (#47), skirts north along Jordan Cliffs, passes intersection with Penobscot East Trail (#50), then drops down into woods to Deer Brook Trail (#51). Southernmost section is one of older cliff-side trails on island and contains some iron rungs; one log bridge with steps cut into stringer, rebuilt by NPS in compatible style; stone steps, culverts, and walls; and pinned log walkways. Views over Jordan Pond. Southern half of trail across Jordan Cliffs typically closed from late spring through midsummer for nesting peregrine falcons.

Jordan Pond Carry (#38, 1885)

An early woodland trail, one of oldest on island and possibly Native American carry trail between Jordan Pond and Eagle Lake. Passes short spur to Park Loop Road at overlook and Bubbles Divide Trail (#43). Mostly wooded treadway is 3 to 5 ft wide, begins over roots and small rocks, probably raised and graveled by VIA, as suggested by presence of borrow pits. Sections of rubble laid retaining wall, with some stones as large as 2 ft square, between Jordan Pond and South Bubble. Extensive rehabilitation in this area. Route continues with NPS stone water bars and some narrow benching near base of South Bubble, crosses carriage road near Bubble Pond parking area, then descends over stone paving and remnants of stepping stones to southern end of Eagle Lake. One old stone open culvert, 14 inches wide, appears to be original VIA work. Northern sections of trail are rarely wet due to quintessential ditch-and-fill work and sections of bogwalk and plank bridges. Abandoned length of trail at northern end, mostly stepping stones, connects to Eagle Lake Trail (#42). Large old hemlocks and aspens along trail, and glacial erratic boulders at northern end.

Jordan Pond Nature Trail (#45, 1903)

Former connector trail from Jordan Pond House to Jordan Pond causeway. Route descends through wide, wooded, gravel tread with some exposed roots to stone causeway at inlet and signpost. Trail turns sharply back along shore of pond, overlaps with Jordan Pond Path (#39), 4 ft wide treadway with fairly level gravel surface. Constructed features include log and split log water bars, coping stones, graveled causeway, and low stone walls.

Jordan Pond Path (#39, ca. 1890–1898)

A flat pond-side and woodland trail within 10 to 40 ft of Jordan Pond with views of surrounding mountains (see Photos 13, 17). Trail sections date to 1890, 1896, and 1898, with substantial VIS construction work in 1920s and CCC work in 1930s. Tread width averages 2 to 4 ft and is mostly gravel-paved except one long section of bogwalk on west side, one tumbledown crossing, and several bridge crossings including a rustic-style wood truss bridge at north end and arched bridge on eastern side. Trail also passes **Sarah Eliza Sigourney Cushing Plaque and Bench (ca. 1915)** near south end of pond and bronze **Joseph Allen Memorial Plaque (1945)**⁷ set in boulder on shore of pond near base of South Bubble. Some historic stone retaining wall (ca. 1920s) extant, but NPS rehabilitated much of path's highly constructed work: open and closed culverts, several multi-tiered walls including one section almost 8 ft high, crush-walls, long sections of walled causeway, steps and stone paving, large stepping stones, wood walled-crib steps, and a hardened vista access. Views of surrounding mountains include view of Bubbles from south end of pond and view facing south from beach at north end. Some of southern end is handicapped accessible, and trail conveniently intersects Bubble & Jordan Ponds Path (#20), Jordan Pond Carry (#38), Bubbles Divide Trail (#43), Bubbles Trail (#41), and Deer Brook Trail (#51).

⁷ The Joseph Allen Memorial Plaque is a contributing resource within the Mount Desert Island Hiking Trail System even though it was installed after the close of the district's period of significance (1844–1942) because its design, materials, and placement are consistent with the other contributing memorial plaques in the district and because Allen was significantly associated with the construction of trails in the district (Shettleworth 2007).

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Jordan Stream Path (#65, 1901)

An easy, lightly used, mostly flat woodland path from outlet of Jordan Pond, along stream to Lookout Ledge near Little Long Pond (outside park). Part of pre-1760 carry trail and built by Seal Harbor VIS under Rand in 1902. Treadway is 3 to 4 ft wide, benched along stream with stream-cobble retaining walls and graveled in spots. Stream has pools and moving water, with numerous crossings of NPS-built stringer bridges and decking. Several new bridges are on private end of trail. Twelve slab-laid steps and some step stones; culverts are listed in older descriptions. One section has patio treadway and passes remains of Jordan Stream dams. Trail repeatedly washes out in some sections but is nonetheless easy to walk.

Pemetic East Cliff Trail (#85, 1917)

Descends from Pemetic South Ridge Trail (#30) to Bubble & Jordan Ponds Path (#20). Very steep and short with no extant work.

Pemetic North Ridge Trail (#31, 1871)

An early, wooded, direct summit trail with open ledge and clear views departs from north end of Bubble Pond. First 180 ft is paved then becomes early 1900s broad graveled trail (formerly part of Bubble & Jordan Ponds Path, #20) before crossing carriage road. North end steeply ascends Pemetic Mountain northeast ridge to terminate at summit. Low to moderate use, tread width varies significantly from 3 ft up to 10 ft or more. After crossing carriage road, trail becomes natural tread.

Pemetic Northwest Trail (#36, 1874)

A mostly wooded, short, direct, and steep Pemetic summit trail starting from Park Loop Road at Bubble Rock parking area and ascending northwest side to intersect with Pemetic North Ridge Trail (#31) at summit. Varying tread width over 0.5-mile length. Almost all constructed features are replacements or additions. As trail steepens, original pinned log hand rails, pinned steel cables hold wood ladders in upright position. Traditional pinned wood hand rails and ladders through intermittent stream chasm in ravine portion of trail predate 1960s, and stone stairs associated with them are original. Alternate route on ledges above ravine. NPS bridge near trailhead is 8 ft long and 30 inches wide with cedar stringers and decking. Some post-1979 stone paving with steps through lower wooded section. Trail reaches stretch of wide log crib steps (some filled with rock and soil) through pines. Tread then turns to soil and scree with cairns as trail reaches granite ledges near summit. Views of Bubbles and Sargent Mountain.

Pemetic South Ridge Trail (#30, 1874)

From summit of Pemetic Mountain, trail descends south and southwest ridge. Perhaps three or four slab-laid steps from small stone staircase. Terminates at Bubble & Jordan Ponds Path (#20). Open views to southeast.

Penobscot East Trail (#50, 1896)

A difficult, lightly used trail that ascends from Jordan Cliffs Trail (#48) to summit of Penobscot Mountain. Includes bouldering climb at Jordan Cliffs intersection, where iron rung used to be. Route ascends on exposed ledges, then passes through small sections of woodland before scrambles up to Penobscot summit. Offers good views with changes of scenery.

Penobscot Mountain Trail (#73, 1871)

A woodland, ridgeline, and summit trail with steep ascent of south side of Penobscot Mountain. Sections date to different periods. Trail begins at Asticou & Jordan Pond Path (#49), traveling northward over some sections of original steps and wall. Crosses over carriage roads twice. Incorporates original work, new construction, and bogwalk. Many original steps remain intact. After intersecting Spring Trail (#47), trail

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continues to Penobscot summit over wide open ledges with broad views. Dips into vale to intersect Deer Brook Trail (#51), terminating at Sargent South Ridge Trail (#52). Passes Sargent Mountain Pond.

Sargent East Cliffs Trail (#40, 1928)

Begins on Deer Brook Trail (#51) and progresses steeply to Sargent Mountain summit. Historically lacked built features, but substantial erosion in steep, direct sections that had resulted in trail's closure has been corrected. Views of Pemetic and Cadillac mountains and Jordan Pond.

Seaside and Jordan Pond Path (#77, 1893)

A lightly used, flat, easy woodland path marked and maintained by Seal Harbor VIS, with maintenance at northern end by NPS (see Photos 12, 37). Route extends from Jordan Pond House, south through woods, then parallel to motor road and under Stanley Brook carriage road bridge to end outside park boundary near site of former Seaside Inn, now a drive. Design of Stanley Brook bridge is notable for accommodating four circulation systems: brook, road, and trail under bridge and carriage road over bridge. Trail tread is graveled. Many inside ditches and old cross culverts of assorted types are still evident, including closed stone culverts, formerly graveled over; vitrified clay pipe culverts with stone headwalls; and open stone culverts. Intermittent rough low coping defines path. Route marked with Seal Harbor VIS signs. Near southern end of trail is bronze Edward Lothrop Rand Memorial Plaque (1929) set in large boulder (outside park). Route establishes connection from Seal Harbor to interior of park at Jordan Pond House.

Spring Trail (#47, 1917)

A challenging climb with notable views, built by Jordan Pond House proprietor Mr. McIntire. Heavily used trail begins at southern end of Jordan Pond, crosses Jordan Stream by wood bridge, and ascends 2- to 3-ft-wide graveled tread and many cut stone steps and rock water bars through woodland to cross carriage road. Trail then steeply ascends boulders with iron rungs and iron-pinned wood railings, exposed cliffs through narrow notches, along ledges, and over bridge with handrails. At base of cliffs, trail passes spring for which it received name in 1917. Some slab-laid steps before trail terminates at Penobscot Mountain Trail (#73). Squared stone block set as bench at viewpoint near top.

Triad Pass (#29, 1893)

A lightly used, woodland trail, occasionally steep, that originally led from Seal Harbor and Wildwood Stables to connect with Bubble & Jordan Ponds Path (#20) and Pemetic South Ridge Trail (#30). Route's south end now starts at Hunters Brook Trail (#35) and goes only short distance to Bubble & Jordan Ponds Path (#20). Portions may have been part of ca. 1893 logging road. Treadway is 3- to 5-ft-wide eroded woodland trail with three possible Seal Harbor VIS steps. Log cribs and bogwalk added by NPS.

Triad Trail (#86, 1915)

Over Triad summit from Bubble & Jordan Ponds Path (#20), terminating at carriage road north of Wildwood Stables. Sections are part of abandoned Van Santvoord Trail, noted by **Van Santvoord Trail Plaque (1916)** near Triad summit. Southern sections may have been part of ca. 1893 logging road. Inventory notes eight steps, likely Seal Harbor VIS.

Northeast Harbor District

The Northeast Harbor District contains 17 currently maintained historic trails covering 21.0 miles. Of these historic trails, 8 were established before the Northeast Harbor VIS was incorporated in 1897, 8 were constructed by the VIS between 1897 and 1937, and 1 was built by the NPS/CCC between 1933 and 1942. The Northeast Harbor District trails, like those in the Seal Harbor district, provide multiple loops between

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ridges and bodies of water and extend outside the park boundary into Northeast Harbor, where many of the VIS trails originate. Trailheads within the park are located along Route 198/3, which cuts through the district, and on multiple carriage roads throughout the district. Summits accessed by trails in the Northeast Harbor District are (clockwise) Sargent Mountain (1,379 ft), Penobscot Mountain (1,196 ft), Cedar Swamp Mountain (942 ft), Norumbega Mountain (852 ft), Bald Peak (974 ft), Parkman Mountain (941 ft), and Gilmore Peak (1,036 ft). Trails in the district also provide access to Upper and Lower Hadlock Ponds, two neighboring reservoirs on either side of Route 198/3 between Norumbega and Cedar Swamp mountains, and Sargent Pond, a small mountain pond between Sargent and Penobscot mountains. Interesting geologic features in the district include Pulpit Rock on the Maple Spring Trail.

The Northeast Harbor District trails tend to follow direct, small-gesture alignments on fall-line, ridge-line, varied woodland, and occasionally lowland routes. Many follow ridgelines, streams, and natural benches below rock formations. The majority are moderately to extremely difficult; only the Lower Hadlock Trail follows an easy pond-side route. They primarily have unconstructed tread with very little gravel or stone paving. Most of the stone steps are Bates-style, as in the Seal Harbor District, with the exception of a set of staircases on the Asticou & Jordan Pond Path that have a unique style of wide, multi-stone stairs with a retaining wall and coping. This more robust construction is indicative of trails in the system that served as primary pedestrian thoroughfares between villages and the Jordan Pond House during the historic period.

Trails

Asticou & Jordan Pond Path (#49, 1881)

An early and easy VIS woodland trail that was once major walking thoroughfare between Northeast Harbor and Jordan Pond House (see Photos 18–19). Original route started near Asticou Inn, traveled north along roadbed, then turned east along northern side of Cedar Swamp (feature shown on historic maps). Current route receives moderate use; treadway is 3 to 5 ft wide; trail starts at intricately constructed, wood Map House (outside park boundary) and travels east. After intersection with Sargent South Ridge Trail (#52) and Asticou Ridge Trail (#91), trail descends by numerous VIS steps through woodlands and crosses Harbor Brook on VIS stepping stones at intersection of Little Harbor Brook Trail (#55). Route continues east and has sections of raised gravel tread with rubble stone base, side ditches, and many closed and open stone culverts. Many sections have coping wall. Series of VIS stepping stones cross minor stream. After crossing Jordan Stream by NPS bridge, trail ends at carriage road west of Jordan Pond House. Trail also has patio sections and five wood arched bridges.

Asticou Ridge Trail (#91, 1885)

An early summit trail (1895 Martin, 1916 path map), mostly on private land and maintained by Northeast Harbor VIS but crosses on NPS land. From Asticou & Jordan Pond Path (#49), ascends north side of Eliot Mountain/Asticou Hill, continues outside park to Route 3. Woodland trail that follows ridge line. At the summit of Eliot Mountain is a bronze plaque mounted on ledge dedicated to Charles William Eliot (1926).

Bald Peak Trail (#62, 1932)

A moderately difficult, lightly used summit trail built in 1932 from Hadlock Brook Trail (#57), across two carriage roads, over Bald Peak, and ending at Parkman Mountain Trail (#59). Treadway is 3 to 6 ft wide along mostly wooded, streamside route passing flat open hardwood valley before reaching round open ledges of Bald Peak. No built features, views from summit.

Giant Slide Trail (#63, 1871)

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A difficult and lightly used woodland trail built in 1903 from Stone Church off Giant Slide Road, through notch between Sargent, Gilmore, and Parkman mountains, then south to intersect with Maple Spring Trail (#58). Crosses carriage road twice and intersects Sargent Northwest Trail (#53), Parkman Mountain Trail (#59), and Grandgent Trail (#66). Original route began at former farm road on private land at Stone Church, now begins on easement land 0.1 mile north. Travels through woodland, then follows along stream over great rock formations. Scrambles over and between boulders make it difficult to tell what steps were set. Existing steps and paving are slab-laid and as small as 1 ft square. Crossings at what appear to be natural rows of stones across stream; one set of stepping stones in notch are deteriorating. Drainage consists of one 4-ft-wide closed stone culvert with multiple stone cover and one open stone culvert. One retaining wall at intersection with Maple Spring Trail. Does not have feel of highly crafted trails but is clearly defined by significant amounts of smaller, Seal Harbor VIS-style stonework. Pulpit Rock near Maple Spring with old, obscure set of steps leading to it. Trail is unique and offers experience of traversing under giant boulder slide, conveys presence and power of geologic history.

Goat Trail (#61, 1903)

A steep, difficult, moderately used, short summit trail that predates VIS (see Photo 25). Begins as lush woodland trail through dark spruce forest from Shady Hill parking area, quickly changing to ledge on way to Norumbega Mountain summit. At least one original slab-laid staircase (2 to 3 ft wide) and uncut coping stones (2 ft long and 6 inches square) in steep section. Views of Somes Sound and eastern mountains.

Golf Course Trail (#81, 1914)

A trail on Norumbega Mountain that crosses both NPS and private land. Described as “rough” in 1914 path guide, trail ascends through woods from golf course and follows ledge and woodland up southwest side of Norumbega Mountain to Norumbega Mountain Trail (#60). Rarely used, pristine character.

Grandgent Trail (#66, 1928/1932)

A moderately difficult, moderately used summit trail from Parkman Mountain summit, eastward across Giant Slide Trail (#63), over Gilmore Peak, crossing west branch of Hadlock Brook at Maple Spring Trail (#58), to Sargent Mountain summit. Mostly woodland and streamside, crossing over some bogwalk and a unique single-log bridge. Lower wooded section is steep at times and eroded with exposed roots. Trail meanders through woods and crosses open granite ledges near summit. Four stone steps are trail’s only stone features.

Hadlock Brook Trail (#57, 1871)

An early, moderately difficult, moderately used, densely wooded summit trail, 2 to 3 ft wide, mostly unconstructed tread. Possibly oldest trail on west side of Sargent Mountain. Original route approached waterfall along old woods road, trail now starts at Shady Hill on Route 198. Lower section passes over many exposed roots along brook. Water dips on lower section added by NPS to redirect drainage. Passes Parkman Mountain Trail (#59), Bald Peak Trail (#62), Maple Spring Trail (#58), and Hadlock Ponds Trail (#54), continuing eastward to end at Sargent South Ridge Trail (#52). Original constructed features include about 17 steps, streamside walls, and 40 stepping stones. Upper carriage road Waterfall Bridge, visible while climbing route, frames waterfall over rocks farther up trail. Approximately 100 yards of rerouting done in 1925 to accommodate carriage road construction. Bridge, step stones, wall, and steep steps along waterfall rehabilitated by NPS.

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Hadlock Ponds Trail (#54, 1881)

An early woods trail mapped by Rand as part of Champlain Society Trail in 1881. Passes along south and east shores of Upper Hadlock Pond from Hadlock Brook Trail (#57) and along western shore of Lower Hadlock Pond to outlet dam, also along Hadlock Brook. Extant bridge abutments, wooden bridges, stepping stones. Recent bogwalk.

Little Harbor Brook Trail (#55, 1901)

An easy, lightly used, woodland trail, primarily outside park boundary, along edge of Little Harbor Brook through mossy evergreen then upland forest. Starts outside park at Route 3 and crosses recent bridges. Very narrow treadway, 2 ft wide, winds with stream and is wet and eroded, with exposed roots. Fragile trail could not withstand higher use. Crosses second plank bridge. Seal Harbor and Northeast Harbor VIS trail signs at intersection with private trail. No built features aside from bridges. Connects at north end with Asticou & Jordan Pond Path (#49).

Lower Hadlock Trail (#75, 1881)

An easy, lightly used woodland trail mapped by Rand as part of Champlain Society Trail in 1881. From Route 198, trail passes along east shore of Lower Hadlock Pond to Hadlock Ponds Trail (#54). Some extant stone steps, log cribbing from late 1960s or earlier. Curving arched wood bridge is new but follows dainty VIS design character.

Lower Norumbega Trail (#69, 1941)

An easy, lightly used woodland trail that begins at Route 198 parking area for Norumbega Mountain Trail (#60) and leads south to Lower Hadlock Pond (see Photo 2). Tread width is roughly 3 to 4 ft and crosses wooden bridge and some bogwalk. Several steps at beginning. Fairly level, passes through moist areas lush with mosses and ferns growing around boulders. Vertical cliffs are dramatic features within wooded landscape.

Maple Spring Trail (#58, 1871)

A difficult, moderately used, summit and woodland trail from Hadlock Brook Trail (#57), goes under Hemlock carriage road bridge, past Maple Spring, then ascends to Sargent South Ridge Trail (#52). Tread is sometimes steep and along stream and gorge, then climbs open ledge. Constructed features include step stones, rubble retaining walls, open culvert at intersection with Giant Slide Trail (#63), old steps, patio stone paving, and bogwalks. Evidence of old bridge, later rebuilt (see Photo 32). Some tread eroded from use and stream overflow. When originally built, intersecting staircase with iron pins to hold cedar rails hugged cliffs on east side of gorge, then ascended southwest to Hadlock Brook. Short steps lead to Pulpit Rock at junction with Giant Slide Trail. NPS restored parts of wall and reset step stones above carriage road. Diversity of natural and built features, such as open summit views, cascades from Maple Spring through gorge, and view of carriage road bridge (Photo 41). Spring has small stone basin with a 1960s hardware cloth covering. Extensive carriage road connections added to trail include steps, coping, and step stones.

Norumbega Mountain Trail (#60, 1881)

A moderately used, mostly wooded summit trail that predates VIS. Descends south on ledge, passing to intersect with Hadlock Ponds Trail (#54) near outlet dam. Short sections of small steps with coping on south ridge. Views of Somes Sound and east and west mountains.

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Parkman Mountain Trail (#59, 1971)

A moderately used, moderately difficult, woodland and ledge summit trail from Hadlock Brook Trail (#57) to summit of Parkman Mountain, then north to intersect with Giant Slide Trail (#63) at “the cave.” Winds through many blueberry patches and small ledge outcroppings and crosses four carriage roads. One iron rung installed by NPS; only other features are cairns. Unlike other trails that follow fall line, southern half of trail weaves around and offers views of surrounding forests and summits. Important connector to many popular trails with loop possibilities.

Sargent Northwest Trail (#53, 1903)

A steep, moderately difficult and moderately used, summit trail of varying width. Starts at Giant Slide Trail (#63) and ascends steep, often wide, unconstructed tread through woodlands. After crossing carriage road, steep woodland trail meets some flat granite faces, then crosses small intermittent stream before steep climb up open ledges, marked with cairns, to Sargent Mountain summit with expansive views. NPS added highly crafted, Seal Harbor VIS-style stone steps at stream where erosion was severe.

Sargent South Ridge Trail (#52, 1871)

An early trail to summit of Sargent Mountain that predates VIS, moderate difficulty and moderate use. Route starts north of Cedar Swamp (a feature shown on historic maps) at Asticou & Jordan Pond Path (#49). 2- to 3-ft-wide treadway passes through woodlands on unconstructed tread, meandering through some ledges with blueberry patches and brush, climbing over Cedar Swamp Mountain, then drops down to intersection of Amphitheatre Trail (#56) at Birch Spring, then continues northward up more exposed granite ledge to start easy ramble up wide open face of Sargent south ridge to summit. Some huge, old, off-trail, lichen-covered, and well-built cairns might be original Bates-style. Only constructed feature is set of three small steps between rocks on Cedar Swamp Mountain. Variety of views for much of trail.

Water Pipe Trail (#93, 1896)

VIS village connector on private land, maintained by Northeast Harbor VIS, but crosses on to NPS land. Woodland trail that crosses ledge with views of Northeast Harbor golf course. Crosses golf course east to Lower Hadlock Pond and intersects with Hadlock Ponds Trail (#54) and Norumbega Mountain Trail (#60). Crosses remains of original water company dam.

Southwest Harbor District

The Southwest Harbor District contains 27 currently maintained historic trails covering 28.5 miles. Of these historic trails, 9 were established before the Southwest Harbor VIA was incorporated in 1914, 10 were constructed by the VIA between 1914 and 1937, and 8 were built by the NPS/CCC between 1933 and 1942. The district is the most remote area within the park, with no carriage roads or motor roads, and in many cases the hiking trails provide the only access to the area’s natural features. There are no trails that connect to the village of Southwest Harbor or even extend outside the park boundary. The district’s two major trail hubs are parking areas at the south end of Long Pond and the south end of Beech Hill Road. Other trailheads are located at the Echo Lake Beach parking area, along Route 102, and at Fernald Point Road. A network of gravel roads known as the Western Mountain Roads also provide access to several trailheads. Summits accessed by trails in the Southwest Harbor District are (clockwise) Acadia Mountain (681 ft), St. Sauveur Mountain (679 ft), Flying Mountain (284 ft), Bernard Mountain (1,071 ft), Mansell Mountain (949 ft), and Beech Mountain (839 ft). The district has waterside trails along the west side of Somes Sound and along Long Pond, the largest freshwater lake on Mount Desert Island. Trails also access the south end of Echo Lake, a glacial lake with a popular sand swimming beach at the base of the 480-ft-high Beech and Canada

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Cliffs; the Bass Harbor Head Lighthouse at the southern tip of Mount Desert Island; and a picnic area at Pretty Marsh Harbor on the west side of the island.

The Southwest Harbor District has the least developed VIA trail system of the four districts and the most NPS/CCC trail work. Many of the earliest trails in the district are direct ascents following routes from agricultural use, logging, or mid-nineteenth-century recreational trails. Conversely, the later CCC trails such as the Long Pond and Perpendicular trails primarily follow bench-cut sidehill alignments, often with switchback sections, and thus have a more consistent grade. Some sections of the CCC trails revert to fall-line alignments where construction was not completed. The earlier trails typically have unconstructed tread, while the CCC trails are paved with stone or gravel. The few stone staircases in the district appear primarily on otherwise unconstructed, woodland trails and are built of rough-laid steps set into the earth with no coping; exceptions are staircases on the highly constructed Perpendicular, Beech South Ridge, and Beech Cliffs trails, which have a lot of coping. The trails range in difficulty from easy, flat routes like the Long Pond and Cold Brook trails to strenuous steep summit routes like the Perpendicular and Bernard Mountain trails. There is one ladder trail in the district, the Beech Cliffs Trail, with four iron ladders. The Western Mountain Connector (#120, 1871) was an early cart road that is not included in this nomination. Due to an extensive reroute completed in the early 2000s, the trail no longer retains integrity.

Trails

Acadia Mountain Trail (#101, 1871)

A steep, difficult, and heavily used woodland and ledge hike from western end of Man O'War Brook Trail (#130) near Acadia Mountain parking area to summit and down, overlooking Somes Sound, to end at eastern end of Man O'War Brook Trail. Tread width is roughly 2 to 4 ft through wooded areas with loose rock and gravel tread and across ledges. Steep ascent passes wall with CCC steps built on ledge held by pins in some places, then climbs up ledges, recent work, and over wider roots/pine needle beds until reaching summit. Highly crafted overlook, 250 ft long with CCC stairs and coping, toward Somes Sound, near intersection with Valley Cove Trail (#121). **Acadia Mountain Memorial Plaque (ca. 1915)** off trail on east-facing granite cliff overlooking Somes Sound.

Bass Harbor Head Light (#129, 1900)

A short, steep, heavily used, moderately difficult trail built ca. 1900 with major rock work added later by NPS. Leads from parking lot, south through woods, toward lighthouse along rocks and terminates at overlook. Views of ocean and lighthouse. Tread is gravel and pressure-treated planked deck and steps, then rock steps to overlook paved with small stones. Lower section of rip rap about 4 ft wide; curving steps to smaller overlook as narrow as 3 ft. Set-behind and rip rap stone steps are all recent work. Stone coping and stone retaining wall line much of trail; stainless steel pins anchor deck and parts of wood staircase to ledge.

Beech Cliff Loop Trail (#114, 1871)

An easy, highly used summit loop with views from cliff tops (Photo 42). From Beech Mountain parking area to intersection with Canada Cliffs Trail (#107), then heads north and returns to same intersection. Begins as woodland trail with graveled tread 5 ft wide, then becomes mostly open ledge where tread narrows to 2 to 4 ft. Some original CCC 2-ft-wide, slab-laid steps with retaining wall and section of single-tier retaining wall. Recent NPS maintenance includes log water bars, log checks, ditch-and-fill, water dips, and complete in-kind rehabilitation in 2016.

Beech Cliffs Trail (#106, 1941)

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A short, heavily used, steep ladder trail from Echo Lake Beach parking area to top of Beech Cliff ledges (see Photos 10, 30). Rapid and challenging ascent from lake to exposed ladders to open summit ledges with expansive views across Echo Lake toward Acadia and St. Sauveur mountains. Includes ladders, cable railings, cedar railings, steps, and walls. Built by CCC but extensively overhauled by NPS. Route starts from parking area as asphalt then ascends slope by bench cut with switchbacks. Steep sections stabilized by NPS with log cribbing, retaining walls, and railings to prevent shortcutting. Some historic CCC stonework in talus slope and additional NPS stonework. Series of ladders at upper end used to ascend cliff face. NPS replaced some ladders due to rust and safety concerns.

Beech Mountain Trail (#113, 1871)

Moderately difficult, popular, summit trail from Beech Mountain parking area up north side of Beech Mountain (see Photos 6, 8). Western leg added in 1960s by NPS makes loop and offers views much of way, particularly of Long Pond, such as **Cole Beech Mountain Viewpoint (1844, Figure 4)** (Photo 43). Treadway is up to 5 ft wide and often gravel except narrower woodland traverse near summit. Laid retaining walls at start of trail, some coping with sporadic non-historic steps, then section of log steps near top. Wide benching lined with water bars and dips; there may have been metal culverts. Leads to just below Mission 66 fire tower built in 1960s with short, quite open, easy scramble on granite ledge.

Beech South Ridge Trail (#109, 1896)

A moderately difficult, lightly used, ledge and woodland summit trail that begins at intersection of Valley Trail (#116) and travels up southern ridge to Beech Mountain Trail (#113). Trail is laid out well with switchbacks, gentle grade, and good benching along mountainside lush with pines. Tread is 2 to 4 ft wide on soil; intermittent slab-laid 3- to 3.5-ft-wide steps have fairly even 8-inch risers. Well-constructed retaining wall lines lower 1,000 ft of trail. Unsigned overlook just before trail reaches ledges, then trail winds through ledge and granite landscape to fire tower with 360-degree views.

Beech West Ridge Trail (#108, 1915)

A moderately difficult, lightly used, woodland and ledge summit trail with views west across Long Pond. Width of treadway varies between 2 and 4 ft. Begins by pump house at southern end of Long Pond and remains rather flat and wooded, with graveled causeway. Crosses split-log bridges and CCC closed and capped culverts (about six stone and three pipe) before beginning occasionally open and steep climb up loose, highly erodible soil. CCC stone-lined, V-shaped, inside ditch attempts to drain water before it crosses trail. CCC steps define treadway for about 100 yards of steep area. Trail joins Beech Mountain Trail (#113) near summit.

Bernard Mountain Trail (#111, 1871)

A difficult, lightly used, wooded summit trail from Mill Field, heading west then ascending north along ridge, curving east, past intersection with West Ledge Trail (#123), over Bernard summit, into Little Notch and intersection with Sluiceway Trail (#110), over Knight Nubble, to end in Great Notch. Tread through wooded areas and over ledges ranges from 3 to 10 ft wide, includes roadbed, stream-side, step stones, bogwalk, steep steps, and ledges. Five steel posts (four corner posts and one center post with eye bolt and ring) on south summit from either 1930s wood fire tower or 1911 private pavilion. Drainage includes rock water bars, dips, side ditching, and open culvert with one lintel as crossing. Old slab-laid steps with some retaining wall and some more recent scree. Notable section of steps ascend steep east side of Knight Nubble. Trail leads through unusual grassland summit area and has historic CCC vista. Most of trail is through dense, dark, lush, peaceful, thickly moss-covered forest.

Canada Cliffs Trail (#107, 1911)

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A moderately easy ledge, bogwalk, and woodland trail with 3- to 4-ft-wide tread. From Beech Cliff Loop Trail (#114) and Beech Cliffs Trail (#106), trail travels along cliff top, then one leg descends to Echo Lake Beach parking area with extant stone steps, while other leg travels west through wooded area to end at Valley Trail (#116). Easy climb with views toward Somes Sound.

Cold Brook Trail (#117, 1893)

An easy, moderately used, woodland trail from Long Pond parking area west to Gilley Field. Begins just after start of Long Pond Trail (#118) and ascends short slope to 4 to 6 ft tread through former old logging road. Tread is combination of gravel, rocks, and organics (similar to stream bed) and rehabilitated graveled-surface sections. Constructed features include raised causeway, dips, and NPS bridge with cedar plank decking. Vital connector in loop system of Mansell Mountain trails.

Echo Lake Ledges Trail (#126, 1941)

A short, steep, heavily used trail built for former beach concession at Echo Lake. Begins at Acadia Mountain parking area and leads down to Echo Lake Ledges and swimming area. Woodland trail crosses cedar stringer and handrail bridge and has retaining walls for tread and hillside, steps and multiple staircases. Remnants of handrail at water's edge with old bolts sticking out of ledge near water. Rock water bar/log water bars and corrugated culvert are mainly road features to divert water from parking area past trail.

Flying Mountain Trail (#105, 1871)

A heavily used summit trail, easy woodland and ledge scramble with views of Somes Sound. Begins at parking area on Fernald Point Road. Route is slightly winding in ascent through woods, crosses old farm road, then climbs quickly on ledges to summit, which is covered with stands of trees, juniper, and blueberries. Remnants of eyebolts likely from large (approximately 30-ft-high) wood cross placed on summit ca. 1920s. Descent on north side is steep and direct with some small steps (1 ft across with 8-inch stepping surface). Spur to overlook before steep descent down north side. NPS crews rehabilitated gullied northern descent. Terminates at Valley Cove Trail (#121).

Gilley Trail (#125, 1871)

A moderately difficult, lightly used trail in vicinity of early cart road through notch, described in 1871 and 1896 and shown on 1911 map. Begins at Gilley Field and ends at intersection with Great Notch Trail (#122). Flat woodland treadway, 3 to 10 ft wide, crosses NPS cedar stringer bridge with redwood plank decking. Provides access to Mansell Mountain Trail (#115), Razorback Trail (#112), spur to Mill Field Reservoir, and Sluiceway Trail (#110).

Great Notch Trail (#122, 1871)

A moderately difficult, lightly used summit trail that starts at intersection of Sluiceway Trail (#110) and Gilley Trail (#125) and climbs notch between Mansell and Bernard mountains. Woodland and streamside treadway is 3 to 5 ft wide and makes more gradual ascent than other hikes in area; most likely route of early logging road over mountain. Tread is soil, and erosion is less substantial due to more moderate grade. Passes Mansell Mountain Trail (#115) and Bernard Mountain Trail (#111) at Great Notch, where rustic benches and register boxes have been maintained for over 70 years. Intersects Long Pond Trail (#118) and terminates at north end at Long Pond Fire Road.

Ledge Trail (#103, 1915)

A moderately difficult, lightly used, woodland and steep ledge trail. Begins at St. Sauveur parking area. After 200 yards of flat area, trail turns easterly at base of ledges to intersection with St. Sauveur Mountain Trail (#102). Good views to west. Crosses NPS wood stringer bridge and some NPS stepping stones in

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upper stream crossing. One water bar and capstone over crack in ledge. No historic features identified except large long-abandoned gravel pit at trailhead.

Long Pond Trail (#118, 1936)

Long, easy, lightly used pondside trail built by CCC in 1936 (see Photos 5, 11). Trail begins at pumping station at southern end of Long Pond and runs along pond approximately 15 ft from water's edge with picturesque views of pond and Beech Mountain for 1.5 miles before turning west to begin ascent up Western Mountain. Route passes Perpendicular Trail (#119) before ending at Western Mountain Trail (#120). Tread along pond is gravel, 3 to 5 ft wide, becomes 2 to 3 ft and less constructed when trail begins to ascend slope. Historic construction includes coping stones and nearly 8,000 linear feet of original retaining wall, low in some places and 8 to 10 ft high in others, with irregular piled appearance. NPS open and CCC closed culverts and ditching on uphill side. Variety of wood bridges, a wood bridge with masonry abutments, bogwalk with stepping stones, and a stone causeway built by NPS. Smaller CCC corduroy bridges and some sections of NPS bogwalk bridges.

Man O'War Brook Trail (#130, 1874)

An easy, early woods trail (Robinson Road) to Robinson farm. Flat woodland trail, later used as fire road by CCC, described in 1874 Martin guide and shown on 1896 path map. Also described in 1915 path guide and shown on 1916 path map. Provides access to Acadia Mountain Trail (#101) from either end and St. Sauveur Mountain (#102), Valley Peak (#104), and Valley Cove (#121) trails. CCC specifications made fire road 22 ft wide and graveled. Westernmost 200 yards originally went directly to Route 102, still discernible but altered, likely by CCC, to current curvilinear shape.

Mansell Mountain Trail (#115, 1893)

A steep, lightly used, sporadically eroded summit trail that begins at Gilley Field and makes direct ascent to Mansell summit. Tread is often up to 10 ft wide in woodland areas, probably former logging road, with cairns marking route over loose soil, large and small rocks, and exposed roots. Some water dips with minor stone work to direct water can be found in lower section. Trail makes transition to ledge and becomes less difficult before summit. Overlook provides views of Southwest Harbor and Cranberry Islands (no views from actual summit), then trail descends slightly into peaceful vale of tall spruce trees and lush mosses to end at summit of Mansell. Historic CCC vista maintained with extensive view to northwest.

Perpendicular Trail (#119, 1934)

A moderately used, steep, summit trail built by CCC in 1930s (see Photos 24, 28, 31). Trail begins along Long Pond Trail (#118). One of most highly constructed trails on island with steep switchbacks of granite steps rising through open talus area on eastern slope of Mansell Mountain. Route requires minimal maintenance due to excellent construction; most water flows well below tread through talus slope. At lower end, tread is worn to original rubble base but is stable. Catch basin and closed culvert are still evident. As trail ascends by steps through talus slope, walls above and below switchbacks are neatly laid stones that help support trail, and steps are as narrow as 1.5 ft and lined with tight, high coping. Trail also has small iron ladder with rungs and pinned log that ties into section where trail transitions to stretches of gravel tread or talus pavement with coping. After section that winds through big boulders with rock paving and highly crafted stone side drains, trail follows steep ledge face with stone steps, huge coping, and V-shaped side drains. As trail nears final ascent, a series of closed stone culverts and more stone-paved side drains lead to woodland stream trail up to Mansell summit. Steps and crossings with pinned granite slabs along stream before tread becomes unconstructed scramble to overlook. Grand views to southeast and east.

Pretty Marsh Picnic Area (#128, 1938)

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When originally constructed by CCC in 1930s, picnic area included woodland trail that extended from upper outlook shelters down to lower picnic grills and waterfront. Upper half of trail is no longer used and difficult to discern. Lower half of trail is frequently used to access picnic spots and pier. At least three stone staircases to water's edge.

Razorback Trail (#112, 1915)

Trail heads north from Gilley Trail (#125) through woods, then onto open ledge. Route ends on raised spine (aka razorback) ridge near summit of Mansell Mountain to intersection with Mansell Mountain Trail (#115) on upper ledges. Lower end of trail appears to be on old logging roads in places with no significant features. Tread is woodland, sometimes poorly defined. Just before trail opens onto ledges, one short and one major staircase consist of 45 stacked steps, some relatively small cut stone, without wall, likely original Southwest Harbor VIA work. Views from ledges to south over Southwest Harbor and outlying islands.

Sluiceway Trail (#110, 1911)

A steep, direct, lightly used woodland summit trail from Mill Field to junction in Little Notch with Bernard Mountain Trail (#111). Spur connects to Great Notch Trail (#122) and Gilley Trail (#125). Tread starts as road bed then becomes steep woodland trail with sections of VIA steps. Woods are dense, and tread is often scree, pine needles, and soil. Tread width varies from 2 to 10 ft. Some unstructured stream crossings, no drainage features. Some rubble retaining walls in combination with short sections of slab-laid steps. Lookout Point is mentioned in 1915 guidebook with views facing south.

St. Sauveur Mountain Trail (#102, 1874)

A moderately difficult, lightly used trail over summit of St. Sauveur Mountain. Trail leads from Man O' War Brook Trail (#130) through woods on eroded gravel, stone, and exposed roots, then ascends southeast along ridge of St. Sauveur over ledges to summit and down to intersect Valley Peak Trail (#104). Climb offers some views during ascent, passes one set of 12 small slab-laid steps. Rare jack pines grow on ledges. No views at summit but clear views at intersection of Valley Peak Trail.

Valley Cove Trail (#121, 1937)

Trail begins at parking area on Fernald Point Road and follows old truck road to shoreline at Valley Cove, continues north along edge of cove with extensive CCC stonework (Photos 44–46; see Photo 9). Section contains some large steps with 15-inch risers. Some large blocks set in tumbledown measure 6 ft by 4 ft by 2 ft. Staircases as long as 50 steps. Small runs of steps near upper ledges, with some as wide as 3 ft. Section of log cribs filled with stones and beach gravel in woodland area at head of cove. One stream at northern end is crossed by two large cubic blocks that appear to be uncut original work. Several sections of bogwalk replaced a string of step stones now set off in woods. Three original stone culverts (one capped) and log water bars. Iron used extensively in one section of steps with coping pinned to ledge along downhill side. Coping walls are mostly very square stones along ledge that often lines staircases. Retaining wall is often rubble-laid, with some sections carefully laid using stones up to 2 ft square. One section is 30 ft high by 15 ft wide and retains staircase of small square stones. Highly crafted section north of cove is unlike any other in park with remarkable stonework and route reminiscent of Brunnow Champlain routes. Ocean is constant presence for most of trail. Northern section closed from mid spring through midsummer for nesting peregrine falcons.

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Valley Peak Trail (#104, 1871)

A difficult, moderately used, woodland, summit trail that begins at Fernald Cove, ascends straight up southeast side of St. Sauveur Mountain, over Valley Peak, then down northeast side to intersection of Man O' War Brook Trail (#130) and Acadia Mountain Trail (#101). Varied tread surface includes woodland trail, ledge, loose rocks and gravel, and wetland. Trail has bogwalk, planked bridge with stream-stone abutment, and stream crossings with no constructed features. Non-historic drainage features consist of ditching, stone culverts, and log water bars. Small sets of old stairs rise up onto ledge with some areas of coping and remnants of piled coping on sloping ledge. Trail passes fieldstone walls with at least one cellar hole.

Valley Trail (#116, 1934)

A lightly used woodland trail with easy and moderately difficult sections from Beech Mountain parking area. Trail descends, rises, and descends again gently to Long Pond parking area. Begins on 15-ft-wide, side-ditched gravel roadbed (one of island's older roads) with metal culverts and log water bars, then forks right at intersection with Canada Cliffs Trail (#107). Tread returns to mostly soil/organics and enters intimate and unique section (referred to by frequent hikers as "Fairyland") as trail winds through lush forest and around gigantic, moss and lichen-draped boulders. Highly constructed work includes stepped switchbacks, capped culverts, stepping stones (probably not original), and long sections of large coping on rubble retaining walls. Walls are major defining characteristic where trail follows edge of steep, wooded ravine. Passes Beech South Ridge Trail (#109) and crosses camp road. Final section is mostly woodland trail with formerly gravel, now organic tread. No evidence of construction in this area other than gravel surface.

West Ledge Trail (#123, 1937)

A moderately difficult, lightly used, sometimes steep summit trail with sections built by CCC in 1937. Begins from Seal Cove Pond Road and goes east up western side of Bernard Mountain to intersection with Bernard Mountain Trail (#111). Tread varies among ledge, woodland, and thin gravel surface of small rocks on top of ledge. Two small staircases, first might be historic, second is later NPS work. Steps are almost all set-behind, 1 ft square, with small coping. Only trail with expansive views of Seal Cove Pond and community.

Statement of Integrity

The Mount Desert Island Hiking Trail System is evaluated with respect to each of the seven aspects of integrity according to the guidance in National Register Bulletin 15, the guidelines established for the preservation and maintenance of historic hiking trails in the 2006 *Acadia Trails Treatment Plan*, and the standards of integrity outlined in the Historic Resources of Acadia National Park MPDF.

Location: The trails included in this nomination maintain their general historic alignments between identifiable trailhead locations and destinations and have not been extensively rerouted, widened, or reconstructed. Reroutes of historic trail sections have occurred where necessary to address issues such as downed trees, erosion, potential damage to important natural resources, or accessibility. Since the 1980s, the trail maintenance crew has kept a detailed inventory and work log to document conditions and repairs. The reroutes have been carefully designed to retain each trail's character and design intent and have not substantially impacted other aspects of its integrity. Original treadway widths are maintained, and end points and constructed features along trails remain in their original locations. The centerline of an individual trail's treadway can be moved as needed within the 150-ft boundary defined in this nomination as long as the setting and hiking experience remain intact.

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Setting: The character of the natural settings through which the trails travel remains intact, and the relationships between the trails and the surrounding physical features—essential attributes of their initial construction—are maintained. The 150-ft trail boundary defined in this nomination incorporates each individual trail’s setting, including the adjacent topography and vegetation, and accounts for these relationships. Individual plants have changed over the course of the trail system’s development, and alpine vegetation on summits is under constant threat of trampling and foot traffic off trails, but the presence of native species of vegetation along the trails is constant. Views, vistas, and distinctive topographic features such as gorges or streams along trails or visible from them are extant. The scenic beauty in the distant views and the nearby forests—recognized and celebrated by the nineteenth-century artists who forged routes to reach them—continues to define the trail system as a whole and its component parts.

Feeling: The trails continue to express the aesthetic sense that guided their initial construction and design, and they strongly convey their distinctive historic character. The meaningful experience sought by artists and rusticators and formally created by the VIA/VIS path committees and national park developers remains apparent in the trail system’s inherent physical features and in the character of each individual trail. The overarching theme of providing connections between scenic areas, geologic features, and remote natural environments has remained constant from the system’s origins in the 1840s through the present. The historic circulation patterns remain in use and continue to offer varied encounters with the landscape that lead to scenic views and/or vistas or to natural or cultural points of interest, many of which have been preserved as a result of the national park’s creation. The quality of the recreational hiker’s experience on the trails reflects the careful design and development of the system over 100 years.

Association: Through its component elements, the system of trails continues to convey its direct links to the Hudson River School landscape artists who laid the foundation for the network of routes that provides access to Mount Desert Island’s scenic beauty and striking viewpoints; the rusticators who followed and documented the artists’ routes in efforts to experience the landscape in the same way; the VIA/VIS path committees who expanded, improved, and preserved the island hiking experience; and the NPS and CCC laborers who continued the work of the VIA/VIS. The layering of elements from each period of the trail system’s development results in a tapestry of associations readily perceptible to hikers through the presence of such features as the diversity of routes and alignments, the progression of construction techniques, the hallmark stone steps and paving, and the viewpoints corresponding to iconic landscape artwork.

Materials: The historic hiking trails retain overall integrity of materials. Historic treatments of the treadways (bench cuts, causeways, gravel tread, stone pavement, unconstructed tread) remain or are in-kind replacements. Drainage features (culverts, subsurface drains, side drains, water bars) and crossings (bridges, stepping stones) are extant, as are stone steps and staircases, ironwork, and retaining structures such as coping stones and stone retaining walls. Many of these character-defining features have been rehabilitated or replaced in kind. The extensive use of most of the trails has resulted in erosion in steep areas, exposed roots, and the loss or shifting of steps and retaining walls. When stabilization and maintenance has required the addition of water dips, checks, and log cribs, the NPS has used local natural materials compatible with the original materials for all visible trail elements.

Workmanship: The trail system contains intact examples of workmanship from each period of its development and represents the evolution of construction techniques, craftsmanship, and aesthetic principles throughout its history. Evidence of distinctive workmanship is present in direct routes established in the mid-nineteenth century with little to no drainage, unconstructed tread, and no built features; highly constructed VIA/VIS trails with carefully graded small- or large-gesture alignments, high-quality crafted

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stone steps and staircases reflecting the idiosyncrasies of the builders, and variations in treadway; and standardized NPS/CCC techniques and construction methods such as loop trails, advanced drainage solutions, and uniform stone steps and retaining walls. Treatment and maintenance work along the trails conform to historic workmanship as much as possible.

Design: The combination of design elements within the trail system—the spatial arrangement, the layout of each route, and the individual trail features—reflects the conscious decisions made over the course of the system’s development. The overall spatial arrangement has evolved dynamically to accommodate changing interests and priorities, as more controlled recreational use within the park boundaries was added to the network of trails radiating across the island from village nodes. Trails constructed or improved by the VIA/VIS continue to convey Picturesque design qualities such as careful attention to route and alignment, proximity to unique geologic or water features, variations in the character of different trail types, and dramatic views. The memorial trails in the Bar Harbor District, in particular, retain the naturalistic features integral to their original design concept, including stone staircases, stone pavement, retaining walls, exposed summit rock, views, cairns, and blazes. Trails constructed or improved by the NPS/CCC retain distinctive characteristics of the Rustic Design style standardized by the NPS in the 1930s, including the use of local materials, alignments that harmonized with the existing landscape, consistent construction methods and details, and high-quality workmanship.

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Summary Table of Historic Trails

VIA/VIS District BH: Bar Harbor; SH: Seal Harbor; NEH: Northeast Harbor; SWH: Southwest Harbor

Trail # (CLR #) Trail numbers correspond to the current NPS numbering system. In cases where the number assigned to the trail in the 2006 Cultural Landscape Report (CLR) differs from the current trail number, the CLR number is included in parentheses for reference. Differences arise where recommendations in the CLR have been implemented to rename or redefine a trail (for example, the Champlain South Ridge Trail) or where previously abandoned trails have been reopened (for example, the Homans Path).

Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
A. Murray Young Path	BH	25	1924	1.2 miles	Canon Brook Trail up gorge between Cadillac and Dorr to junction of Gorge Path and Cadillac-Dorr Connector	Vista from upper talus field looking south	stone pavement, stone steps, stepping stones through stream	Andrew Murray Young Memorial Plaque (ca. 1924)
Acadia Mountain Trail	SWH	101	1871	1.7 miles	Acadia Mountain parking area over Acadia summit to east end of Man O'War Brook Trail	Overlook on side trail north of intersection with Valley Cove Trail; views along much of trail; view of Somes Sound at about 1 mi	stone wall, stone steps, stairs	Acadia Mountain Memorial Plaque (ca. 1915)
Amphitheatre Trail	SH	56	1911	1.5 miles	Little Harbor Brook carriage road bridge to Hadlock Brook Trail	Views from Sargent south ridge near Birch Spring; view of Amphitheatre carriage road bridge	stepping stone crossings, open culverts, stone staircases, bog walk	

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
Asticou & Jordan Pond Path	NEH	49	1881	2.0 miles	Asticou area (outside park) to carriage road west of Jordan Pond House		log bridges, closed and open stone culverts, coping wall, stepping stones, rock steps, gravel tread, Map House (outside park)	
Asticou Ridge Trail	NEH/SH	91 (520)	1885	0.7 miles	Asticou & Jordan Pond Path to Eliot Mountain/Asticou Hill summit (primarily outside park)	Views from Eliot summit of Atlantic Ocean/Northeast Harbor		Charles William Eliot (1926)
Bald Peak Trail	NEH	62	1932	0.9 miles	Hadlock Brook Trail over Bald Peak to Parkman Mountain Trail	Panoramic views from summit		
Bar Island Trail	BH	1	1867	0.8 miles	Bridge Street in Bar Harbor across sandbar to summit of Bar Island	Views from summit of Bar Harbor, Frenchman Bay, and mountains	Old roadbed	
Bass Harbor Head Light	SWH	129	1900	0.1 miles	Bass Harbor Head Light parking lot to coastal overlook	View of Atlantic Ocean and lighthouse	wood deck, wood stairs, rock steps, retaining wall	

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
Beachcroft Path	BH	13	1890	1.3 miles	North end of Tarn up west face of Huguenot Head, south of summit through saddle to Champlain summit	Views along trail and from ledge south of Huguenot Head of the Tarn, Dorr Mountain, and the Atlantic Ocean; panoramic views from Champlain summit	stepping stones, stone pavement, retaining walls, stone stairs	Beachcroft Path Marker (ca. 1915)
Beech Cliff Loop Trail	SWH	114	1871	0.4 miles	Loop from Beech Mountain parking area around Beech Cliffs	Views along cliffs over Echo Lake to east	capstone culverts, V-lined stone ditch, slab-laid steps, retaining wall, water bars, log checks, gravel surface	
Beech Cliffs Trail	SWH	106	1941	0.5 miles	Echo Lake Beach parking area to Beech Cliff Loop Trail	Views from ladders and open summit across Echo Lake toward Acadia and St. Sauveur mountains, constructed overlook	retaining walls, iron ladders, cable and wood railings, stone steps, poured concrete steps, gravel section	

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
Beech Mountain Trail	SWH	113	1871	1.1 miles	Beech Mountain parking area to Beech summit and noncontributing fire tower	Vistas from noncontributing western leg across Long Pond to north and northwest; panoramic views from summit; Cole Beech Mountain Viewpoint (1844)	retaining wall, stone steps, water bars	
Beech South Ridge Trail	SWH	109	1896	0.8 miles	Valley Trail to Beech Mountain Trail	Overlook before trail reaches ledge	retaining walls, stone steps, gravel tread	
Beech West Ridge Trail	SWH	108	1915	0.9 miles	Long Pond pumping station along east shore Long Pond over ledges to Beech Mountain Trail	Views from ledges west across Long Pond to Mansell Mountain	split-log bridges, closed and capped stone culverts, V-shaped stone-lined side drains, water bars, stone steps, retaining walls, walled causeway, gravel tread	
Beehive Trail	BH	7 (7 & 8)	1874/1916	0.7 miles	South end of Bowl Trail over Beehive to north end of Bowl Trail	Views along trail of Atlantic coast, Sand Beach, Frenchman Bay, and Otter Cliffs	iron rungs and railings, iron bridge, log bridge, slab steps	

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
Bernard Mountain Trail	SWH	111	1871	2.0 miles	Mill Field over Bernard Peak to Great Notch Trail	Views from trail of western Mount Desert Island and Blue Hill Bay	stepping stones, bogwalk, stone steps, wood bridges, rock water bars, dips, side ditching, open culvert, retaining wall	
Bowl Trail	BH	6	1874	0.7 miles	Park Loop Road to the Bowl, Beehive Trail, and Champlain South Ridge Trail		water bars, stepping stones, stone steps, log cribs	
Bubble & Jordan Ponds Path	SH	20 (20 & 373)	1874	1.5 miles	Southeast shore of Jordan Pond along south side of Pemetic across valley south of Bubble Pond to carriage road north of Canon Brook Trail	Pondside view from western end	stone staircases, retaining walls, stepping stones, split log bridges, open culverts, water bars, steps, gravel tread	
Bubbles Divide Trail	SH	43	1896	0.6 miles	Bubble Rock parking area to Jordan Pond Path	Views west toward Sargent Mountain from descent to Jordan Pond	stone water bars, log cribbing, stone steps, old roadbed	

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Bubbles Trail	SH	41 (41 & 43)	1871	2.1 miles	Jordan Pond Path on north shore of Jordan Pond over South Bubble summit to Bubbles Divide then over North Bubble summit and Conners Nubble to Eagle Lake Trail on west shore of Eagle Lake	Panoramic views of Jordan Pond, Cadillac, and Pemetic Mountains from ledges and summit of South Bubble; views of Eagle Lake and Cadillac Mountain from Conners Nubble; Cole Bubbles Viewpoint (1844)	log cribbing, iron rungs, stone steps, retaining walls, stone paving	
Cadillac Cliffs Trail	BH	5	1906	0.3 miles	Loop off Gorham Mountain Trail along base of cliffs		stone steps, wooden bridge, iron rungs, patio, stone paving	
Cadillac North Ridge Trail	BH	34	1855/1903	2.1 miles	Kebo Brook Trail across Park Loop Road and up north ridge to Cadillac summit	Views along trail and from summit of Bar Harbor, Eagle Lake, Egg Rock, and Dorr Mountain	rough stone steps, cut stone steps, stone paving	
Cadillac South Ridge Trail	BH/SH	26	1874	3.2 miles	Blackwoods Campground to Cadillac summit	Views from open ledges and summit	bogwalk, stone steps	
Cadillac Summit Loop Trail	BH	33	1933	0.4 miles	Loop around Cadillac summit	Panoramic views of park and island from entire trail and overlooks; Hudson Cadillac Viewpoint (1880)	cut stone staircases, coping wall, exposed aggregate concrete tread	

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
Cadillac West Face Trail	SH	32	1919	0.8 miles	North end of Bubble Pond to Cadillac Mountain South Ridge Trail	Views from open ledges		
Cadillac-Dorr Connector	BH	44 (22)	1871	0.2 miles	Gorge Path to Dorr summit	Views of Cadillac Mountain	remains of a flight of stone steps	
Canada Cliffs Trail	SWH	107	1911	1.5 miles	Valley Trail to fork, north fork to Beech Cliffs and Beech Cliff Loop Trail, south fork along base of Canada Cliffs to Echo Lake Beach parking area	Views of Echo Lake from Canada Cliffs, views south to islands and Bass Harbor	bogwalk, stone steps, bench cuts	
Canon Brook Trail	BH/SH	19	1900	2.5 miles	Route 3 south of Tarn along Canon Brook to Bubble & Jordan Ponds Path	Views from open ledges	stepping stones, stone paving, stairs, bog and planked bridges, wood culverts, gravel tread, iron rungs	
Champlain North Ridge Trail	BH	10	1867	1.0 miles	Park Loop Road up north slope to Champlain summit	Views of Frenchman Bay, Schoodic Peninsula, and Atlantic Ocean	stone staircase, log checks	
Champlain South Ridge Trail	BH	9 (10)	1867	1.4 miles	South end of the Bowl to Champlain summit	Views of Atlantic Ocean and the Bowl; Richards Champlain Viewpoint (1870)	stone staircase	
Cold Brook Trail	SWH	117	1893	0.4 miles	Long Pond parking area to Gilley Field parking area		wood bridge, gravel tread, former roadbed	

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
Day Mountain Trail	SH	37	1896	1.3 miles	Route 3 over Day summit to carriage road bridge; southern section is outside park	Views of island from granite ledges; views of Hunters Beach and Seal Harbor from ledges 0.6 miles from trailhead	stepping stones, staircase, bogwalk	
Deer Brook Trail	SH	51	1896	0.8 miles	Jordan Pond Path at north end of Jordan Pond up Deer Brook to Penobscot Mountain Trail in notch between Penobscot and Sargent		slab and set-behind stone steps, slab and stepping stone crossings	
Dorr North Ridge Trail	BH	21	1896	1.0 miles	Intersection of Hemlock Trail and south end of Kebo Mountain Trail to Dorr summit	Views from ledges	stone steps	
Dorr South Ridge Trail	BH	22 (21)	1896	1.3 miles	Canon Brook Trail to Dorr summit	Views from ledges of Champlain, Cadillac, and the Atlantic Ocean	stone steps	
Eagle Lake Trail	BH	42	1896	1.6 miles	Carriage road intersection at southeast shore of Eagle Lake, west along shore to northern side of Conners Nubble and carriage road on west side of lake	Lakeside views; Haseltine Eagle Lake Viewpoint (1859)	retaining wall, stepping stones, stone paved causeway, bogwalk, formerly graveled wood bridge	
Eagles Crag Trail	BH	27	1905	0.3 miles	Loop off Cadillac South Ridge Trail around Eagles Crag	Views south and east		

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
Echo Lake Ledges Trail	SWH	126	1941	0.2 miles	Acadia Mountain parking area to Echo Lake Ledges	Lake views from trail end	wood bridge, retaining wall, stone steps, staircases, water bars, culverts, gravel tread	
Emery Path	BH	15	1916	0.6 miles	Sieur de Monts Spring to upper end of Kurt Diederich's Climb, lower end of Schiff Path	Views from summit and Dorr Mountain face of Sieur de Monts Spring area, Great Meadow, Bar Harbor, Champlain Mountain, and Atlantic Ocean	stone staircases, rock paving, closed and open culverts, retaining walls, stone benches, graveled section	Sieur de Monts Spring Rock Monument (1909); Sweet Waters of Acadia Rock Monument (ca. 1916)
Flying Mountain Trail	SWH	105	1871	0.9 miles	Flying Mountain parking area over Flying Mountain to Valley Cove Trail at south end of Somes Sound	Panoramic views from summit of Somes Sound, Northeast and Southwest harbors, islands, and Cadillac and Norumbega mountains	stone steps	
Giant Slide Trail	NEH	63	1871	2.2 miles	Route 198 up Sargent Brook over Giant Slide to Maple Spring Trail	Views of gorge and cascades	stone steps, stone paving, stepping stones, stone culverts, retaining wall, bogwalk	

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
Gilley Trail	SWH	125	1871	0.7 miles	Gilley Field parking area to Great Notch and Sluiceway trails		wood bridges, drainage ditches, old roadbed	
Goat Trail	NEH	61 (60)	1903	0.5 miles	Norumbega Mountain parking area to Norumbega summit	Views from ledges before summit	slab-laid staircase, pinned logs	
Golf Course Trail	NEH	81 (530)	1914	0.6 miles	Northeast Harbor Golf Club up southwest side of Norumbega to Norumbega Mountain Trail	Views from ledges		
Gorge Path	BH	28 (28 & 320)	1871	2.1 miles	Kebo Brook Trail along west side Kebo Brook to Park Loop Road, south up gorge between Cadillac and Dorr to Cadillac summit	Panoramic views from summit; scenic waterfalls, cascades, pools along trail; Gifford Cadillac Viewpoint (1864)	stone pavement, stone stairs, stone stream crossings, stone wall, bogwalk, some old roadbed	Lilian Endicott Francklyn Memorial Plaque (ca. 1929)
Gorham Mountain Trail	BH	4	1906	1.5 miles	Monument Cove parking area over Gorham to Bowl Trail	Views from summit of Atlantic Ocean and Sand Beach	CCC stone stairs, steps, and coping wall	Waldron Bates Memorial Plaque (1910)
Grandgent Trail	NEH	66 (61 & 66)	1928/1932	1.0 miles	Parkman Mountain Trail over Gilmore Peak to Sargent summit	Views from summit	bogwalk, four stone steps	

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
Great Head Trail	BH	2	1867	1.7 miles	Loop from east end of Sand Beach around tip of Great Head peninsula; trailhead at Great Head parking area follows former driveway to Satterlee estate	Views from southern sections of loop east across Frenchman Bay to Egg Rock and Schoodic Peninsula and south to Atlantic Ocean and Old Soaker; Cole Great Head Viewpoint (1844); Bricher Sand Beach Viewpoint (1871)	Cut granite stairs with split rail fence, bogwalk, rock waterbars, retaining wall, bench cut, former driveway	
Great Notch Trail	SWH	122 (120 & 122)	1871	2.0 miles	Gilley Trail through notch between Mansell and Bernard mountains and down to Long Pond Fire Road just past Pine Hill parking area		bogwalks, stepping stones, water bars, former roadbed sections	
Hadlock Brook Trail	NEH	57	1871	1.6 miles	Route 198 opposite Norumbega Mountain parking area along Hadlock Brook to Sargent Mountain South Ridge Trail	Framed view of waterfall through Waterfall Bridge	stone steps, stepping stones	
Hadlock Ponds Trail	NEH	54 (501 & 502)	1881	1.5 miles	Hadlock Brook Trail along east shore of Upper Hadlock Pond, across Route 198, along west shore of Lower Hadlock Pond to south end of Norumbega Mountain Trail	Pondside views from trail	bogwalk, wood bridge, stepping stones	

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
Hemlock Path	BH	89 (324 & 377)	1916	0.8 miles	Park Loop Road to Sieur de Monts parking area		concrete spillway in road, steel corrugated pipe culverts, gravel tread, old roadbed	
Hemlock Trail	BH	23	1895	0.5 miles	Hemlock Path/Stratheden Path through valley between Kebo and Dorr to Gorge Path			
Homans Path	BH	68 (349)	1915	0.3 miles	Sieur de Monts Spring up Dorr then south along ledge to Emery Path	Views from trail of Great Meadow and Frenchman Bay	stone steps, coping stones, retaining walls, capstone culverts, ironwork, constructed thresholds between boulders	
Hunters Beach Trail	SH	67	1893	0.3 miles	Sea Cliff Drive to Hunters Beach Cove; north end is on private land	Ocean views from cove	wood bridge, bogwalk, roadbed	
Hunters Brook Trail	SH	35 (35 & 450)	1915	2.5 miles	Park Loop Road along Hunters Brook, up Triad, then down to carriage road near Wildwood Stables	Views from Triad summit	wood bridges, stepping stone stream crossings, stone steps, retaining walls	

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
Jesup Path	BH	14	1895	1.0 miles	Park Loop Road along west side of Great Meadow through Sieur de Monts Spring area to north end of Tarn	Framed view of Tarn at north end; Cole Great Meadow Viewpoint (1845)	plank bridges, raised causeway, gravel tread, pipe culverts, wood boardwalk	Morris K. and Maria DeWitt Jesup Memorial Plaque (1918)
Jordan Cliffs Trail	SH	48	1896	1.4 miles	Spring Trail along Jordan Cliffs to Deer Brook and Sargent East Cliffs trails	Views of Jordan Pond from cliffs	iron rungs, log bridge, stone steps, culverts, walls, log walkways	
Jordan Pond Carry	SH	38 (38 & 40)	1885	1.1 miles	Northeast shore of Jordan Pond to south shore of Eagle Lake	Water views at each end of trail	retaining wall, water bars, stone paving, stepping stones, open stone culvert, plank bridges, bogwalk	
Jordan Pond Nature Trail	SH	45	1903	0.3 miles	Loop from Jordan Pond House to Jordan Pond Path	Pondside views	water bars, coping stones, stone wall, some gravel tread	

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
Jordan Pond Path	SH	39	ca. 1890–1896	3.2 miles	Loop along Jordan Pond shore from Jordan Pond House	Pondside views; views of surrounding mountains, including the Bubbles from south end and view south from north end	bogwalk, wood bridges, stone retaining wall, open and closed culverts, walled causeway, steps, stone paving, large stepping stones, wood walled-crib steps, multi-tiered walls, gravel tread	Sarah Eliza Sigourney Cushing Plaque and Bench (ca. 1915); Joseph Allen Memorial Plaque (1945)
Jordan Stream Path	SH	65	1901	2.2 miles	Jordan Pond House along Jordan Stream outside park to base of Little Long Pond		retaining walls, bridges, steps, culverts, bogwalk	
Kane Path	BH	17	1915	0.8 miles	North end of Tarn along west side to Canon Brook Trail	Views across Tarn to Huguenot Head	stone paving, stepping stones, steps, capped stone culverts, stone bench, bogwalk, gravel tread, wood culverts	John Innes Kane Memorial Plaque (1913); Kane Path Marker (ca. 1913)

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
Kebo Brook Trail	BH	84 (364)	1900	1.1 miles	Kebo Street west across Kebo Brook to Paradise Hill Road		stepping stones, water bars, causeway, coping wall, retaining wall, rock steps, stone paving, gravel tread	
Kebo Mountain Trail	BH	8 (21)	1871	0.8 miles	Park Loop Road over Kebo Mountain	Views from ledges	stone steps	
Kurt Diederich's Climb	BH	16	1915	0.4 miles	North end of Tarn up east face of Dorr to Emery and Schiff paths	Views east of Huguenot Head, Champlain Mountain, Frenchman Bay	stone staircases, stone paving, closed and open culverts, retaining walls	Kurt Diederich's Climb Marker (ca. 1913)
Ladder Trail	BH	64	1871	0.4 miles	Route 3 at south end of Tarn up east side of Dorr to Schiff Path	Views east of valley between Dorr and Champlain	iron ladders, open culverts, cut stone stairs	
Ledge Trail	SWH	103	1915	0.5 miles	St. Sauveur parking area over ledges to St. Sauveur Mountain Trail	Views to west	wood bridge, stepping stones, water bars	
Little Harbor Brook Trail	NEH	55	1901	1.6 miles	Route 3 along Little Harbor Brook to Asticou & Jordan Pond Path (primarily outside park)	Streamside views	plank bridges outside park	

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
Long Pond Trail	SWH	118	1936	2.9 miles	Long Pond parking area along west shore Long Pond then west and south across Great Brook to Great Notch Trail	Views from first 1.5 miles across pond to Beech Mountain	retaining wall, culverts, wood bridges, bogwalk, stepping stones, stone causeway, gravel tread	
Lower Hadlock Trail	NEH	75 (502)	1881	0.7 miles	Hadlock Ponds Trail along east shore of Lower Hadlock Pond to Hadlock Pond Road, with spur to Route 198	Pondside views	arched wood bridge, log cribwork	
Lower Norumbega Trail	NEH	69	1941	0.9 miles	Goat Trail to Hadlock Ponds Trail		corduroy bridge, bogwalk, steps	
Man O'War Brook Trail	SWH	130 (627)	1874	0.9 miles	Route 102 eastward along Man O'War Brook		former fire road, dips, drain ditches, culverts	
Mansell Mountain Trail	SWH	115	1893	0.9 miles	Gilley Field parking area to Mansell summit	Views south from overlook of Southwest Harbor and Cranberry Islands; views east and south from ledges of Southwest Harbor, Beech Mountain, Long Pond, and Northeast Harbor	water dips	

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
Maple Spring Trail	NEH	58	1871	1.5 miles	Hadlock Brook Trail to Sargent South Ridge Trail	Views of gorge, cascades from the Maple Spring, carriage road bridge	stepping stones, rubble retaining walls, open culvert, old steps, patio stone paving, bogwalks	
Murphy's Lane	BH	82 (330)	1893	0.3 miles	Park Loop Road south of Precipice Trail parking area to Schooner Head Path and Schooner Head Road		bogwalk, old roadbed	
Norumbega Mountain Trail	NEH	60	1881	1.2 miles	South end of Lower Hadlock Pond to Norumbega summit	Views from open ledges	small stone steps	
Ocean Path	BH	3	1874	2.2 miles	Sand Beach parking area to Otter Point	Views of Atlantic Ocean from Thunder Hole, Monument Cove, Otter Cliffs; Haseltine Thunder Hole Viewpoint (1859); Church Monument Cove Viewpoint (1863)	steps, closed stone culverts, pipe culverts, water bars, gravel tread	
Orange and Black Path	BH	12 (12 & 348)	1913	0.7 miles	Schooner Head Path westward to Park Loop Road to Champlain east face at fork, west to Champlain North Ridge Trail or south to Precipice Trail	Views of Frenchman Bay	stone patio, stone paving, steps, staircases, rungs	
Otter Cove Trail	BH	88 (346)	1906	0.5 miles	Gorham Mountain Trail across Otter Cove to Quarry Trail	Views from Otter Cove causeway; Church Otter Cove Viewpoint (1850)	Stone steps, gravel tread, culverts	

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Parkman Mountain Trail	NEH	59	1917	1.9 miles	Hadlock Brook Trail over Parkman summit to junction of Giant Slide and Sargent Northwest trails	Views of surrounding forests and summits	one iron rung	
Pemetic East Cliff Trail	SH	85 (31)	1917	0.3 miles	Bubble & Jordan Ponds Path up southeast Pemetic ridge to Pemetic South Ridge Trail		stone steps	
Pemetic North Ridge Trail	SH	31	1871	1.3 miles	Bubble Pond parking area to Pemetic summit	Views from ascent of Eagle Lake; panoramic views from summit	stone steps	
Pemetic Northwest Trail	SH	36	1874	0.5 miles	Bubble Rock parking area to Pemetic North Ridge Trail	Views of Bubbles ravine	wood bridge, stone paving, steps, retaining walls, log hand rails, wood ladders, log steps	
Pemetic South Ridge Trail	SH	30 (30 & 31)	1874	1.1 miles	Bubble & Jordan Ponds Path to Pemetic summit	Views from open ledges and summit of southern coast of island, Jordan Pond, Pemetic North Ridge Trail, Eagle Lake, Bubble Pond	slab-laid steps	
Penobscot East Trail	SH	50	1896	0.3 miles	Jordan Cliffs Trail to Penobscot Mountain Trail	Views from ledges and summit of Sargent Pond		

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
Penobscot Mountain Trail	SH	73 (47, 50 & 409)	1871	2.2 miles	Asticou & Jordan Pond Path up southeast side of Penobscot to summit and down north ridge to Sargent South Ridge Trail	Views from ledges and summit of Jordan Pond, Atlantic Ocean, and surrounding summits	slab-laid steps, bogwalk, wall	
Perpendicular Trail	SWH	119	1934	0.9 miles	Long Pond Trail up east side to Mansell summit	Views southeast from upper portion over Long Pond	granite steps, closed culverts, stone steps, iron ladder, rungs	
Precipice Trail	BH	11	1915	0.8 miles	Precipice Trail parking area up east face to Champlain summit	Views from trail and summit of Atlantic Ocean	iron rungs and railings, wood bridge, staircases, steps	
Pretty Marsh Picnic Area	SWH	128	1938	0.2 miles	Trails between parking area, shelters, and shore	Views west to Pretty Marsh Harbor	stone staircases, originally gravel tread	
Quarry Trail	BH	79 (437, 440, and 441)	ca. 1896	0.8 miles	Blackwoods Campground to Grover Avenue, Otter Creek	Quarry sites	walls, culverts, old roadbed	
Razorback Trail	SWH	112	1915	1.0 miles	Gilley Trail up west side of Mansell to Great Notch and Mansell Mountain trails	Views south from ledges over Southwest Harbor and outlying islands	stone staircase	
Sargent East Cliffs Trail	SH	40 (48)	1928	0.6 miles	North end of Jordan Cliffs Trail to Sargent summit	Views from ledges along most of trail	retaining wall, stone steps	
Sargent Northwest Trail	NEH	53	1903	1.0 miles	Giant Slide Trail to Sargent summit	Expansive views from 0.4 miles to summit	stone steps	

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Sargent South Ridge Trail	NEH	52	1871	2.8 miles	West end of Asticou & Jordan Pond Path to Sargent summit	Views from summit	stone steps	
Schiff Path	BH	18 (15)	1926	1.1 miles	Upper end of Kurt Diederich's Climb to east face of Dorr summit	Views to east of Champlain and Atlantic Ocean from most of trail	stone steps, retaining walls, stone pavement, capstone culverts, ironwork, gravel sections	
Schooner Head Path	BH	76 (362)	1901	2.7 miles	Old Farm Road south along Schooner Head Road to Schooner Head Overlook parking area	Views from overlook of Frenchman Bay, views of Champlain Mountain east cliffs, open meadows	culverts, retaining wall, bridges, gravel surface for entire length	
Seaside and Jordan Pond Path	SH	77 (401)	1893	0.7 miles	Carriage road south of Jordan Pond House to Route 3 outside park in Seal Harbor		stone culverts, clay pipe culvert, gravel tread	Edward Lathrop Rand (1929)
Sluiceway Trail	SWH	110	1911	0.8 miles	Mill Field Road up Western Mountain to Bernard Mountain Trail		rubble retaining walls, slab-laid steps	

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
Spring Trail	SH	47	1917	0.6 miles	Jordan Pond House to Penobscot Mountain Trail	Stone bench overlooks Jordan Pond and Jordan Pond House, Pemetic Mountain	wood bridge, cut stone steps, rock water bars, iron rungs, wooden railings, slab-laid steps, stone bench, gravel sections	
St. Sauveur Mountain Trail	SWH	102	1874	1.5 miles	Acadia Mountain Trail to St. Sauveur summit and southeast to Valley Peak Trail	Views of Somes Sound from Eagle Cliff, east of summit	stone steps	
Stratheden Path	BH	24	1895	0.7 miles	Park Loop Road near Kebo Valley Golf Course along lower east edge of Kebo to Hemlock Trail and Hemlock Path		rubble retaining walls, plank bridges, coping wall, gravel, causeway, some quarry roadbed	Stratheden Path Marker #1 (ca. 1916); Stratheden Path Marker #2 (ca. 1916)
Triad Pass	SH	29	1893	0.1 miles	Bubble & Jordan Ponds Path to Hunters Brook Trail		corduroy bridge, bogwalk	
Triad Trail	SH	86 (31 & 450)	1915	1.0 miles	Bubble & Jordan Ponds Path over Triad to carriage road/Day Mountain Trail	Views from Triad		Van Santvoord Trail Plaque (1916)

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
Valley Cove Trail	SWH	121 (105)	1937	1.5 miles	Flying Mountain parking area along Valley Cove Truck Road then west shore of Somes Sound/Valley Cove to Acadia Mountain Trail	Views along entire trail across Somes Sound to Northeast Harbor and Norumbega Mountain	stone staircases, steps, bogwalk, stone culverts, log water bars, coping walls, retaining walls, pinned rock walkway	
Valley Peak Trail	SWH	104	1871	1.6 miles	South end of Valley Cove Trail, up southeast side St. Sauveur over Valley Peak, down northeast side to Acadia Mountain Trail and north end of Valley Cove Trail	Views from ledges and Valley Peak of Somes Sound and Valley Cove; viewpoint at Valley Peak south to Southwest Harbor and Greening Island	bogwalk, planked bridge, stone culverts, log water bars, stairs	
Valley Trail	SWH	116	1934	1.7 miles	Beech Mountain parking area south through valley between Beech Mountain and Canada Cliffs, then west along base of Beech Mountain to Long Pond parking area		culverts, water bars, stepped switchbacks, stepping stones, coping, retaining walls, former roadbed, gravel tread	
Water Pipe Trail	NEH	93 (510)	1896	0.4 miles	Northeast Harbor Golf Club to Hadlock Ponds Trail at south end of Lower Hadlock Pond		bogwalk	

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Trail Name	VIA/VIS District	Trail # (CLR #)	Date	Length	Route	Vistas/Viewpoints	Engineering Features	Historic Markers/Memorial Plaques
West Ledge Trail	SWH	123	1937	0.9 miles	Seal Cove Pond Road to Bernard Mountain Trail	Views along ridgeline and ledges west to Seal Cove Pond and Atlantic Ocean	small stone staircases	
Wild Gardens Path	BH	71 (18)	1913	0.3 miles	Sieur de Monts Spring along east side of stream to Tarn		cut granite steps, stone culvert, stairs, wood bridge, formerly graveled	

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DISTRICT DATA SHEET

Resource Name	Date	VIA/VIS District	Photo No. (Figure No. if applicable)
SITES = 12			
Bricher Sand Beach Viewpoint	1871	BH	Fig. 9
Church Monument Cove Viewpoint	1863	BH	Fig. 12
Church Otter Cove Viewpoint	1850	BH	Fig. 7
Cole Beech Mountain Viewpoint	1844	SWH	43; Fig. 4
Cole Bubbles Viewpoint	1844	SH	Fig. 3
Cole Great Head Viewpoint	1844	BH	Fig. 2
Cole Great Meadow Viewpoint	1845	BH	Fig. 5
Gifford Cadillac Viewpoint	1864	BH	Fig. 14
Haseltine Eagle Lake Viewpoint	1859	BH	Fig. 10
Haseltine Thunder Hole Viewpoint	1859	BH	Fig. 11
Hudson Cadillac Viewpoint	1880	BH	7; Fig. 16
Richards Champlain Viewpoint	1870	BH	Fig. 13
STRUCTURES = 109			
A. Murray Young Path	1924	BH	
Acadia Mountain Trail	1871	SWH	
Amphitheatre Trail	1911	SH	
Asticou & Jordan Pond Path	1881	NEH	18-19
Asticou Ridge Trail	1885	NEH/SH	
Bald Peak Trail	1932	NEH	
Bar Island Trail	1867	BH	
Bass Harbor Head Light	1900	SWH	
Beachcroft Path	1890	BH	14, 16, 26, 36, 38-39
Beech Cliff Loop Trail	1871	SWH	21, 42
Beech Cliffs Trail	1941	SWH	10, 30
Beech Mountain Trail	1871	SWH	6, 8, 43
Beech South Ridge Trail	1896	SWH	
Beech West Ridge Trail	1915	SWH	
Beehive Trail	1874/1916	BH	
Bernard Mountain Trail	1871	SWH	
Bowl Trail	1874	BH	
Bubble & Jordan Ponds Path	1874	SH	1, 20, 22
Bubbles Divide Trail	1896	SH	
Bubbles Trail	1871	SH	
Cadillac Cliffs Trail	1906	BH	40

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Resource Name	Date	VIA/VIS District	Photo No. (Figure No. if applicable)
Cadillac-Dorr Connector	1871	BH	
Cadillac North Ridge Trail	1855/1903	BH	
Cadillac South Ridge Trail	1874	BH/SH	
Cadillac Summit Loop Trail	1933	BH	7
Cadillac West Face Trail	1919	SH	
Canada Cliffs Trail	1911	SWH	
Canon Brook Trail	1900	BH/SH	
Champlain North Ridge Trail	1867	BH	
Champlain South Ridge Trail	1867	BH	
Cold Brook Trail	1893	SWH	
Day Mountain Trail	1896	SH	
Deer Brook Trail	1896	SH	
Dorr North Ridge Trail	1896	BH	
Dorr South Ridge Trail	1896	BH	
Eagle Lake Trail	1896	BH	
Eagles Crag Trail	1905	BH	
Echo Lake Ledges Trail	1941	SWH	
Emery Path	1916	BH	27
Flying Mountain Trail	1871	SWH	
Giant Slide Trail	1871	NEH	
Gilley Trail	1871	SWH	
Goat Trail	1903	NEH	25
Golf Course Trail	1914	NEH	
Gorge Path	1871	BH	
Gorham Mountain Trail	1906	BH	15, 29, 35
Grandgent Trail	1928/1932	NEH	
Great Head Trail	1867	BH	
Great Notch Trail	1871	SWH	
Hadlock Brook Trail	1871	NEH	
Hadlock Ponds Trail	1881	NEH	
Hemlock Path	1916	BH	
Hemlock Trail	1895	BH	
Homans Path	1915	BH	
Hunters Beach Trail	1893	SH	
Hunters Brook Trail	1915	SH	
Jesup Path	1895	BH	

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Resource Name	Date	VIA/VIS District	Photo No. (Figure No. if applicable)
Jordan Cliffs Trail	1896	SH	
Jordan Pond Carry	1885	SH	
Jordan Pond Nature Trail	1903	SH	
Jordan Pond Path	ca. 1890–1898	SH	13, 17
Jordan Stream Path	1901	SH	
Kane Path	1915	BH	4
Kebo Brook Trail	1900	BH	
Kebo Mountain Trail	1871	BH	
Kurt Diederich's Climb	1915	BH	
Ladder Trail	1871	BH	23
Ledge Trail	1915	SWH	
Little Harbor Brook Trail	1901	NEH	
Long Pond Trail	1936	SWH	5, 11
Lower Hadlock Trail	1881	NEH	
Lower Norumbega Trail	1941	NEH	2
Man O'War Brook Trail	1874	SWH	
Mansell Mountain Trail	1893	SWH	
Maple Spring Trail	1871	NEH	32, 41
Murphy's Lane	1893	BH	
Norumbega Mountain Trail	1881	NEH	
Ocean Path	1874	BH	3
Orange and Black Path	1913	BH	
Otter Cove Trail	1906	BH	
Parkman Mountain Trail	1917	NEH	
Pemetic East Cliff Trail	1917	SH	
Pemetic North Ridge Trail	1871	SH	
Pemetic Northwest Trail	1874	SH	
Pemetic South Ridge Trail	1874	SH	
Penobscot East Trail	1896	SH	
Penobscot Mountain Trail	1871	SH	
Perpendicular Trail	1934	SWH	24, 28, 31
Precipice Trail	1915	BH	
Pretty Marsh Picnic Area	1938	SWH	
Razorback Trail	1915	SWH	
Sargent East Cliffs Trail	1928	SH	
Sargent Northwest Trail	1903	NEH	

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Resource Name	Date	VIA/VIS District	Photo No. (Figure No. if applicable)
Sargent South Ridge Trail	1871	NEH	
Schiff Path	1926	BH	
Schooner Head Path	1901	BH	
Seaside and Jordan Pond Path	1893	SH	12, 37
Sluiceway Trail	1911	SWH	
Spring Trail	1917	SH	
St. Sauveur Mountain Trail	1874	SWH	
Stratheden Path	1895	BH	
Triad Pass	1893	SH	
Triad Trail	1915	SH	
Valley Cove Trail	1937	SWH	9, 44-46
Valley Peak Trail	1871	SWH	
Valley Trail	1934	SWH	
Water Pipe Trail	1896	NEH	
West Ledge Trail	1937	SWH	
Wild Gardens Path	1913	BH	
OBJECTS = 18			
Acadia Mountain Memorial Plaque	Ca. 1915	SWH	
Andrew Murray Young Memorial Plaque	Ca. 1924	BH	
Beachcroft Path Marker	Ca. 1915	BH	
Charles William Eliot	Ca. 1926	NEH	
Edward Lothrop Rand Plaque	Ca. 1924	SH	
John Innes Kane Memorial Plaque	1913	BH	
Joseph Allen Memorial Plaque	1945	SH	
Kane Path Marker	Ca. 1913	BH	
Kurt Diederich's Climb Marker	Ca. 1913	BH	
Lilian Endicott Francklyn Memorial Plaque	Ca. 1929	BH	
Morris K. and Maria DeWitt Jesup Memorial Plaque	1918	BH	34
Sarah Eliza Sigourney Cushing Plaque and Bench	Ca. 1915	SH	
Sieur de Monts Spring Rock Monument	1909	BH	
Stratheden Path Marker #1	Ca. 1916	BH	
Stratheden Path Marker #2	Ca. 1916	BH	33
Sweet Waters of Acadia Rock Monument	Ca. 1916	BH	
Van Santvoord Trail Plaque	1916	SH	
Waldron Bates Memorial Plaque	1910	BH	35
TOTAL CONTRIBUTING RESOURCES = 139			

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

- ART
- ENTERTAINMENT/RECREATION
- SOCIAL HISTORY
- COMMUNITY DEVELOPMENT
- CONSERVATION
- LANDSCAPE ARCHITECTURE

Period of Significance

1844–1942

Significant Dates

- 1844: Thomas Cole visit to Mount Desert Island
- 1866: Publication of first descriptions identifying framework of current trail system
- 1890: Formation of Bar Harbor VIA Roads and Paths Committee
- 1933: Establishment of CCC camps at Acadia National Park
- 1937: Last documented VIA/VIS trail work (extension of Hunters Brook Trail)
- 1942: Closure of CCC camps

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

- Bates, Waldron
- Breeze, Benjamin
- Brunnow, Rudolph Ernest
- Dorr, George Bucknam
- Jaques, Herbert
- Liscomb, Andrew Emery
- McIntire, Thomas
- Patterson, Robert W.

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Mount Desert Island Hiking Trail System (trail system) is a nationally significant recreational resource that has important associations with the history of Mount Desert Island and the establishment of Acadia National Park. The trail system meets the registration requirements of Associated Property Type I.A. Hiking Trails of the amended Multiple Property Documentation Form (MPDF) for the Historic Resources of Acadia National Park, which was accepted by the Keeper of the National Register on June 26, 2017. The trail system's significance under Criterion A in the area of Art derives from its associations with prominent Hudson River School landscape artists who came to experience the island's dramatic coastal scenery beginning in the late 1830s and early 1840s and introduced the area to a wider audience through their writings and artwork.⁸ These "artist-explorers" adapted Native American foot paths, cart paths, and settlement roads for recreational hiking and created a network of trails to reach prominent vistas and viewpoints that served as inspiration for their writings and paintings. Many of the routes they used were not publicized or documented, but the viewpoints represented in their paintings and drawings can still be found in the system of trails that subsequently developed. The artists, authors, and tourists known as "Rusticators" who followed the earliest painters adapted existing routes and blazed new ones to visit the scenic locations, creating in the process a cohesive system of hiking trails. The framework of the current trail system started to take shape after 1866, when descriptions of popular hiking routes that correspond to trails in the system first appeared in print. The trails developed and documented by the Rusticators between 1866 and 1890 are significant under Criterion A in the areas of Social History and Entertainment/Recreation for their association with the island's emergence as a major tourist destination in the northeastern United States during the late nineteenth and early twentieth centuries. The trails constructed or improved from 1890 to 1937 and the memorial plaques associated with some of them are primarily significant under Criteria A and C in the areas of Community Planning and Development, Conservation, and Landscape Architecture for their association with the beautification and land conservation efforts initiated by the Village Improvement Associations and Village Improvement Societies (VIA/VIS). Employing Picturesque-style landscape design principles, the VIA/VIS of the island's towns expanded the trail system as a means to improve the recreational hiking experience for the island's growing population of full-time and summer residents. The trails constructed or improved by the National Park Service (NPS) with labor supplied by the Civilian Conservation Corps (CCC) between 1933 and 1942 are significant under Criteria A and C in the areas of Entertainment/Recreation, Conservation, and Landscape Architecture for their associations with the development of Acadia National Park—the first national park in the Eastern part of the United States—and as examples of the Rustic style employed throughout the National Park System in the early twentieth century. Acadia's distinctive trail system, carriage road system (NR 1979), and motor road system together form a cohesive tripartite circulation system that provides access to the scenic beauty of Mount Desert Island.

The period of significance for the trail system begins in 1844, with the artist Thomas Cole's first documented impressions of the island's landscapes from viewpoints that influenced the trail system's development, and ends in 1942, when the CCC work at Acadia National Park concluded.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

⁸ Significance in the area of Art is specific to the trails and is not included in the MPDF.

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CRITERION A – ART

The Hudson River School artists such as Thomas Cole (1801–1848) and Frederic Church (1826–1900) who explored and painted Mount Desert Island beginning in 1844 were instrumental in identifying the iconic viewpoints that shaped the early evolution of the island’s trail system. Their sketches and paintings of the landscape firmly established Mount Desert Island in the country’s pantheon of significant natural landmarks, similar to the way other nationally known landscape painters helped to shape the development of natural areas in the West like Yosemite and Yellowstone. The disparate network of utilitarian trails and roads—some existing and others newly created—these artists used to reach the viewpoints were later developed at Acadia National Park into a well-defined circulation system of carefully constructed, interconnected trails that continue to provide access to the natural landscape they interpreted. Although most of the early trailblazers did not document the exact routes they followed, the viewpoints that correspond to the scenes they depicted are significant components of the trail system.

Cole’s September 1844 visit to the island marked the beginning of a period of exploration in which artists hiked existing routes and created new ones to reach scenic vantage points. Paintings such as his 1845 *View across Frenchman’s Bay* (looking north likely from a point on Schooner Head outside the current park boundary) introduced many to the beauty of the Mount Desert Island coast, described by Cole as “the grandest coast scenery we have yet found” (quoted in Wilmerding 1994:38; Figure 1). In the mid-nineteenth century, Mount Desert Island’s scenery was known primarily to the local inhabitants, who were largely descendants of the original Wabanaki Indian populations or later European settlers. The subsistence-based economy was focused on the island’s several small villages and did not attract many outsiders to the area. At the peak of his career when he arrived in 1844, Cole stayed with year-round residents on the eastern coast of the island and looked for inspiration in the undeveloped wilderness that beckoned. He followed Wabanaki trails and blazed his own routes, exploring the rocky coast as well as the major inland hills. In addition to describing his travels in letters and journal entries, Cole produced numerous landscape sketches and studies. These included *Sand Beach Mountain, Mt. Desert Island*, looking west from the **Cole Great Head Viewpoint (1844, contributing site, Figure 2)** toward the Beehive; *From Mt. Desert looking South by east*, looking down possibly from the **Cole Bubbles Viewpoint (1844, contributing site, Figure 3)** on North or South Bubble on Jordan Pond framed by Cadillac, Pemetic, and Sargent; and *View from Mt. Desert looking inland Westerly*, possibly looking west across Long Pond toward Blue Hill from the **Cole Beech Mountain Viewpoint (1844, contributing site, Figure 4)** (Photo 43). Cole also painted views from his inland travels around the island, such as the route through the gorge between Dorr and Champlain mountains, which he described in a letter as “a romantic place near a mountain gorge, with a deserted house and a piece of meadow” (quoted in Belanger 1999:42). His ca. 1845 painting *House, Mt. Desert Island, Maine* likely depicted the view from the **Cole Great Meadow Viewpoint (1845, contributing site, Figure 5)**, now accessed by the 1895 Jesup Path (see **Criterion A – Social History**), near Sieur de Monts Spring and included the distinctive bald peak of Champlain Mountain (Belanger 1999:41, 50–52, 56–58; Wilmerding 1994:34–39).

Cole’s work attracted other artists to follow the same routes and experience the same views. Improvements in maritime and rail transportation in the 1850s brought a wave of summer visitors who came to see the places Cole had painted. They typically stayed in the homes of local families or small hotels in the island villages and were generally permitted to hike on private property to access the scenic landscape. Some hired guides to lead them to more remote destinations. The year-round residents referred to the summer visitors as “rusticators.” Using existing bridle, foot, and cart paths and forging their own routes, the Rusticators created a framework of well-worn trails that departed from village roads and wound through woods and

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along streams to mountain summits. Many of the existing routes had originated as Native American trails and canoe portages or as roads for early French and English explorers and settlers. Few of the routes developed prior to 1866, when guidebooks first documented existing trails on the island (see **Criterion A – Social History**), can be accurately identified on the current landscape, but the first Rusticators created the basis for the cohesive trail system that exists today. Defining characteristics of the system such as the general spatial arrangement, the types of routes and alignments, and an emphasis on pleasant engagement with the landscape through picturesque rambles and dramatic views originated with the early trails.

Cole's student Frederic Church first visited the island in 1850, likely attracted by several landscapes on view at the American Art-Union's 1849 annual exhibition in New York, and stayed at the same farm on Schooner Head. Church produced several paintings during this trip and published descriptions of the scenery in the Art-Union's November 1850 bulletin. His 1851 painting of Champlain Mountain seen from the edge of the rocky coast (likely north of the park in Bar Harbor), *Newport Mountain, Mount Desert Island* (Figure 6), with Schooner Head and Otter Cliffs in the distance showed the opposite perspective from Cole's viewpoint for *View Across Frenchman's Bay*.⁹ His *Otter Creek, Mount Desert*, exhibited in 1851 at the Pennsylvania Academy of the Fine Arts, depicted one of the most picturesque vistas on the island, looking north from the **Church Otter Cove Viewpoint (1850, Figure 7)** in the cove to the notch between Cadillac and Dorr mountains. Church followed Cole's route to Sand Beach and made similar sketches, but Church's ca. 1850 painting *Coast at Mt Desert Island (Sand Beach)* represented the view from the beach, which does not include the Beehive (Figure 8). The same view from the **Bricher Sand Beach Viewpoint (1870, contributing site, Figure 9)** is seen in *Cloudy Day, Great Head* by Alfred Thompson Bricher (1837–1908), a largely self-taught artist from Boston who came to Mount Desert Island in the 1870s to paint with Church and others (Wilmerding 1994:71, 83–85, 143).

During a visit to Maine in the summer of 1859, New York painter William Stanley Haseltine (1835–1900) produced various *plein-air* oil and pen-in-ink sketches that were displayed and sold in New York and Philadelphia, including several from Mount Desert Island. His drawing *North Bubble, Eagle Lake, Mt. Desert* shows the view from the **Haseltine Eagle Lake Viewpoint (1859, contributing site, Figure 10)** along the route later defined by the 1896 Eagle Lake Trail. Haseltine also created a series of concentrated pen-and-ink studies of the glacial cliffs and deposits along the stretch between Otter Cliff and Great Head that included *Thunder Hole, Mount Desert* from the **Haseltine Thunder Hole Viewpoint (1859, contributing site, Figure 11)**. At Thunder Hole, one of the island's most dramatic and popular attractions, the sea surges into a narrow cleft in the rocks and creates a thunderous boom. Church's 1863 painting *Storm at Mt. Desert (Coast Scene)*, looking west across the Otter Cliffs headland from the **Church Monument Cove Viewpoint (1863, contributing site, Figure 12)**, shows another view of the rugged island coast from the route of the 1874 Ocean Path (Wilmerding 1994:114, 118).

New York lawyer Charles Tracy recorded the hikes taken by him and a group of 26 other travelers, including Church, in the summer of 1855. Tracy's trail descriptions were generally vague, but the group visited many of the sites painted by Church and Cole, including the cliffs at Schooner Head and the precipice on Champlain Mountain, where Tracy described "the Ocean view as the finest" (quoted in Brown 2006:23). The view from the **Richards Champlain Viewpoint (1870, contributing site, Figure 13)** along the Champlain South Ridge Trail, first documented in 1867 (see **Criterion A – Social History**), is shown

⁹ In 1918, park superintendent George Dorr officially renamed many of the mountains on Mount Desert Island to highlight the era of European exploration; for example, Newport Mountain became Champlain Mountain, Green Mountain became Cadillac Mountain, and Dog Mountain became St. Sauveur Mountain. Dry Mountain was renamed Dorr Mountain after Dorr's death in 1944 in honor of his contributions to the park. This document refers to the mountains by the names in current use.

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in a watercolor painting, *Sunrise over Schoodic*, from the early 1870s by the New England artist William Trost Richards (1833–1905). Some routes they took, such as the “very hard scramble” up Sargent Mountain to the “very top rock [where] some one has sat up a boulder and pile of stones,” remained unmarked for decades but influenced the construction of later trails to the same destinations (quoted in Brown 2006:23; Wilmerding 1994:133–135)

Tracy’s group climbed up Cadillac Mountain on the US Coast Survey road that paralleled the **Cadillac North Ridge Trail (#34, 1855/1903, contributing structure)** “... through a broad woods, then up a hillside with green grass and scattered trees, then up the stoney side of the bare mountain ... Many a time did our long train halt, and many a time drag on again, curving prettily along up the mountain path when moving, and seated about on stones and mosses when resting” (quoted in Brown 2006:23). The views from Cadillac Mountain, described in 1883 by guidebook writer Moses Sweetser as “magnificent ... leagues on leagues of open sea, the gem-like outer islands, the long levels of Frenchman’s Bay, the great mountains from Interlaken Hill to Katahdin, and bits of Eagle Lake and Somes Sound,” were another popular subject for nineteenth-century landscape artists (quoted in Belanger 1999:103–106). One of the most important paintings by Sanford Robinson Gifford (1823–1880), *The Artist Sketching at Mount Desert, Maine* (1864–1865), showed the view of Otter Cove from a point just below the east side of the principal summit where Cadillac Mountain slopes down to the gorge between it and Dorr Mountain. The **Gifford Cadillac Viewpoint (1864, contributing site, Figure 14)** could have been accessed from the survey road and was later reached by the Gorge Path (1871; see **Criterion A – Social History**). The artist shown in Gifford’s painting could be his student Jervis McEntee (1828–1891), whose 1864 painting *On Mount Desert* presented another version of the sweeping views from Cadillac’s summit, possibly with an image of Gifford on the rocks (Figure 15). As artistic exploration of the region continued to expand in later decades of the nineteenth century, painters continued to gravitate to such sublime vantage points. John Bradley Hudson (1832–1903), a native of Portland, Maine, painted *View from Cadillac Mountain* in the 1880s from the **Hudson Cadillac Viewpoint (1880, contributing site, Figure 16)** near the route of the Gorge Path (Photo 7; Wilmerding 1994:131; Belanger 1999:101–103; Little and Little 2016:44–47).

The Mount Desert Island Hiking Trail System represents the impact of national cultural and artistic trends on the development of the landscape at Acadia National Park from the 1840s into the twentieth century. The tourism that resulted from portrayals of the landscape by prominent American artists also occurred in other parts of the country in the mid-nineteenth century. Artist-explorers like Cole, Church, and their successors played major roles in the creation of national wilderness parks in the western United States and enshrined other locations such as the Catskills, Niagara Falls, and the White Mountains as part of the national identity. As Cole wrote in his 1836 “Essay on American Scenery,” “the most distinctive, and perhaps the most impressive, characteristic of American scenery is its wildness” (Cole 1836). Beginning in the 1820s and 1830s, Cole’s landscapes had encouraged tourism throughout the Northeast, where hotels and resorts created recreational trail networks to provide their guests with access to the mountains and woods. Paintings by the Hudson River School artist Albert Bierstadt (1830–1902) were instrumental in the 1890 establishment of a national park in California’s Yosemite Valley, where a network of recreational trails began to develop in the 1850s, about ten years after Cole’s first visit to Mount Desert Island. Bierstadt’s contemporary Thomas Moran (1837–1926) contributed to the development of Yellowstone National Park in 1872 and the Grand Canyon, which was designated a forest reserve in 1893 and a national park in 1919. Moran visited both areas as part of scientific exploration teams and produced large paintings installed in the US Capitol. As at Acadia, the trail system at Yellowstone evolved from existing Native American routes and grew substantially from the late 1870s to the 1890s. Grand Canyon National Park’s trail system developed around the turn of the twentieth century with the emergence of business ventures

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such as guided mule tours of the canyon for tourists desiring to see the natural wonders painted by Moran (Brown 2004:2–5; Belanger 1999:131–137).

CRITERION A – SOCIAL HISTORY

The trails created and documented by urban American artists, writers, and intellectuals between 1866, when descriptions of popular walking routes that correspond to existing trails on the island were first published, and 1890, when the local VIA/VIS began coordinating improvements to the trail system, contributed to the transformation of Mount Desert Island from an isolated coastal community into an elite summer colony. The Rusticators adapted existing routes or blazed trails to form a network of pathways connecting the coastal villages to the island’s remote scenic locations, many of which the visitors had first seen in the well-publicized landscape views on display in exhibitions in Boston and New York (see **Criterion A – Art**). After the Civil War, increased prosperity led to greater numbers of Americans with the means and free time for leisure travel, and increasingly congested and industrialized cities led many to seek refuge in the relatively unspoiled landscape of Mount Desert Island. With the introduction of train travel to the area and the development of plentiful tourist accommodations at Bar Harbor, Northeast Harbor, Seal Harbor, and Southwest Harbor, thousands of Rusticators came to see the sites described in travel guides, which often included reproductions of landscape artwork or scenic photographs. Over 30 of the extant marked and maintained trails in the system were initially constructed during the 1870s and 1880s, the height of the island’s Rusticator period. Those that were reworked or improved during later periods continue to convey their origins in the early summer tourism period through their routes and alignments.

Beginning in the late 1860s, travel guidebooks documented popular walking trails to mountain summits and other scenic places on the island. Clara Barnes Martin (ca. 1838–1886), a writer from Portland, Maine, published a series of weekly columns in the *Portland [Maine] Transcript* in 1866 describing her visit that year to Mount Desert Island, including excursions from Bar Harbor, Somesville, and Southwest Harbor. The columns were republished in guidebook form in 1867 as the first edition of *Mount Desert on the Coast of Maine*. Recommended walking routes in the book ranged from the road up Cadillac Mountain to rough climbs through unmarked areas. The sites Martin described included many of the locales depicted by Cole, Church, and other artists—the Beech Cliffs, Cadillac Mountain, Sand Beach, the Beehive, Great Head, Schooner Head, and Champlain Mountain. She recommended following the shore between Schooner Head and Great Head, noting that the latter “has often been sketched and painted, but no description can do justice to its savage grandeur,” and continuing in the vicinity of the **Great Head Trail (#2, 1867, contributing structure)** to Sand Beach for a beautiful view of lower Champlain Mountain, “when the afternoon shadows bring out the cliffs and ravines” (Martin 1874:42–43). The guide described the route to the summit of Champlain in the vicinity of the **Champlain North Ridge Trail (#10, 1867, contributing structure)** to “watch the wonderful changing lights of sea and sky” from the right overlooking Schooner Head and the descent through the woods on the **Champlain South Ridge Trail (#9, 1867, contributing structure)** (Martin 1874:77). Martin also described a walk to Bar Island at low tide on the **Bar Island Trail (#1, 1867, contributing structure)**, noting “From the height of the Island the village of Bar Harbor shows to the best advantage” (Martin 1874:67).

Historian and magazine editor Benjamin Franklin DeCosta (1831–1904) published his series of Mount Desert Island travel essays in 1871 as *Rambles in Mount Desert*. DeCosta’s book documented his adventures across the island via “tramps and forced marches through tangled woods and dells” as well as marked trails (DeCosta 1871:73). He followed the route described by Martin up the north ridge of Champlain Mountain, which he found marked by “little cairns piled up at intervals” and a “pyramid of

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stones” at the top, down a section of the south ridge overlooking the Bowl and past Huguenot Head to the Otter Creek Road (now Route 3) (DeCosta 1871:88–90). On the opposite side of the road, DeCosta forged a path up the east side of Dorr Mountain through a “narrow wooded ravine... filled up with immense masses of fallen rocks” in the vicinity of the **Ladder Trail (#64, 1871, contributing structure)** and its abandoned upper section, then crossed the ravine between Dorr and Cadillac mountains just south of the **Cadillac-Dorr Connector (#44, 1871, contributing structure)** and the upper **Gorge Path (#28, 1871, contributing structure)**, where he and his fellow hikers were sometimes “forced to climb the trees and swing ourselves up” over the slippery rocks (DeCosta 1871:91–93). In contrast, DeCosta referred to his climb up the west side of Kebo Mountain along the general route of the **Kebo Mountain Trail (#8, 1871, contributing)** as “one of the most enjoyable [walks] on the island” with no real trail necessary until near the top (DeCosta 1871:101–102).

Exploring some of the less accessible parts of the island, DeCosta traveled from Southwest Harbor to the summit of Bernard Mountain, first along roads then through the woods along the general routes of the **Gilley Trail (#125, 1871, contributing structure)**, **Great Notch Trail (#122, 1871, contributing structure)**, and **Bernard Mountain Trail (#111, 1871, contributing structure)**, for views of Blue Hill Bay and of the mountain reflected in Seal Cove Pond (DeCosta 1871:64). Fifteen years earlier, the Tracy group had made it only halfway up Bernard Mountain because, as Tracy noted, “the ascent proved difficult, the party moved slow, and when it was halfway up the sun set & growing darkness compelled them to return ... they reached the base in a thick wood, in total darkness, and without a path” (quoted in Brown 2006:23). On Beech Mountain, DeCosta hiked from the north in the vicinity of the **Beech Cliff Loop Trail (#114, 1871, contributing structure)** to the cliffs overlooking Echo Lake and “scrambled up to the top” of the mountain near the **Beech Mountain Trail (#113, 1871, contributing structure)** for views extending to the mouth of Somes Sound and the ocean (DeCosta 1871:66). Beginning on the road to Fernald’s Point, DeCosta ascended St. Sauveur Mountain along the general route of the **Valley Peak Trail (#104, 1871, contributing structure)** and the eastern half of the **Acadia Mountain Trail (#101, 1871, contributing structure)**, “through sheep-walks and over bare ledges... occasionally obstructed by small spruces or pines” and “a scramble over disjointed rocks upheaved in the Titanic past, and here and there covered with dense thickets” (DeCosta 1871:68). At the top he found “a rude cairn” indicating the presence of other visitors. DeCosta and his traveling partners made an easy climb in the vicinity of the **Flying Mountain Trail (#105, 1871, contributing structure)** to the ridge of Flying Mountain for views of the neighboring mountains and the cliffs jutting into Somes Sound (DeCosta 1871:63–75; Figure 17).

Pondside trails were rare in the 1870s and 1880s because Rusticators also enjoyed boating on the island’s larger inland waterways like Somes Sound and Eagle Lake and incorporated it into their excursions. DeCosta began and ended some of his hikes at informal boat launches along the shore lines. He climbed the “pathless side” of Sargent Mountain from the east side of Somes Sound along a route close to the **Giant Slide Trail (#63, 1871, contributing structure)** and a portion of the **Sargent South Ridge Trail (#52, 1871, contributing structure)** through “thickets, dense foliage, and fallen trees” with intervening “steep ledges.” The “barren and desolate” top provided views of Cadillac Mountain, Eagle Lake, Hadlock and Jordan ponds, Northeast Harbor, and the Atlantic Ocean. His descent followed the general route of the **Maple Spring Trail (#58, 1871, contributing structure)** and **Hadlock Brook Trail (#57, 1871, contributing structure)** through the densely wooded gorge to the southwest. The guidebook also mentioned an alternative route from the summit to Jordan Pond that would have followed a section of the **Penobscot Mountain Trail (#73, 1871, contributing structure)** (DeCosta 1871:76–79). From the south end of Eagle Lake, DeCosta scrambled through woods and from ledge to ledge in the vicinity of the **Pemetic North Ridge (#31, 1871, contributing structure)** trail to the “grand and bare” summit of Pemetic Mountain, which offered views in all directions including a “superb view of the islands and the sea” to the

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south. He emphasized the “wildness of the scene” at the top of Pemetic, calling “worth a fortune ... to the artist or photographer” (DeCosta 1871:95–96). Also from the shore of Eagle Lake, DeCosta hiked up the steep side of the North Bubble, likely near the north part of the **Bubbles Trail (#41, 1871, contributing structure)**, past Conners’ Nubble and “through trees and underwood,” to the summit, where the group was “amply repaid ... [with] some of the grandest views” (DeCosta 1871:99).

Martin’s guidebook was reissued with updated maps in 1874, 1877, 1880, 1882, and 1885, each describing increasing numbers of marked routes. The 1874 edition (Figure 18) included “a sort of bridle path” in the vicinity of the **Ocean Path (#3, 1874, contributing structure)** to Sand Beach past Thunder Hole; the ocean-view route along the **Cadillac South Ridge Trail (#26, 1874, contributing structure)**; “a tough scramble” in the vicinity of the **Bowl Trail (#6, 1874, contributing structure)** and west section of the **Beehive Trail (#7, 1874/1916, contributing structure)**; and “a long, hard climb to the top” of Pemetic Mountain from Jordan Pond along portions of the routes of the **Bubble & Jordan Ponds Path (#20, 1874, contributing structure)**, **Pemetic South Ridge Trail (#30, 1874, contributing structure)**, and **Pemetic Northwest Trail (#36, 1874, contributing structure)** (Martin 1874:72, 77–78). Martin suggested that “Youth and enthusiasm are wont to find scope for their ambition” in a route down Cadillac Mountain via an extension of the Gorge Path described by DeCosta and “thence along the cliffs on the west side of the Gorge, so down in the upper end of the Gorge, or nearer Kebo out by the ‘Mill in the Meadow’ [Great Meadow]” (Martin 1874:76). On the west side of the island, Martin wrote of “a tempting opportunity for a very rough scramble” through the valley between Acadia and St. Sauveur mountains on what is now the **Man O’War Brook Trail (#130, 1874, contributing structure)** and an ascent to the summit of St. Sauveur via the **St. Sauveur Trail (#102, 1874, contributing structure)** described as “so easy that there is hardly any regular path” (Martin 1874:83–84). She noted that the view from the top of St. Sauveur “on the brink of Eagle Cliff” was considered by many visitors “more impressive than anything else at Mount Desert ... it gives the sense of being poised in mid-air” (Martin 1874:84). By the last publication of Martin’s guide in 1885, some trails were clearly marked with blazes and red-painted arrows, including those first described by DeCosta on Beech Mountain, the Beech Cliffs, and Sargent Mountain and two trails from Northeast Harbor: an easy ascent of Asticou Hill on the **Asticou Ridge Trail (#91, 1885, contributing structure)** and the **Asticou & Jordan Pond Path (#49, 1881, contributing structure)** through the woods to Jordan Pond (Martin 1885:98). The 1885 edition also noted a walk between Eagle Lake and Jordan Pond, likely the **Jordan Pond Carry (#38, 1885, contributing structure)** (Martin 1885:98).

Many of the early Rusticators were teachers, college professors, or clergy from urban areas of the Northeast who took extended summer vacations in the country to relax. As Mount Desert Island’s popularity grew, well-off Rusticators began acquiring property for summer residences on the island. Charles Dorr, father of George Bucknam Dorr (1853–1944) who was Acadia National Park’s founder and first superintendent, purchased over 100 acres at Compass Harbor in 1868 and began developing a summer estate on the property they called Oldfarm ca. 1875. Charles W. Eliot (1834–1926), the president of Harvard University, began visiting Mount Desert Island with his family in 1871 and in 1881 built a summer house in Northeast Harbor, which attracted many academicians. In 1880, Eliot’s son Charles (1859–1897) and a group of his fellow Harvard undergraduates formed an organization called the Champlain Society “to study .. the natural history of Mount Desert Island ... complete lists of flora and fauna as far as possible, and ... to make a geological map of the island” (quoted in Brown 2006:32). In the summers of 1880 and 1881, the group camped on the shore of Somes Sound just south of Hadlock Brook and forged a route they called the Champlain Society Trail to the base of Sargent Mountain, roughly following the current routes of the **Lower Hadlock Trail (#75, 1881, contributing structure)**, the **Hadlock Ponds Trail (#54, 1881, contributing structure)**, and the **Norumbega Mountain Trail (#60, 1881, contributing structure)**. From 1882 to 1888, the camp relocated to a site near the Asticou Inn and used the Asticou & Jordan Pond Path through the woods to

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access Jordan Pond. The group's secretary Edward Lothrop Rand (1859–1924) included a map of these routes in the *1882 Annual Report of the Champlain Society*.

CRITERION A – COMMUNITY PLANNING AND DEVELOPMENT

The trails constructed and improved by the Mount Desert Island VIA/VIS from 1890, when the Bar Harbor VIA created a Roads and Paths Committee, to 1937, when the last documented VIA/VIS trail work occurred,¹⁰ are associated with the regional village improvement movement that emerged in villages and towns in the Northeast during the second half of the nineteenth century. The movement, which began in Stockbridge, Massachusetts, in 1853, and spread across New England in the subsequent decades, involved voluntary civic organizations that raised funds through membership dues, donations, and endowments to beautify and enrich their local landscape by improving and maintaining streets, sidewalks, and other public spaces and sponsoring cultural activities. On Mount Desert Island, summer residents from Boston, Philadelphia, and New York as well as year-round local merchants, doctors, lawyers, and naturalists organized four village improvement groups between 1881 and 1914: the Bar Harbor VIA, formed in 1881 and incorporated in 1891; the Northeast Harbor VIS, incorporated in 1897; the Seal Harbor VIS, incorporated in 1900; and the Southwest Harbor VIA, incorporated in 1914.¹¹ The VIA/VIS functioned similarly to others in the region, forming committees to address various landscape, entertainment, and infrastructure projects within each village. A distinctive focus of the Mount Desert Island groups, however, was their coordinated creation and maintenance of an island-wide system of connected scenic hiking trails. As Parke Godwin, the first president of the Bar Harbor VIA, stated in 1894, the group aimed “To open the grand forests that surround us, by means of paths which shall penetrate their almost inaccessible jungles, and connect their various points of magnificent outlook by unfatiguing travel” (quoted in Brown 2006:48).

The Bar Harbor VIA created a Roads and Paths Committee in 1890 “to examine and report upon the condition of the roads, paths, sidewalks and sign posts and to make recommendations to the Board for the improvement of the same” (quoted in Brown 2006:43). The other VIA/VIS followed Bar Harbor's example and formed their own path committees, which raised funds for trail work, laid out new routes, and walked the trails to coordinate maintenance and repairs. The committee chairs typically hired local men, including a superintendent, to construct the trails, although some chairs also did trail work. Some members in Bar Harbor and Seal Harbor endowed memorial paths that were subsequently maintained through a special path fund. The three VIA/VIS existing in 1900 established a Joint Path Committee that year, consisting of the path committee chairs from each group. The Joint Path Committee designated maintenance districts, agreed on sign standards, and determined the locations of new trails. In the early 1900s, the Bar Harbor VIA maintained the majority of the trails on the island while the other two groups concentrated on building connector trails from the villages to the existing trails. As they gained experience, they assumed responsibility for the trails in their district while constructing more new ones. The higher concentration of summer residents in Bar Harbor, Seal Harbor, and Northeast Harbor likely resulted in the construction of a greater number of new trails on the eastern side of the island. However, the three eastern groups also oversaw trail construction on the western side of the island until the formation of the Southwest Harbor VIA in 1914, which then joined the Joint Path Committee.

The VIA/VIS also coordinated the dissemination of information on the growing hiking trail system. Beginning in 1896, the VIA/VIS produced island-wide and eastern-side trail maps that were updated every one to three years through 1941. Beginning in 1926, path maps of the western side of the island were

¹⁰ Undocumented VIA/VIS trail work continued through the 1960s.

¹¹ The Somesville VIS formed in 1914 but did not incorporate until 1936 and was not involved with the construction or maintenance of the island-wide hiking trail system. All but the Southwest Harbor VIA remain active.

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produced. In 1915, the Joint Path Committee published the first comprehensive guide to the trail system, *A Path Guide of Mount Desert Island, Maine*. In 1928, the path committee chairs from the Bar Harbor and Southwest Harbor VIAs, Harold Peabody and Charles Grandgent, co-authored an island-wide path guide titled *Walks on Mount Desert Island, Maine*.

Following the establishment of Sieur de Monts National Monument in 1916 and Lafayette National Park (later Acadia National Park) in 1919 (see **Criterion A – Conservation**), the VIA/VIS path committees continued to maintain and build new trails on private and federal property, although some private landowners began restricting public access to their land.¹² George Bucknam Dorr, the park's first superintendent, envisioned the eventual completion of 200 to 300 miles of trails and 50 miles of bridle paths within the public park. In the 1930s, the NPS started developing new trails in the park with New Deal funding (see **Criterion A – Conservation**), sometimes in conjunction with the VIA/VIS, but construction and maintenance by the village groups diminished. The last documented VIA/VIS trail work was the Seal Harbor VIS's extension of the Hunters Brook Trail in 1937, and the VIA/VIS transferred maintenance responsibility for all trails within park boundaries except the endowed memorial paths to the NPS that year. The trail work completed by each VIA/VIS between 1890 and 1937 is described in detail in the following sections.

Bar Harbor VIA

The Bar Harbor VIA's second annual report, published in August 1891, included three diagrams prepared in 1890 by Francis H. Peabody showing ten walking paths in the Bar Harbor vicinity (Figure 19). The routes consisted of summit trails previously documented in Martin and DeCosta's guidebooks—such as the Champlain North Ridge, Kebo Mountain, and Gorge trails and the Cadillac-Dorr Connector—along with some currently abandoned, easy woodland walking trails named for plants, such as the Bracken, Royal Fern, and Sweet Fern paths. Between 1890 and 1892, the VIA re-cut or improved these trails and others including the Jordan Pond Carry, the Champlain South Ridge and Bowl trails, and the upper section of the **Beachcroft Path (#13, 1890, contributing structure)** and marked them with pointers. The group hired a local landscape gardener, Andrew Emery Liscomb (1862–1931), to serve as superintendent of paths ca. 1892. Liscomb held the job for 40 years until his death from a heart attack in December 1931. He supervised other hired laborers in putting up signs and pointers, removing fallen trees, widening and cleaning trails, placing large stones in wet areas, building footbridges, and constructing new trails.

In 1893, Champlain Society secretary Edward Lothrop Rand (see **Criterion A – Social History**) prepared a map of the island for his book on the *Flora of Mount Desert Island, Maine* (Figure 20). Although it did not comprehensively cover the trail system that existed by that time, Rand's map became the foundation for future trail maps produced by the VIA/VIS. The 1893 Rand map showed some of the trails in the Bar Harbor area, along with the **Hunters Beach Trail (#67, 1893, contributing structure)**, the **Seaside and Jordan Pond Path (#77, 1893, contributing structure)**, and the **Triad Pass (#29, 1893, contributing structure)** in the Seal Harbor area and the **Cold Brook Trail (#117, 1893, contributing structure)**, the lower end of the **Mansell Mountain Trail (#115, 1893, contributing structure)**, and possibly the **Beech South Ridge Trail (#109, 1896, contributing structure)** on the west side of the island near Southwest Harbor.

¹² Many of the VIA/VIS activities were suspended during American involvement in World War I between 1917 and 1918.

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Herbert Jaques (1857–1916), a Boston architect with the firm of Andrews, Jaques and Rantoul, was chair of the Bar Harbor VIA Roads and Paths Committee from 1893 to 1900. Jaques' firm designed several summer houses on Mount Desert Island and his father-in-law Charles Francis had a summer residence at Schooner Head, where many of the trails constructed during Jaques' tenure were located. He developed a series of trails over and around Champlain Mountain that were marked with colored rings and arrows like trail systems in the Black Forest in Germany and Fontainebleau in France. The colored-path system, never expanded to other parts of the island, included the Champlain North and South Ridge trails (together called the Black Path) and **Murphy's Lane (#82, 1893, contributing structure)** (also called the Blue Path and open to horses). The 1895 annual report described the addition of a connector trail that led from the Kebo Club in Bar Harbor over Kebo Mountain on the existing Kebo Mountain Trail then across the meadow to Otter Creek Road along the current routes of the **Hemlock Trail (#23, 1895, contributing structure)**, the **Stratheden Path (#24, 1895, contributing structure)**, and part of the **Jesup Path (#14, 1895, contributing structure)**. The following year, the VIA added a route from the Jordan Pond House to the Cadillac Mountain road that went along the eastern side of the **Jordan Pond Path (#39, ca. 1890–1898)** then followed the Jordan Pond Carry to the south end of Eagle Lake, where it followed part of the **Eagle Lake Trail (#42, 1896, contributing structure)** along the west shore of the lake. Jaques, Rand, and Waldron Bates produced the first complete path map of the island in 1896 (Figure 21), which showed the north and west sections of the Jordan Pond Path, the **Dorr North Ridge Trail (#21, 1896, contributing structure)**, and the **Dorr South Ridge Trail (#22, 1896, contributing structure)**. Other trails on the 1896 map included the **Water Pipe Trail (#93, 1896, contributing structure)**, which later became part of the Northeast Harbor VIA district; and the **Bubbles Divide (#43, 1896, contributing structure)**, the **Deer Brook Trail (#51, 1896, contributing structure)**, part of the **Penobscot East Trail (#50, 1896, contributing structure)**, the **Jordan Cliffs Trail (#48, 1896, contributing structure)**, and the **Day Mountain Trail (#37, 1896, contributing structure)**, all of which later became part of the Seal Harbor VIA district. An 1897 article in *The Atlantic* praised the Bar Harbor VIA for its work, in particular the roads and footpaths it provided to access "picturesque localities" (quoted in Brown 2006:43).

From 1900 to 1909, Waldron Bates (1856–1909) headed the Bar Harbor VIA's path committee. Bates, who also served as president of the Bar Harbor VIA from 1904 to 1905, was a Boston lawyer who first visited Mount Desert Island ca. 1880, staying with his family at the Lynam Homestead at Schooner Head and later boarding at a Bar Harbor hotel. He joined the VIA in 1892 and became a member of the path committee in 1896, applying his interest in island geology and his engineering and design skills to marking, building, and mapping trails. As chair, Bates oversaw the addition of improved connections radiating from Bar Harbor, such as the **Kebo Brook Trail (#84, 1900, contributing structure)** and the **Schooner Head Path (#76, 1901, contributing structure)**, and east-to-west and north-to-south connections south of Cadillac, Dorr, and Gorham mountains that included the **Gorham Mountain Trail (#4, 1906, contributing structure)** and the eastern and central sections of the **Canon Brook Trail (#19, 1900, contributing structure)**. He also designed trails like the **Eagles Crag Trail (#27, 1905, contributing structure)**, **Cadillac Cliffs Trail (#5, 1906, contributing structure)**, and **Otter Cove Trail (#88, 1906, contributing structure)** to lead to notable natural features and improved access to Sargent Mountain from the north and west via the Giant Slide Trail and the **Sargent Northwest Trail (#53, 1903, contributing structure)** (both in the Northeast Harbor VIS district). Bates died in February 1909 from injuries sustained in a railway accident in Virginia; he left \$5,000 to the Bar Harbor VIA in trust for the maintenance of trails. Members contributed funds to place the **Waldron Bates Memorial Plaque (1910, contributing object)**, designed by New York sculptor and summer resident of Bar Harbor William Ordway Partridge, at the southern end of the Cadillac Cliffs Trail in 1910.

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Bates' successor as chair of the path committee was Dr. S. Weir Mitchell (1829–1914), a physician, author, and avid hiker from Philadelphia who had summered in Northeast Harbor since 1863. Mitchell served as chair from 1909 to 1911 and remained on the committee until his death in 1914. He created a special path fund for improvements to the last trail built by Bates, the currently abandoned Chasm Brook Trail. John Innes Kane (1850–1913), a descendant of John Jacob Astor and summer resident of Bar Harbor, was committee chair from 1911 to 1912, when Rudolph Ernest Brunnow (1858–1917) took over. Brunnow, a professor of Semitic Philology at Princeton University with a summer cottage north of Schooner Head, laid out some of the most rigorous trails on the island in the area of Champlain Mountain. These included the east section of the Beehive Trail, the **Orange and Black Path (#12, 1913, contributing structure)** named for Princeton's school colors, and the **Precipice Trail (#11, 1915, contributing structure)**. He also oversaw the construction of the upper section of the Gorham Mountain Trail and a reroute of the lower section approaching the Cadillac Cliffs Trail to lead past the Bates Memorial Plaque.

Under Brunnow's oversight, Bar Harbor VIA member George Bucknam Dorr created a series of memorial paths in the spirit of the Bates Path. Dorr's parents were charter members of the Bar Harbor VIA at its founding in 1881, and George became an active member ca. 1890. The memorial path system he laid out from 1913 to 1916 as part of his concerted effort to create a national park on Mount Desert Island (see **Criterion A – Conservation**) connected property he had acquired in 1909 at the Sieur de Monts Spring area with the surrounding mountains (Epp 2016:145). Former path committee chair John Innes Kane's widow, Annie Cottenet Schermerhorn Kane, donated funds in her husband's memory for the construction of the **Kane Path (#17, 1915, contributing structure)**, completed in 1915 with the **John Innes Kane Memorial Plaque (1913, contributing object)** and **Kane Path Marker (ca. 1913, contributing object)** near the north end. Bar Harbor summer resident Mrs. Hunt Slater funded the construction of **Kurt Diederich's Climb (#16, 1915, contributing structure)**, completed in 1915 in memory of her nephew who died during surgery in 1913 and marked by the **Kurt Diederich's Climb Marker (ca. 1913, contributing object)** near the base of the trail. The **Homans Path (#68, 1915, contributing structure)**, built in 1915 as part of Kurt Diederich's Climb and possibly funded by Dorr, was later named for Eliza Lothrop Homans, the first large land donor to the Hancock County Trustees for Public Reservations (the national park's predecessor on Mount Desert Island; see **Criterion A – Conservation**). Summer resident Anna Warren Ingersoll Smith funded the completion of the Beachcroft Path, named after her summer estate and identified by the **Beachcroft Path Marker (ca. 1915, contributing object)**, in 1915. Mrs. Alfred Anson donated the funds for the construction of the **Emery Path (#15, 1916, contributing structure)** in 1916 in memory of her first husband, John Emery.

Also between 1913 and 1916, Dorr laid out and likely funded a group of trails connecting Bar Harbor to the Sieur de Monts Spring area, which he envisioned as the core of the federally protected land. He likely installed the **Sieur de Monts Spring Rock Monument (1909, contributing object)** behind the Spring House near the Emery Path and the **Sweet Waters of Acadia Rock Monument (ca. 1916, contributing object)** at the lower end of the Emery Path. The **Wild Gardens Path (#71, 1913, contributing structure)**, the completed Stratheden and Jesup paths, and the **Hemlock Path (#89, 1916, contributing structure)** led through botanically interesting areas in and around the Great Meadow. Dorr marked the Stratheden Path with the ca. 1916 **Stratheden Path Marker #1 (ca. 1916, contributing object)** and **Stratheden Path Marker #2 (ca. 1916, contributing object)**. He also named the Jesup Path, which he intended to serve as the primary entrance path to the park, in recognition of the philanthropy and conservation efforts of Morris K. and Maria DeWitt Jesup, an influential New York couple with a summer residence in Bar Harbor. In 1918, he installed the **Morris K. and Maria DeWitt Jesup Memorial Plaque (1918, contributing object)** at the south end of the trail.

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After World War I and the subsequent establishment of the national park in 1919, new trail construction tapered off. Leonard Opdycke took over briefly as path committee chair after Brunnow's sudden death from pneumonia in the spring of 1917 and oversaw some modifications to existing trails. He was succeeded in 1918 by Frederic Delano Weekes, who served as chair through 1923. Weekes documented extensive routine maintenance and stabilization work such as the construction of steps, bridges, and retaining walls. Other work included replacement of signs and pointers, repainting of blazes and iron work. In 1920, park superintendent Dorr took over maintenance of the Bar Harbor VIA trails on Champlain and Dorr mountains and Weekes concentrated the VIA's efforts on the trails northwest of Bar Harbor, many of which were either overlaid by the carriage and motor roads or are outside the current park boundary.

Dorr's memorial trail system was extended under path committee chair Harold Peabody (1880–1961), who held the position from the end of 1923 through 1932. In 1924, Marie Hunt Young funded and endowed the **A. Murray Young Path (#25, 1924, contributing structure)**, marked by the **Andrew Murray Young Memorial Plaque (ca. 1924, contributing object)**, in memory of her late husband, a New York banker and active member of the VIA. The last memorial trail built from the Sieur de Monts Spring area was the **Schiff Path (#18, 1926, contributing structure)**, completed in 1926 and named for international banker and philanthropist Jacob Henry Schiff (1847–1920) who contributed to many of the VIA's trail construction projects. Peabody also oversaw several administrative changes related to the VIA's trails. The Roads and Paths Committee split into two separate committees, reflecting increased attention to the island's motor roads in the 1920s. The Bar Harbor VIA joined with 39 other member organizations in the New England Trail Conference, a regional organization formed in 1917 "with the aim of furthering coordinate enterprise in building and maintain trails" (quoted in Waterman and Waterman 1989:476). Finally, residents endowed some of the group's trails with special funds to ensure their maintenance. In 1926, Anna Smith, the original funder of the Beachcroft Path on Champlain Mountain, endowed the trail, which was transferred from the park's jurisdiction back to the VIA. A group of summer residents endowed the Gorge Path in memory of their friend Lilian Endicott Francklyn (1891–1928) and placed the **Lilian Endicott Francklyn Memorial Plaque (ca. 1929, contributing object)** along it ca. 1929. An unknown donor endowed the Canon Brook Trail in 1930, possibly funding the addition of stone pavement and steps on the trail.

The national park's chief ranger Benjamin Hadley became acting chair of the Bar Harbor VIA path committee after Peabody's resignation in 1932. With trails superintendent Liscomb's death that year, the VIA gave the NPS responsibility for all the trails within the national park boundary, except the endowed trails, formalizing the arrangement in 1935. The group continued to maintain the endowed trails and other village trails outside the park boundary.

Seal Harbor VIS

The Champlain Society's Edward Rand served as the first chairman of the Seal Harbor VIS Path Committee from 1900 to 1907. He supervised local men Paul and Sanderson Cushman, who cut a limited number of new routes that included the **Jordan Stream Path (#65, 1901, contributing structure)** (cut 1901 and rerouted in 1903 and 1908) and a part of the **Jordan Pond Nature Trail (#45, 1903, contributing structure)**. By 1903, Rand considered the trail system in the district to be complete and advocated that no more be constructed "unless to meet some real need" (quoted in Brown 2006:80). In 1907, he resigned as chair over disagreements about work done in his absence, and John Van Santvoord (1844–1913) took over as chair. In contrast to Rand, Van Santvoord and committee member Frank Damrosch felt that "There are still scores of beautiful views, and interesting trails, which should be made accessible to our summer residents" (quoted in Brown 2006:83). During his tenure, Van Santvoord oversaw the construction of several long trails through previously remote areas, including the **Amphitheatre Trail (#56, 1911,**

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contributing structure) in the Little Harbor Brook valley. He began laying out a trail across the three peaks of the Triad in 1912 but died in 1913 before its completion. His successor as path committee chair, Joseph Allen (1870–1946), had the trail, which included sections of the **Triad Trail (#86, 1915, contributing structure)** and the **Hunters Brook Trail (#35, 1915, contributing structure)**, completed in 1915 and dedicated in 1916 with the installation of the **Van Santvoord Trail Plaque (ca. 1916, contributing object)** trail at the top of East Triad.

Allen, a New York professor of mathematics, served two terms as president of the Seal Harbor VIS (1914–1916 and 1921–1923) and remained chair of the path committee from 1913 to 1945. In 1917, Thomas McIntire, a year-round resident and the owner and manager of the Jordan Pond House, began working with Allen as superintendent of trails for the Seal Harbor and Northeast Harbor VIS districts. McIntire laid out the **Spring Trail (#47, 1917, contributing structure)**, which became the favored ascent to the top of Penobscot Mountain. The **Pemetic East Cliff Trail (#85, 1917, contributing structure)** first appeared on the 1917 path map. After World War II, Allen continued to actively maintain the Seal Harbor trails, soliciting funds from VIS members for improvements to specific trails. The Seal Harbor VIS completed the **Cadillac West Face Trail (#32, 1919, contributing structure)**, originally proposed by Bates in 1908, in 1919 and worked with the Bar Harbor VIA to build the **Sargent East Cliffs Trail (#40, 1928, contributing structure)** completed by 1928. The group also extended the Hunters Brook Trail south along the brook in 1919 and west to the Triad in 1937 and made improvements to the Pemetic Northwest Trail, the Jordan Pond Nature Trail, and the Jordan Stream Path. The **Sarah Eliza Sigourney Cushing Plaque and Bench (ca. 1915, contributing object)** was installed along the Jordan Pond Path ca. 1915. In 1945, the Seal Harbor VIS installed the **Joseph Allen Memorial Plaque (1945, contributing object)** along the Jordan Pond Path in honor of Allen's service to the path committee.

Northeast Harbor VIS

The first chair of the Northeast Harbor VIS Roads, Paths, and Trees Committee, engineer James Gardiner (1841–1912), served from 1897 to 1910. During this period, the VIS built “a perfect labyrinth” of trails across the ridge south of Lower Hadlock Pond known as Schoolhouse Ledge (outside the park boundary) that provided access from the village's many hotels and boarding houses to the mountains on the east side of Somes Sound (quoted in Brown 2006:77). Many of the trails in the Schoolhouse Ledge area were later abandoned, although the VIS still maintains some. Within the area that later became part of the park, the VIS constructed the **Little Harbor Brook Trail (#55, 1901, contributing structure)** off the Asticou & Jordan Pond Path and the **Goat Trail (#61, 1903, contributing structure)** up Norumbega Mountain.

The town of Mount Desert took over construction and maintenance of the sidewalks and roads in the village in 1909, so the VIS subsequently concentrated on maintaining its hiking trails outside the village. No new trails were built between 1910 and 1913 under path committee chair William S. Grant Jr. The next chair, Dr. Joseph Tunis (1866–1936), served from 1913 to 1920 and led an ambitious construction and improvement effort. New trails constructed by the VIS included the **Golf Course Trail (#81, 1914, contributing structure)**, the upper end of the Maple Spring Trail, and a large rerouted section of the Hadlock Brook Trail in 1914 and the lower portion of the **Parkman Mountain Trail (#59, 1917, contributing structure)** in 1917. The VIS assumed increasing responsibility for the trails in the district, taking over maintenance of some that had been constructed under the Bar Harbor VIA such as the Giant Slide, Sargent Northwest, and Water Pipe trails. Tunis also worked on Joint Path Committee projects and trail standards and oversaw the production of a trail guide for the Northeast Harbor district in 1914.

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Most of the trails in the Northeast Harbor district remained in private ownership for many years after the creation of the national park in 1919. The NPS contributed an annual stipend toward the maintenance of trails that did fall within the park boundaries. William Jay Turner succeeded Tunis as the paths and trails committee chair in 1920 and remained in the position through the 1940s. Turner worked with Rand to revise and update the island-wide path maps and took over the job after Rand's death in 1925. In addition to overseeing the elimination of multiple short cutoff trails within the district, Turner oversaw work in the vicinity of Parkman Mountain that included the extension of the Parkman Mountain Trail to the Giant Slide Trail in 1921 and the construction of the **Grandgent Trail (#66, 1928/1932, contributing structure)** and the **Bald Peak Trail (#62, 1932, contributing structure)** in 1932. For much of the 1920s, Thomas McIntire, the owner of the Jordan Pond House, held the job of superintendent of trails for the Northeast Harbor and Seal Harbor VIS districts.

Southwest Harbor VIA

By the time the Southwest Harbor VIA incorporated in 1914, the Rusticators (see **Criterion A – Social History**) and the other VIA/VIS had already created an extensive network of trails on the western side of the island that included routes to all the major peaks. Many of the trailheads were located at boat landings on Man O'War Brook, Connors Cove, and Southwest Harbor and followed early roads inland. Local residents and path committees from the eastern side of the island marked several of the trails in the early 1900s. The **Bass Harbor Head Light (#129, 1900, contributing structure)** trail was in use ca. 1900; and the **Canada Cliffs Trail (#107, 1911, contributing structure)**, the **Sluiceway Trail (#110, 1911, contributing structure)**, and part of the **Western Mountain Connector (1871, not included in district)** all appeared on the 1911 island-wide path map. Walter Buell was the Southwest Harbor VIA's first path committee chair, and Harvard language professor Charles Grandgent (1862–1939) held the position from the late 1920s to the 1930s. Buell oversaw the construction of the **Ledge Trail (#103, 1915, contributing structure)**; the **Beech West Ridge Trail (#108, 1915, contributing structure)**; and the **Razorback Trail (#112, 1915, contributing structure)** in 1915, as well as extensions to the Acadia Mountain, St. Sauveur Mountain, Bernard Mountain, Beech South Ridge, and Flying Mountain trails. He may have been responsible for the installation of the **Acadia Mountain Memorial Plaque (ca. 1915, contributing object)** near the Acadia Mountain Trail on a cliff overlooking Somes Sound. Most of the land on the western side of the island remained in private hands through the 1920s.

CRITERION A – CONSERVATION

The trail work done by the VIA/VIS from 1890 to 1937 (the establishment of the Bar Harbor VIA Roads and Paths Committee to the date of the last documented VIA/VIS trail work) and by the CCC/NPS from 1933 to 1942 (the years when CCC camps were active on Mount Desert Island) has significant associations with the history of land conservation in the United States. Concerns about development threats to the VIA/VIS trails and the scenic areas traversed by the trails led to the creation by VIA/VIS members of the first organized land conservation group on Mount Desert Island—the Hancock County Trustees of Public Reservations (HCTPR)—and ultimately to the establishment of the first national park in the Northeast. The trail maintenance and construction overseen by the NPS during the New Deal era coincided with national efforts to protect the country's natural and historical resources while making them accessible to the public.

The late nineteenth-century land conservation movement in the Northeast emerged alongside an increased interest in recreational mountain hiking (see **Criterion A – Entertainment/Recreation**) among urban well-to-do and middle-class Americans. Between 1885 and 1915, conservationists successfully preserved large expanses of hiking lands in the Northeast through federal, state, quasi-public, and private ownership

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(Waterman and Waterman 1989:307–314). Many of the movement’s leaders, who hoped to “balance urbanization with a form of ruralization,” belonged to the same circles of society as the Mount Desert Island VIA/VIS members (quoted in Waterman and Waterman 1989:307). Morris K. Jesup, a summer resident of Bar Harbor (and namesake of the Jesup Path), headed the efforts to protect the Adirondacks in New York by designating them as a forest preserve in 1885. Northeast Harbor summer resident and Champlain Society founder Charles Eliot Jr. formed the first privately funded land trust for public use—the Trustees of Public Reservations—in Massachusetts in 1891 and drafted the 1893 legislation that led to the formation of Boston’s Metropolitan Park System.

Summer residents who used Mount Desert Island’s hiking trails acknowledged a growing concern about threats to the area’s natural resources as early as 1880, when Champlain Society member Edward Rand wrote of the forest “vandalism” and “destruction” he observed and advocated for private interests to create a public park for preservation purposes (quoted in Brown 2006:33). In late 1895, Bar Harbor VIA Roads and Paths Committee chair Herbert Jaques wrote to “call the attention [of the group] to the very great destruction of the forests caused by the cutting of firewood each year and urge ... the importance of acquiring and preserving large tracts of wild land while there is yet time” (quoted in Brown 2006:58). With the island’s increasing popularity as a summer travel destination, tourism-related development also began to encroach upon the “uncultivated” landscape explored and celebrated by the early Rusticators like Thomas Cole, Frederic Church, and others (see **Criterion A – Social History**).¹³ Where visitors had previously forged routes across private land to reach scenic vistas from their lodging places or wander the rocky shores, they began to see hotels and private estates restricting public access to the coast and the mountains. Some property owners sought to counter such restrictions, however, through individual actions. Bar Harbor VIA member George Dorr acquired land in the 1890s along Schooner Head Road, Cromwell Harbor Brook, and the Great Meadow to protect it from development and built numerous public trails on it for walking, bicycling, and carriage rides (Duym 2017:19). Mary Shannon donated land to the VIA in 1894 for the creation of Glen Mary Park, and Charles T. How gave 36 acres around Fawn Pond to the group in 1906.

Conservation efforts on Mount Desert Island expanded beyond the Bar Harbor VIA in 1901, when Charles W. Eliot founded the HCTPR to “hold reservations at points of interest on this island for the perpetual use of the public” (quoted in Brown 2006:60). A summer resident of Northeast Harbor and member of that village’s VIS, Eliot modeled the organization after the Trustees of Public Reservations created by his son Charles, who died in 1897. The first HCTPR members included many avid hikers and trail builders from the Bar Harbor, Northeast Harbor, and Seal Harbor VIA/VIS, including Rand, George Dorr, and Waldron Bates. To mark the 300th anniversary of Samuel de Champlain’s discovery of Mount Desert Island, the group installed the Champlain Monument in 1904 on the first parcel of land it received as a donation, a small site in Seal Harbor overlooking the Cranberry Isles outside the current park boundary. The monument was dedicated in September 1906 and later moved to a ledge near the south end of the Day Mountain Trail but still outside the park boundary.

The acquisition of land by the HCTPR furthered the mission of the VIA/VIS path committees by enabling “the protection of the woods along our paths and trails ... the access by the public for all time, to the summits of the mountains, and the opportunity to carry out the development of our system of paths and trails, as well as bridle paths and roads, where it seems desirable” (quoted in Brown 2006:60). In 1908, Eliza Lothrop Homans of Bar Harbor (the namesake of the Homans Path) gave the group its first large tract of land, which included the Bowl and the Beehive, and Dorr facilitated the purchase of the Cadillac summit

¹³ Cole’s observations on the contrasts between “cultivated” and “uncultivated” scenery were further articulated by Andrew Jackson Downing’s descriptions of “Beautiful” and “Picturesque” landscape designs (Kline and Olausen 2016:6, 46).

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with financial help from businessman John S. Kennedy. The following year, Dorr acquired the 10-acre tract he named Sieur de Monts Spring on behalf of the HCTPR. A group of residents from Seal Harbor purchased and donated 3,600 acres on Cadillac Mountain, Pemetic Mountain, and the Triad in 1910 and 1911. Other early donors included John Innes Kane of Bar Harbor (the namesake of the Kane Path) and his wife, sister-in-law, and brother-in-law, who contributed toward the purchase of land on Dorr Mountain, and a group of residents from Northeast Harbor, who purchased and donated 1,700 acres on Sargent Mountain, Penobscot Mountain, and the Bubbles. By 1913, the HCTPR owned much of the trail network constructed by the VIA/VIS (Figure 22).

Some of the trails maintained by the Seal Harbor VIS crossed property purchased in 1910 by John D. Rockefeller Jr., who allowed the public to continue using them. Rockefeller also supported the VIS trail work, joining the society in 1910 and the Roads and Paths Committee in 1917 and contributing directly to the special path fund for improvements to the Jordan Stream Path. The early carriage roads developed by Rockefeller on his own property and on land he later donated to the national park created additional connections between the hiking trails.¹⁴ While some of the roads required the relocation of trail sections, most were laid out parallel to or across existing routes. Rockefeller's decision to build a carriage road through the Amphitheatre Valley in 1920, however, faced opposition from many summer residents who felt the road would destroy the character of the "unbroken forest" and its "sense of remoteness" (quoted in Brown 2006:99). Rockefeller postponed the construction of the road, which eventually cut the Amphitheatre Path in two places, until 1930.

The island's hiking trails played an important role in the subsequent events that led to the creation of Acadia National Park. Faced with the threat of its charter's annulment by the state legislature, the HCTPR, led by Dorr, sought stronger federal protection for the lands in its control beginning in 1913. Dorr directed the Bar Harbor VIA's development of a series of memorial paths converging at the Sieur de Monts Spring area (see **Criterion A – Community Planning and Development**) between 1913 and 1916 in part to strengthen his case for a federal park. He "envisioned the memorial trails as part of a plan to enhance the public reservation and improve its eligibility for designation as a national monument or park" (quoted in Epp 2016:142) and included photos of the Kane Path, the Beachcroft Path, and Kurt Diederich's Climb in his 1916 proposal to President Woodrow Wilson. Wilson designated over 5,000 acres on Mount Desert Island as Sieur de Monts National Monument on July 8, 1916 (Figure 23). The land accepted by the Department of the Interior incorporated most of the HCTPR's holdings on Mount Desert Island and about 100 miles of the island-wide trail system.¹⁵ Three years later, President Wilson authorized the monument's elevation to national park status, and Lafayette National Park (renamed Acadia National Park in 1929) became the first national park in the eastern United States on February 26, 1919.

Between 1919 and 1929, the trails received increased use as annual visitation to the park more than doubled from 64,000 to 149,554 (NPS 2018). More trails also came under the park's protection as Dorr, the park superintendent from its creation until his death in 1944, acquired parcels through donations from himself and other landowners. By 1920, the park included all the major mountain peaks on the eastern side of the island except Norumbega, and Dorr began expanding the park area on the western side. He envisioned that the fully developed park would contain between 200 and 300 miles of trails, all of a "permanent and well-built character" (quoted in Brown 2006:98). Trail maintenance and construction began to transition during

¹⁴ Rockefeller donated almost 10,000 acres to the park beginning in 1930.

¹⁵ The HCTPR remains active as the steward of the Woodlawn historic estate in Ellsworth, Maine. The organization transferred its final property within the Acadia National Park boundary (2 acres near Seawall in Southwest Harbor) to the NPS in 2016.

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the 1930s from the VIA/VIS to the NPS, which assumed responsibility for all trails within park boundaries except the endowed memorial trails in 1937.

The planning process developed by the NPS during the 1920s created the framework for the agency's improvements to the trail system within Acadia National Park. Designed primarily to address the needs of expansive Western wilderness parks like Yellowstone and Yosemite, the process aimed to strike a balance between conservation and recreation that applied equally to Mount Desert Island. The first planning documents produced for the park in 1927 acknowledged the existing well-designed hiking trail system and provided no additional recommendations. The 1932 master development plan addressed the upkeep of the existing trails, stating "The principal work on trails would be improving existing trails especially where stepping stones are needed and ... a continuing construction appropriation of perhaps \$5,000 a year for reconstruction" (quoted in Brown 2006:123). Beginning in 1933, much of the funding and other resources needed to implement the plan's components came from President Franklin Delano Roosevelt's New Deal programs, specifically the Civilian Conservation Corps (CCC), the Civil Works Administration (CWA), Recreational Demonstration Areas (RDA), and the Works Progress Administration (WPA). Between 1933 and 1942, federally funded work crews built 18 miles of new hiking trails and maintained 200 miles of trails within the park.

CCC camps were established at Acadia National Park in 1933 at McFarland Field (the current site of the park headquarters) and on Long Pond near Southwest Harbor. The work crews were assigned to specific projects submitted by Superintendent Dorr for funding. Most of the CCC projects focused on forest protection and fire control, and many included trail construction and maintenance. Trail work included the construction of short connector routes to new visitor facilities and long scenic routes to new areas within the park. Crews also thinned and cleared the woods to open up views on existing trails and built truck trails to serve as fire access roads through remote areas of the park. Most of the projects were designed to be completed in six-month periods, while some larger projects were implemented in multiple phases. The targeted nature of the government funding during the New Deal era neglected some routine trail maintenance but resulted in noticeable improvements to many parts of the hiking trail system.

On the eastern side of the island, the CCC rebuilt the Ocean Path in three phases between 1933 and 1937 in conjunction with work on the Park Loop Road. Crews working in the Cadillac summit area completed the **Cadillac Summit Loop Trail (#33, 1933, contributing structure)** and rerouted some sections of the Cadillac North Ridge trail to accommodate the motor road alignment. Improvements to existing trails in the Sieur de Monts Spring area consisted of the reconstruction of the lower portion of Emery Path, the construction of wood bridges on the Stratheden and Jesup paths, and repairs to the Kane Path. The CCC replaced flagstones and stepping stones on the Ladder Trail and built steps along it; improved the western half of the Beehive Trail and the Schooner Head, Jordan Stream, and Jordan Pond paths; and extended the Gorham Mountain Trail to the south. The **Lower Norumbega Trail (#69, 1941, contributing structure)** was also built by the publication of the last VIA/VIS path maps in 1941 (Figure 24).

The CWA, a short-lived relief program in the winter of 1933–1934, employed local residents (including some who had previously built trails for the VIA/VIS) to work on projects in cooperation with the CCC. The CWA crews on Mount Desert Island primarily worked on the west side of the island in the Beech Cliff and Beech Mountain areas donated to the park by Rockefeller. They built the **Valley Trail (#116, 1934, contributing structure)** partially on top of the eighteenth-century Beech Mountain Road, rebuilt the lower section of the Beech Cliff Loop Trail, and made improvements to the Beech West Ridge and Beech South Ridge trails.

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Dorr acquired over 5,000 acres of land on the western side of the island through the federal RDA program, which set aside lands for wildlife preservation and recreational facilities. Work crews funded by the WPA built trails on the new park lands in conjunction with camping, picnicking, fishing, and boating facilities, including those in the **Pretty Marsh Picnic Area (#128, 1938, contributing structure)**. They also built the **West Ledge Trail (#123, 1937, contributing structure)** up Bernard Mountain from the shore of Seal Cove near the Oak Hill Picnic Area (no longer extant), the **Beech Cliffs Trail (#106, 1941, contributing structure)** from the Echo Lake Beach Area, and the **Echo Lake Ledges Trail (#126, 1941, contributing structure)** from diving facilities on Echo Lake near the Appalachian Mountain Club (AMC) camp (outside the park boundary). On the west side of Long Pond, CCC workers incorporated the Cold Brook Trail into a series of fish rearing pools and built the **Perpendicular Trail (#119, 1934, contributing structure)** and the **Long Pond Trail (#118, 1936, contributing structure)**. In 1937, they completed the **Valley Cove Trail (#121, 1937, contributing structure)** along the west shore of Somes Sound, accessed at both ends via truck trails (the Valley Cove Road and Man O'War Brook Trail) that followed routes associated with the VIA/VIS trail system.

Funding for the New Deal programs disappeared with the onset of World War II. At Acadia National Park, the Long Pond CCC camp closed in spring of 1941, followed by the McFarland Hill camp in June 1942. Some of the trail work started by the camps was left unfinished, such as the upper end of the Perpendicular Trail. The trails improved and constructed by the CCC for the NPS during the New Deal era remain as reflections of nationwide efforts to create policies and processes aimed at the “wise use” of scenic resources.

CRITERION A – ENTERTAINMENT/RECREATION

The early hiking trails laid out by Rusticators between 1866 and 1890 (the period from the first publication of trail descriptions to the onset of VIA/VIS trail work) and the later ones constructed by the CCC/NPS from 1933 to 1942 (the period of CCC activity on Mount Desert Island) together illustrate the evolution of recreational hiking in the Northeast. Hiking through scenic landscapes, a fashionable tourist pastime by the mid-nineteenth century, increased in popularity in the 1870s and 1880s and broadened in scope to include more strenuous mountain hiking and climbing. It remained an integral part of many vacation itineraries through the early twentieth century, when motor tourism overtook hiking as a favored leisure activity. The NPS development of miles of hiking trails during the New Deal era nonetheless defined a framework for the role that hiking continued to play in American tourism.

The Crawford Path to the summit of Mount Washington, the oldest continuously used hiking trail in the Northeast, was cut in 1819, during a period of increased interest among wealthy urbanites in exploring the wilderness of the region. Visitors to the Hudson River, the Catskills, Lake George, the Erie Canal, Niagara Falls, the White Mountains, and the Connecticut River Valley enjoyed recreational hiking as an invigorating way to experience nature. By 1830, walking trails existed at mountain resorts in New York, Massachusetts, New Hampshire, and Vermont. Many “writers, artists, scientists, vacationers, [and] gentlemen” began developing an “enthusiasm for wilderness” that led them to roam further in the forests and mountaintops (quoted in Waterman and Waterman 1989:70).

The early Rusticators who began visiting Mount Desert Island in the 1840s (see **Criterion A – Social History**) sought out restorative outdoor activities such as hiking, hunting, and fishing. Typical Rusticator activities included recreational walking, boating, and buckboard rides. Rocking, or touring the island’s rock formations and climbing along the shore, was also a favorite pastime. The footpaths used by the Rusticators, which included Native American routes and Colonial-period cart and bridle paths as well as informal shore-line or village connector walks, formed the basis for the network of trails that existed by 1866, when Clara

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B. Martin first compiled the descriptions and recommendations for exploring the island that were later published guidebook form.

After the Civil War, a number of factors cultivated the spread of recreational hiking throughout the Northeast: improvements in transportation access to previously remote areas; the publication of guidebooks and maps to most of the principal mountain ranges and vacation areas; and the formation of local and regional hiking and naturalist clubs (Waterman and Waterman 1989:150). These factors directly contributed to the marked growth of hiking on Mount Desert Island in the 1870s and 1880s. The number of coastal and mountain trails across the island increased along with the number of tourists flocking to Bar Harbor and the other villages. Newspapers and guidebooks extolled the virtues of walking and provided detailed information on the best routes. Photographs and postcards of iconic views sold in village commercial establishments also motivated visitors to seek out particular scenic destinations, such as mountain summits (Figure 25). Finally, the Champlain Society organized by Charles Eliot Jr. in 1880 provided groups of college students summering on the island with hiking opportunities and influenced the subsequent creation of the island's VIA/VIS path committees (see **Criterion A – Community Planning and Development**).

As a twentieth-century historian of Bar Harbor society noted: “For generations Bar Harborites have dutifully trod the hundred miles of tortuous mountain trails which crisscross Mount Desert; at one time a person’s social prestige depended on the number of pedestrian miles accomplished up and down hill each summer” (Amory 1952:272). Benjamin DeCosta wrote in his 1871 guidebook that most people preferred to make the climb to the top of Cadillac Mountain on foot, rather than by buckboard or carriage, calling it “a pleasant excursion for a pedestrian in full strength” (DeCosta 1871:82). William Lapham’s 1888 guide *Bar Harbor and Mount Desert Island* described the ascent of Dorr Mountain as “vigorous and healthful exercise” (Lapham 1888:22). Mount Desert Island’s Rusticators typically set out in small groups outfitted with picnic lunches and spent the entire day tramping up and down mountains, through the forested interior, and along the rocky coast. Champlain Society members also recorded the natural landscape while following existing routes and blazing new trails. The trail system the island’s nineteenth-century hikers created and followed left a permanent record in the landscape of their recreational activities.

When the NPS took over the administration of large portions of Mount Desert Island in the 1920s, recreational hiking remained a popular activity for many of the tourists who visited the national park. By the early 1930s, however, driving and riding on motor and carriage roads had begun to eclipse hiking as the preferred way to tour the island. The advent of automobile tourism brought rapid changes in American leisure patterns, replacing summer-long vacations at grand resort hotels or seasonal estates with weekend trips to tourist camps or motor courts and facilitating access to tourist areas for a greatly expanded demographic. Despite efforts by summer residents to prohibit automobile use on Mount Desert Island, cars were permitted on most of the island by 1915, and the earliest planning discussions for the national park included road construction needs. John D. Rockefeller Jr. supervised the construction of 45 miles of state-of-the-art carriage roads on park lands between 1917 and 1940 and collaborated with the NPS on portions of the 26 miles of park motor roads constructed between 1922 and 1958. Seal Harbor VIS path committee chair Joseph Allen wrote in 1929: “An inevitable first effect of the coming of the automobile was the banishment of the horse and the desertion of foot paths and trails. Extensive motor trips over broad highway through new country became the favorite recreation, and the fascinations of speed bid fair to dominate the vacation time of the nation” (quoted in Brown 2006:108–109). The motor roads in the park directly impacted the hiking trail system, as they were built over or adjacent to many trails and cut across others. Rockefeller attempted to minimize such impacts by funding the reconstruction of trails where the roads crossed and incorporating them into the road designs through the construction of archways under bridges (see Photo 37) or steps and retaining walls to accommodate changes in grade.

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Declines in hiking club membership in the early 1930s reflected the diminished enthusiasm for hiking that characterized the automobile era. At the same time, however, the economic downturns of the Great Depression stimulated interest in less expensive forms of recreation such as hiking and mountain climbing. At Acadia National Park, overall use of the hiking trail system as a whole did decrease through the late 1930s and early 1940s, but the NPS, aided by the CCC, continued to maintain and build trails through 1942. Most trail work was concentrated in areas connected to visitor facilities, such as parking areas, roads, picnic areas, swimming areas, and campgrounds. Visitors to the park were more likely to enter by car and access trails from trailheads at parking areas rather than walk directly from village centers. Consequently, the VIA/VIS abandoned many village connector trails outside the park. In general, the multiplicity of diverse routes that existed during the VIA/VIS period diminished during the NPS/CCC period, while the more popular trails to the summits and along the coast were improved to accommodate heavier use. Trail construction also evolved to address the impacts of different magnitudes and styles of hiking on the natural landscape. For example, the detailed trail specifications issued to the CCC crews (see **Criterion A – Conservation**) included many design and engineering solutions developed primarily in the Western parks to facilitate backcountry hiking and camping. Grade changes and tread surfaces were carefully chosen to accommodate a broader range of hiking skills. Drainage and erosion concerns directed many of the projects undertaken at Acadia National Park, including the reconstruction of portions of the Emery Path and the Ladder Trail.

CRITERION C – LANDSCAPE ARCHITECTURE

Picturesque Style

The trail system that coalesced under the leadership of the Mount Desert Island VIA/VIS between the establishment of the Bar Harbor VIA Roads and Paths Committee in 1890 and the last documented VIA/VIS trail work in 1937 includes examples of the informal and naturalistic approach to landscape design known as the Picturesque style. Rooted in the English landscape design tradition, the Picturesque evolved into a uniquely American style through the work of the noted horticulturalist Andrew Jackson Downing (1815–1852) and pioneering landscape architect Frederick Law Olmsted (1822–1903), among others. By the end of the nineteenth century, the Picturesque style of landscape design implied an informal rustic style that incorporated natural elements and materials to create a naturalistic, rather than artificial and contrived, scenic effect. The creators of the VIA/VIS trails strove to manipulate the Mount Desert Island landscape to improve access to its assets without negatively impacting its inherently picturesque qualities. The distinctive results of their work remain exemplary illustrations of Picturesque landscape architecture.

The VIA/VIS trail designers were inspired by the natural landscape of the island, described in a pictorial essay that appeared in the 1872 publication *Picturesque America* as an ideal example of the Picturesque experience. The author wrote: “The shore varies in character and form at nearly every step, affording almost innumerable delightful pictures; while the lakes, the mountains, the forests, are endless in their long catalogue of rare and beautiful scenes” (Bryant 1872:16). He also advised that “People in search of the picturesque should understand the importance of selecting suitable points of view” (Bryant 1872:8). In their mission statement, the founders of the Bar Harbor VIA acknowledged their desire to “preserve and develop the natural beauties of the place, and to enhance their attractions, by such artificial arrangements as good taste and science may suggest” (quoted in Brown 2006:42). The VIA/VIS path committee members thus employed “good taste and science” to create paths to “suitable points of view” of each of the island’s “picturesque features” (Bryant 1872:1).

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As George Dorr wrote in 1917, the trails that had “sprung up in hap-hazard fashion” in the mid-nineteenth century needed “intelligent revision and coordinating ... to make them safe and pleasant while, at the same time, retaining their wild and simple character” (quoted in Brown 2006:74). Many of the VIA/VIS pathmakers brought specialized design expertise to the trail projects. For example, the Bar Harbor VIA’s trails superintendent, Andrew Liscomb, was a landscape gardener; one of its path committee chairs, Herbert Jaques, was an architect; and one of the path committee chairs for the Northeast Harbor VIS, James Gardiner, was an engineer. Others had particular interests that influenced their trail work, such as Dorr’s horticultural activities, Edward Rand’s botanical research, and Waldron Bates’ geological study. Landscape architect Beatrix Farrand (1872–1959), who worked closely with John D. Rockefeller Jr. on the carriage road system, also served on the Bar Harbor VIA road and path committee and influenced the design of connections between the hiking trails and the carriage roads such as the Stanley Brook Bridge area.

The VIA/VIS laid out each trail with careful planning and study, choosing the routes and the alignments deliberately to create a meaningful experience for the walker and varying the trail’s character according to the topography or the intended destination (Figure 26). Some trails were designed to provide access to interesting geological formations or dramatic vistas. Others meandered along the rocky coast or created a sheltered avenue through the forest. The carefully supervised construction of new trails and improvements to older trails followed techniques developed by the path committee members and trail builders to ensure high-quality craftsmanship. The VIA/VIS pathmakers also used natural materials creatively to facilitate their desired routes and experiences (Figure 27). The stone staircases, stepping stones, paving, bridges, retaining walls, drainage features, and archways; iron rungs, ladders, and bridges; and wood bridges, signs, and railings throughout the hiking trail system added to its Picturesque character.

Each trail was an individual design solution to meet specific site conditions that reflected the idiosyncrasies of the trail builder. The members of the Bar Harbor VIA path committee blazed the earliest trails of the VIA/VIS period and set many of the precedents for the different types of trail construction that followed. Bates, who developed the first set of instructions for trail maintenance and construction, laid out simple rustic routes along scenic rock ledges. Many led to distant views or natural features that Bates wanted to explore, such as the Cadillac Cliffs (Figure 28). Rudolph Brunnow created small-gesture trails that responded to the landscape by taking many tight turns on a more intimate scale than sweeping moves or switchbacks (Figure 29). He pushed the limits of gravity and engineering by designing direct routes up vertical cliff faces routes that relied on iron rungs and ladders. Dorr developed a signature, highly constructed, large-gesture alignment that alternated long stretches of straight lines with evenly spaced turns or switchbacks at critical viewpoints (Figure 30). His memorial paths incorporated particularly fine levels of detail including nearly continuous, tightly fitted stone steps, coping stones, retaining walls, and stone treadway (Figure 31). The designs referenced control points along the routes such as overhangs or narrow crevices and used carefully placed stone archways or staircases to create varying senses of movement through space (Figure 32).

Rustic Design in the National Park System

The trails improved or constructed by the CCC and NPS during the period of CCC activity on Mount Desert Island (1933–1942) illustrate the design principles developed by the NPS during the initial period after the agency’s creation in 1916. The design tenets that NPS planners applied to all types of park resources resulted in a cohesive park aesthetic that became known as the NPS Rustic style. Like the Picturesque style, the NPS Rustic style drew on the traditions of nineteenth-century naturalistic landscape designers like Downing and Olmsted, but it also reflected the influence of late nineteenth- and early twentieth-century architectural styles such as Shingle, Adirondack, Prairie, and Arts and Crafts and major landscape architects

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of the period such as Charles Eliot Jr. (1859–1897), Henry Hubbard (1875–1947), and Frederick Law Olmsted Jr (1870–1957). A strong link between conservation and landscape design in early NPS planning efforts directed the NPS Rustic style's sensitivity to the natural environment. The CCC/NPS hiking trails on Mount Desert Island, like the earlier VIA/VIS trails, emphasized the creative use of local materials, native plants, rustic features, and carefully selected routes. The park-designed trail work had a higher level of overall consistency and technical quality, however, as a result of the standardized approach that guided it and the extensive training provided to the federal work crews that built the trails (McClelland 1995).

The earliest hiking trails designed by professional teams within the NPS in consultation with others in the landscape design field were built in national parks in the Western United States. The underlying philosophy for trail designs emerged from ideas first presented at the 1915 National Parks Conference in Berkeley, California. Gabriel Sovulewski (1866–1938), supervisor and trail builder at Yosemite National Park, could have been describing many of the VIA/VIS trails on Mount Desert Island when he stated:

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 (quoted in McClelland 1998:129).

By the end of the 1920s, standardized approaches existed that could be tailored to the natural character of each individual park, and the NPS Engineering Division published its first standards for foot and bridle trails in 1934. Key guidelines recommended a standard treadway width of 4 feet; grades of no more than 15 percent but ideally under 8 percent; flat, even treadway; and gradual curving ascents wherever possible instead of switchbacks. The standards also included techniques for locating trails and overlooks in relation to natural scenery and methods to repair construction damage to natural conditions. Carefully sited so that hikers could experience multiple scenic views and find picturesque spots to rest along them, NPS trails typically followed natural land contours in curving lines and incorporated natural outcrops and formations. Integral components of each trail's design included the sequence of views that unfolded along a route, picturesque points of interest, varying and gradually changing grades, and retaining walls or other engineering features that harmonized with the natural setting. Slopes alongside trails were generally rounded, flattened, and planted. Walls and culverts were primarily constructed of masonry obtained from the local region.

The NPS trail designers at Acadia National Park started with a substantial body of trail construction information developed from the successes and failures of the western parks as well as those of the Mount Desert Island VIA/VIS. Landscape architect Thomas C. Vint, Chief of the Division of Landscape Architecture for the NPS, led all master planning activities within the agency beginning in 1927 and oversaw the creation of the first plan for Acadia National Park. The resident landscape architect at the park from 1933 to 1943, Benjamin Breeze, supervised the implementation of the first phase of the master plan through CCC projects, overseen by Charles Peterson of the Eastern division of the Branch of Plans and Designs. Breeze designed and supervised the construction of trails in association with minor developed areas at Cadillac Mountain Summit, Sieur de Monts, Thunder Hole, and the Pretty Marsh Picnic Area. He and the assistant landscape architect George Gordon prepared detailed drawings of the trail routes and

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features in accordance with NPS trail standards, and Peterson and Vint approved all the drawings. The CCC camps received general guidelines for trail construction in 1934 and 1937 along with very specific design specifications for their individual projects. Technical supervisors assigned to each CCC project thoroughly documented their work in progress reports.

At least one member of the CCC crews working on the hiking trail system contributed design as well as construction skills. Robert W. Patterson (1905–1988), an architect from Wayland, Massachusetts, who moved to Mount Desert Island in January 1934 to work for the CCC, designed the Beech Cliffs and Perpendicular trails, according to his son Lee. Patterson graduated from Harvard College in 1927 and earned his master's in landscape design at Harvard's Graduate School of Design in 1932. During his time with the CCC, he also designed the 1939 Fabbri Memorial site at the Otter Cliffs Radio Station on the island (now a picnic area in the park). After World War II, Patterson remained on Mount Desert Island and developed a private architectural practice in Bar Harbor that thrived into the late 1970s. His work on Mount Desert Island—which included over 40 residences, many gardens, and several civic buildings—and in other locations along the Maine coast was heavily influenced by the NPS aesthetic of blending designs with natural surroundings. Patterson also worked closely with landscape gardener Beatrix Farrand from the mid-1930s until her death in 1959. Farrand consulted with him on projects at her Bar Harbor home Reef Point, the University of Chicago, and Harvard University's Arnold Arboretum. She selected him to take over her position as a consulting landscape architect at Dumbarton Oaks in Washington, DC, in 1948 and to design her new home at Garland Farm in Bar Harbor in 1955. A staunch advocate for conservation, Patterson helped found the Natural Resources Council of Maine in 1959 and served as its president for six years; was the first chairman of the Maine Historic Preservation Commission and a founding trustee of the College of the Atlantic in Bar Harbor; and received several state and national conservation awards (Thorndike 2014:72–74; *Bar Harbor Times* 1988; Dumbarton Oaks Research Library and Collection 2014; Shettleworth 2011).

The CCC/NPS trails on Mount Desert Island reflected the high quality of workmanship that resulted from uniform construction standards. They were characterized by a refined, graded surface treatment; highly crafted local stonework for steps, bridge abutments, and retaining walls; and extensive drainage ditches and culverts. Generally wider than the VIA/VIS trails, they also had more durable treadways and drainage features. Advanced drainage and erosion solutions found on CCC trails included stone pavement, rock drains, stone-lined drainage ditches dug above trails that traversed slopes, stone catch basins, and closed culverts that directed water under trails. Most CCC trails had extensive underlying construction and were laid out across sidehills to achieve a relatively even grade. Trails such as the Ocean Path and the Perpendicular and Long Pond trails were built with switchback sections that contained substantial amounts of stonework. The Perpendicular Trail also included sections of flat boulders laid end-to-end to form a comfortable tread similar to that of VIA memorial paths like the Kane and Beachcroft paths. CCC crews also used native plant material to frame vistas and screen recent construction, just as the VIA/VIS trail builders did.

Because they were based on standardized NPS plans, CCC trail designs were overall more consistent than those of the VIA/VIS trails, but they did exhibit some variability across the system. Each trail was built for a clearly defined level of hiker, as stated in a report on the construction of the Perpendicular Trail: “Here we have attempted to meet in particular the requirements of a ranger-naturalist party ... including ... some tenderfeet who however are agile and prepared for at least a 2 to 3 hours climb” (quoted in Brown 2006:124). The same report also summarized the overarching goals expressed in the hiking trail system, in accordance with the NPS Rustic style: “The requirements of the trail are first scenic beauty, either in distant views or nearby forest stand; second, an ultimate objective point climaxing the hike; and third, there must

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be embodied in the trail itself a natural change of pace; for example, from steep rock climbs to level moss or needle surfaced walks” (quoted in Brown 2006:124).

DEVELOPMENT OF HIKING TRAIL SYSTEM AFTER 1942

Work on the trail system essentially stopped when the CCC camps at Acadia National Park closed in 1942 and did not resume until the 1950s. Declines in trail use and maintenance combined with the disastrous effects of the 1947 fire on Mount Desert Island resulted in deteriorated conditions throughout the trail system by 1950. NPS crews rehabilitated some of the most popular trails in the 1950s and closed many trails that were seldom used, in poor condition, ran parallel to other trails, or crossed private land. By the late 1960s, when renewed interest in recreational hiking started to appear throughout the country, the trail system at Acadia was greatly reduced in size and condition. Outside organizations such as the AMC became involved with trail maintenance in the park in the early 1970s and published pocket guidebooks and maps of the trail system. NPS maintenance worker Gary Stellpflug, aided by small seasonal crews, focused on the stabilization of existing trails from 1975 through the early 1980s, but maintenance continued to be an issue as trail use steadily increased during this period (Schmitt 2016:128–142; Brown 2006:159).

In 1986, a group of volunteers established the Friends of Acadia (FOA) as a way to link the park with the neighboring towns on the island, organize volunteers, and increase funding. The FOA’s early efforts included the restoration of the lighthouse on Bear Island and improvements to the carriage road system, but the group also brought attention to the condition of the trail system. It started funding the Acadia Youth Conservation Corps trail rehabilitation program in 1990. The park’s 1992 General Management Plan noted the rehabilitation and maintenance of the trail system as a major goal. Over the next decade, NPS trail crews hiked and evaluated most of the trails in the system to inform the *Hiking Trails Management Plan* produced in 2002 and the *Cultural Landscape Report* and *Acadia Trails Treatment Plan*, both produced in 2006. In 2000, the FOA launched the Acadia Trails Forever program to support the NPS rehabilitation work, creating the first privately endowed trail system in the country. The combination of federal funding and private donations has enabled the careful rehabilitation of many components of the historic trail system during the past 20 years (Schmitt 2016:128–142; Brown 2006:165–166).

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- preliminary determination of individual listing (36 CFR 67) has been requested
 previously listed in the National Register
 previously determined eligible by the National Register 12/17/2001
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office (Maine Historic Preservation Commission, Augusta, ME)
 Other State agency (Maine State Archives, Augusta, ME)
 Federal agency (Acadia National Park, Bar Harbor, ME; National Archives and Records
Administration, Waltham, MA, and College Park, MD)
 Local government
 University
 Other

Name of repository: Bar Harbor Historical Society and Jesup Memorial Library, Bar Harbor,
ME; Northeast Harbor Library and Northeast Harbor Village Improvement Society, Northeast
Harbor, ME; Seal Harbor Library and Seal Harbor Village Improvement Society, Seal Harbor, ME

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property 2,246 acres

Use either the UTM system or latitude/longitude coordinates

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Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

Note: The accompanying USGS Coordinate Map provides coordinates for the full extent of the current Acadia National Park boundary on Mount Desert Island and includes trails that extend outside of the park boundary. The discontinuous National Register Historic District that corresponds to the nominated Mount Desert Island Hiking Trail System consists of the historic trails within and outside of this larger park boundary and is described in Section 7 of this nomination. The trail boundaries are defined as described below.

Label	Lat	Long
A	44.394728	68.241076
B	44.402264	68.197206
C	44.328403	68.166792
D	44.305003	68.190524
E	44.286919	68.233791
F	44.308249	68.306703
G	44.269829	68.331953
H	44.236986	68.290441
I	44.215144	68.334140
J	44.286881	68.401025
K	44.335501	68.409905
L	44.333770	68.367628
M	44.321950	68.361186
N	44.326583	68.314040
O	44.361109	68.305091

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Verbal Boundary Description (Describe the boundaries of the property.)

The Mount Desert Island Hiking Trail System, as shown on the accompanying District Map, is a discontinuous district that includes approximately 117 miles of historic trails located all or partially within the boundaries of Acadia National Park on Mount Desert Island (shown on the accompanying Coordinate Map) and currently marked and maintained by the National Park Service. It does not include unmaintained (abandoned) historic hiking trails, trails that are entirely on non-park land, trails constructed after 1942, or trails in the Schoodic Peninsula and Isle au Haut areas of Acadia National Park. The boundary defined for each contributing trail generally corresponds to a 150-foot corridor—75 feet on either side of the current (2019) centerline of the treadway—that widens when necessary to incorporate associated contributing objects, sites, and structures such as markers or viewpoints. The centerline of the treadway can move within the fixed boundary if integrity is maintained. The boundary applies to trail segments that extend outside the park to accommodate the natural, cultural, and scenic values that contribute to the importance of the hiking trail system on Mount Desert Island. The 150-foot boundary outside of the park does not cross any town roads as in the case of Schooner Head Path which parallels the public road owned by the town of Bar Harbor.

Boundary Justification (Explain why the boundaries were selected.)

The discontinuous district defined in this nomination encompasses all the currently maintained historic hiking trails entirely or partially within the Mount Desert Island park boundaries, which form a cohesive circulation system composed of isolated and connecting hiking trails extending throughout the park. The boundaries for the contributing trails in the discontinuous district were selected based on the guidance in National Register Bulletins 15 and 16A; the guidelines established for the preservation and maintenance of historic hiking trails in the 2002 *Hiking Trails Management Plan* and 2006 *Acadia Trails Treatment Plan*; and recommendations from park staff (NPS 2002; Barter et al. 2006). They reflect the linear nature of the trail system and include all constructed features of the trails (such as stairs and retaining walls), as well as historically associated objects and sites (such as markers and viewpoints). In addition, the boundaries incorporate the complete physical environment of each trail—including the adjacent topography and vegetation—that possesses integrity of setting, feeling, and association. As drawn, the individual trail boundaries embrace those elements of the landscape that convey a “meaningful experience” to the hiker as intended by the early twentieth-century park founders, who acquired park lands for “the protection of the woods along our paths and trails” (quoted in Brown 2006:60).

11. Form Prepared By

name/title: Laura J. Kline/Sr. Architectural Historian, Emily Giacomarra/Assistant Architectural Historian

organization: The Public Archaeology Laboratory, Inc. (PAL)

street & number: 26 Main Street

city or town: Pawtucket state: Rhode Island zip code: 02860

e-mail: lkline@palinc.com

telephone: (401) 728-8780

date: November 2019

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Additional Documentation

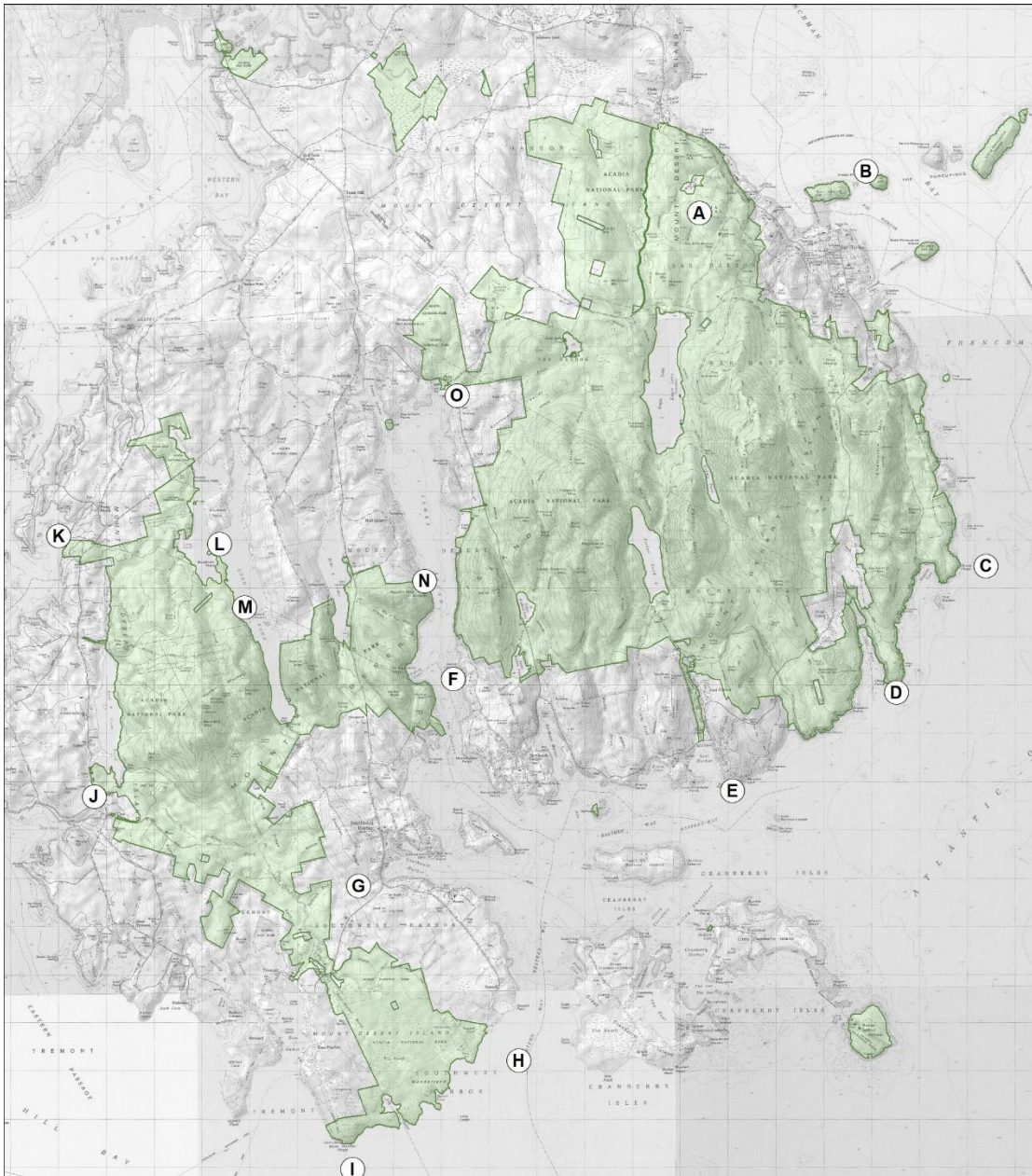
Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

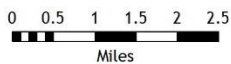
Mount Desert Island Hiking Trail System
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USGS COORDINATE MAP



**Mount Desert Island
 Hiking Trail System
 National Register Historic District**



	Latitude	Longitude		Latitude	Longitude
A	44.394728	-68.241076	I	44.215144	-68.334140
B	44.402264	-68.197206	J	44.286881	-68.401025
C	44.328403	-68.166792	K	44.335501	-68.409905
D	44.305003	-68.190524	L	44.333770	-68.367628
E	44.286919	-68.233791	M	44.321950	-68.361186
F	44.308249	-68.306703	N	44.326583	-68.314040
G	44.269829	-68.331953	O	44.361109	-68.305091
H	44.236986	-68.290441			

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered, and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Mount Desert Island Hiking Trail System

City or Vicinity: Bar Harbor

County: Hancock

State: Maine

Photographer: Laura Kline and Emily Giacomarra, PAL

Date Photographed: June 5–8, 2018

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 46. Bubble & Jordan Ponds Path, looking east.
- 2 of 46. Lower Norumbega Trail, looking south.
- 3 of 46. Ocean Path and Park Loop Road, looking southeast.
- 4 of 46. Kane Path with the Tarn on the left, looking southeast.
- 5 of 46. Long Pond Trail with Long Pond on the right, looking northwest.
- 6 of 46. Beech Mountain Trail, near the summit of Beech Mountain, looking northeast.
- 7 of 46. Cadillac Summit Loop Trail with views of Frenchman Bay, Bar Island, and the Porcupines, looking northeast.
- 8 of 46. View of Bass Harbor from the summit of Beech Mountain, looking southwest.
- 9 of 46. View of Somes Sound from Valley Cove Trail, looking north.
- 10 of 46. Rock formation along Beech Cliffs Trail, looking southeast.
- 11 of 46. View of Long Pond from Mile Rock on Long Pond Trail, looking northeast.
- 12 of 46. Seaside and Jordan Pond Path, looking north.
- 13 of 46. Jordan Pond Path, looking north.

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- 14 of 46. Beachcroft Path, looking southeast.
- 15 of 46. Gorham Mountain Trail, looking north.
- 16 of 46. View from exposed rock ledges near Huguenot Head on Beachcroft Trail, looking southwest.
- 17 of 46. Jordan Pond Path, stone causeway across cove on Jordan Pond, looking southwest.
- 18 of 46. Stepping stones on Asticou & Jordan Pond Path.
- 19 of 46. Closed capstone culvert on Asticou & Jordan Pond Path.
- 20 of 46. Open culvert on Bubble & Jordan Ponds Path.
- 21 of 46. V-shaped drainage ditch on Beech Cliff Loop Trail.
- 22 of 46. Stone checks on Bubble & Jordan Ponds Path, looking east.
- 23 of 46. Stone stairs with long coping stones on Ladder Trail, looking northwest.
- 24 of 46. Stone retaining walls and stairs on Perpendicular Trail, looking north.
- 25 of 46. Bates-style stone steps on Goat Trail, looking northwest.
- 26 of 46. Dorr-style stone steps on Beachcroft Path, looking south.
- 27 of 46. Dorr-style stone steps on Emery Path, looking southwest.
- 28 of 46. CCC-style steps on Perpendicular Trail, looking northwest.
- 29 of 46. Original CCC steps (at left) and rebuilt CCC-style steps (at right) on Gorham Mountain Trail, looking north.
- 30 of 46. Iron ladders on Beech Cliffs Trail, looking east.
- 31 of 46. Iron rungs on Perpendicular Trail, looking west.
- 32 of 46. Cedar log bridge (foreground) and bench cut (middle ground after bridge) on Maple Spring Trail, looking east.
- 33 of 46. Stratheden Path Marker #1 on Stratheden Path.
- 34 of 46. Morris K. and Maria DeWitt Jesup Memorial Plaque on Jesup Path.
- 35 of 46. Waldron Bates Memorial Plaque on Gorham Mountain Trail at south intersection with Cadillac Cliffs Trail, looking northeast.
- 36 of 46. Bates-style cairn on exposed rock ledge on Beachcroft Path, looking southeast.
- 37 of 46. Stanley Brook Bridge carrying Barr Hill-Day Mountain Carriage Road over Stanley Brook Road on the left and Seaside and Jordan Pond Path on the right, looking south.
- 38 of 46. Beachcroft Path, looking southeast.

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- 39 of 46. View toward Otter Cove from Beachcroft Path below Huguenot Head, looking south.
- 40 of 46. Cadillac Cliffs on Cadillac Cliffs Trail, looking south.
- 41 of 46. Maple Spring Trail with Hemlock Bridge, looking south.
- 42 of 46. View of Echo Lake and St. Sauveur Mountain with Somes Sound in the background from Beech Cliff Loop Trail, looking southeast.
- 43 of 46. View of Long Pond from Beech Mountain Trail, looking northwest.
- 44 of 46. Truck trail portion of Valley Cove Trail, looking north.
- 45 of 46. Stone steps on Valley Cove Trail, looking south.
- 46 of 46. Stone steps through talus field on Valley Cove Trail, looking southeast.

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FIGURES



Figure 1. Thomas Cole, *View Across Frenchman's Bay from Mt. Desert Island, After a Squall*, 1845 (Cincinnati Art Museum, reproduced in Belanger 1999:40).

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Figure 2. Thomas Cole, *Sand Beach Mountain, Mt. Desert Island*, 1844 (The Art Museum, Princeton University, reproduced in Wilmerding 1994:37).

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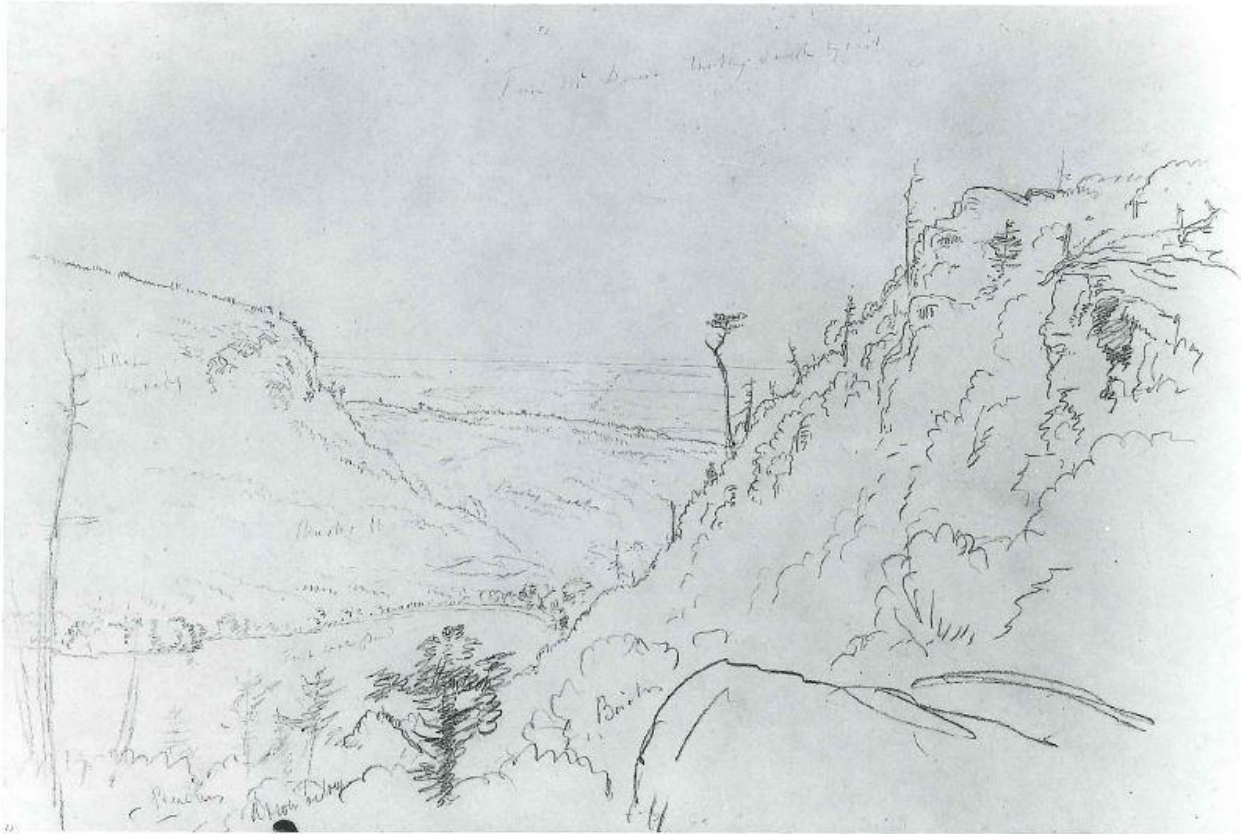


Figure 3. Thomas Cole, *Mt. Desert looking South by east*, 1844 (The Art Museum, Princeton University, reproduced in Wilmerding 1994:35).

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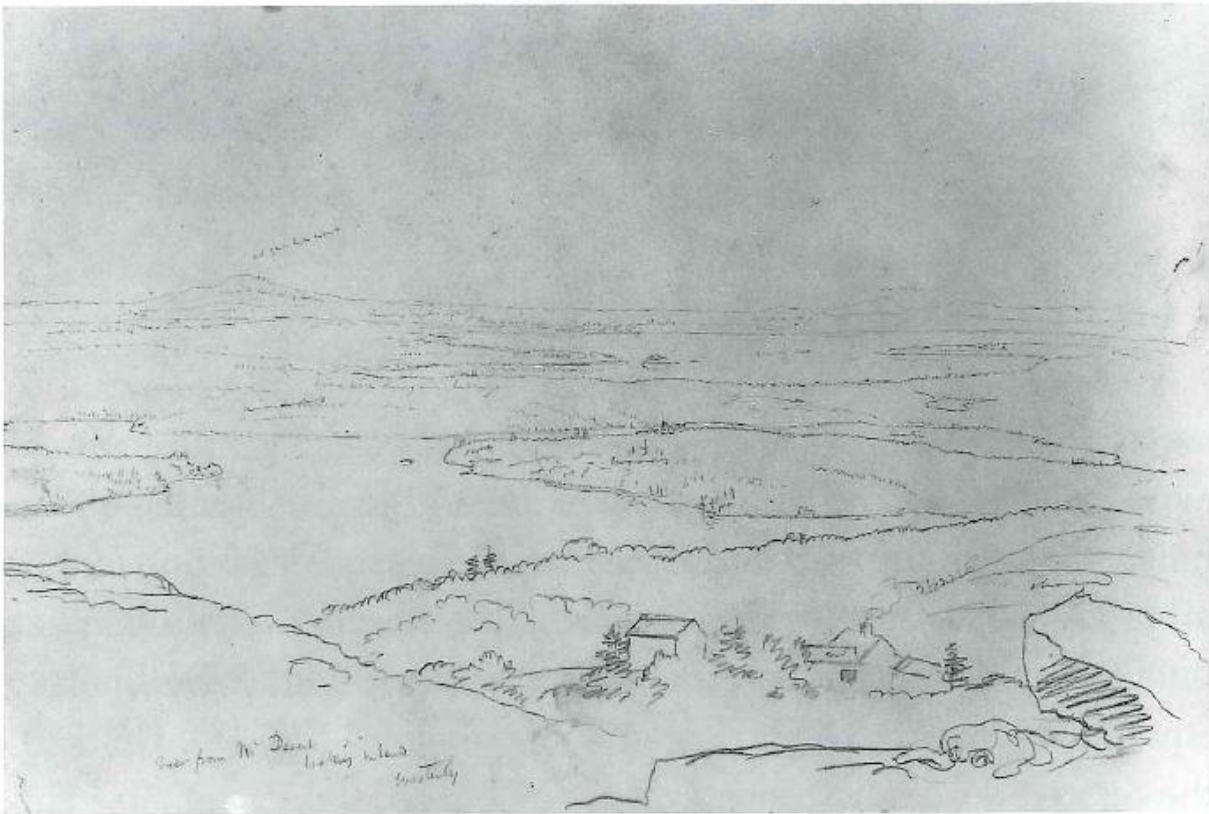


Figure 4. Thomas Cole, *View from Mt. Desert looking inland Westerly*, 1844 (The Art Museum, Princeton University, reproduced in Wilmerding 1994:34).

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Figure 5. Thomas Cole, *House, Mt. Desert Island, Maine*, ca. 1845 (Fogg Art Museum, Harvard University, reproduced in Belanger 1999:43).

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Figure 6. Frederic E. Church, *Newport Mountain, Mount Desert Island*, 1851 (private collection, reproduced in Belanger 1999:57).

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Figure 7. Frederic E. Church, *Otter Creek, Mount Desert*, ca. 1850 (Museum of Fine Arts Boston, reproduced in Wilmerding 1994:84).

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Figure 8. Frederic E. Church, *Coast at Mt. Desert Island (Sand Beach)*, ca. 1850 (Cooper-Hewitt National Design Museum, reproduced in Belanger 1999:51).

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Figure 9. Alfred Thompson Bricher, *Cloudy Day, Great Head*, 1870s (private collection, reproduced in Wilmerding 1994:143).

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Figure 10. William Stanley Haseltine, *North Bubble, Eagle Lake, Mt. Desert*, 1859 (private collection, reproduced in Wilmerding 1994:108).

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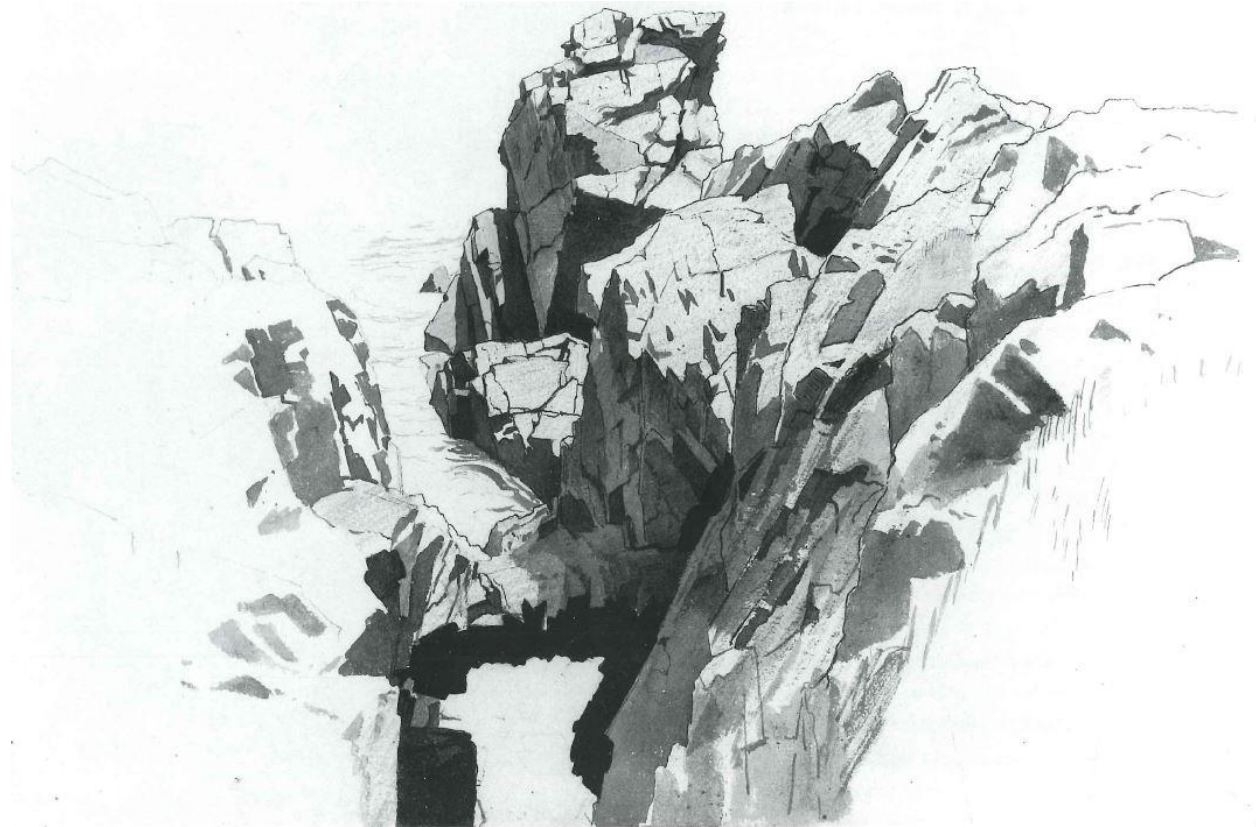


Figure 11. William Stanley Haseltine, *Thunder Hole, Mount Desert Island*, 1859 (private collection, reproduced in Wilmerding 1994:112).

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Figure 12. Frederic E. Church, *Storm at Mt. Desert (Coast Scene, or Sunrise off the Main Coast)*, 1863 (The Wadsworth Atheneum, reproduced in Wilmerding 1994:101).

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Figure 13. William Trost Richards, *Sunrise over Schoodic*, early 1870s (private collection, reproduced in Wilmerding 1994:135).

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Figure 14. Sanford Robinson Gifford, *The Artist Sketching at Mount Desert, Maine, 1864–1865* (private collection, reproduced in Belanger 1999:104).



Figure 15. Jervis McEntee, *On Mount Desert, 1864* (private collection, reproduced in Belanger 1999:106).

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Figure 16. John Bradley Hudson, *View from Cadillac Mountain*, ca. 1880s (Barridoff Galleries, reproduced in Little and Little 2016:47).



Figure 17. Photograph of hikers on the summit of Flying Mountain, looking south over Fernald Cove and Southwest Harbor, 1875 (Maine Historic Preservation Commission, reproduced in Brown 2006:28).

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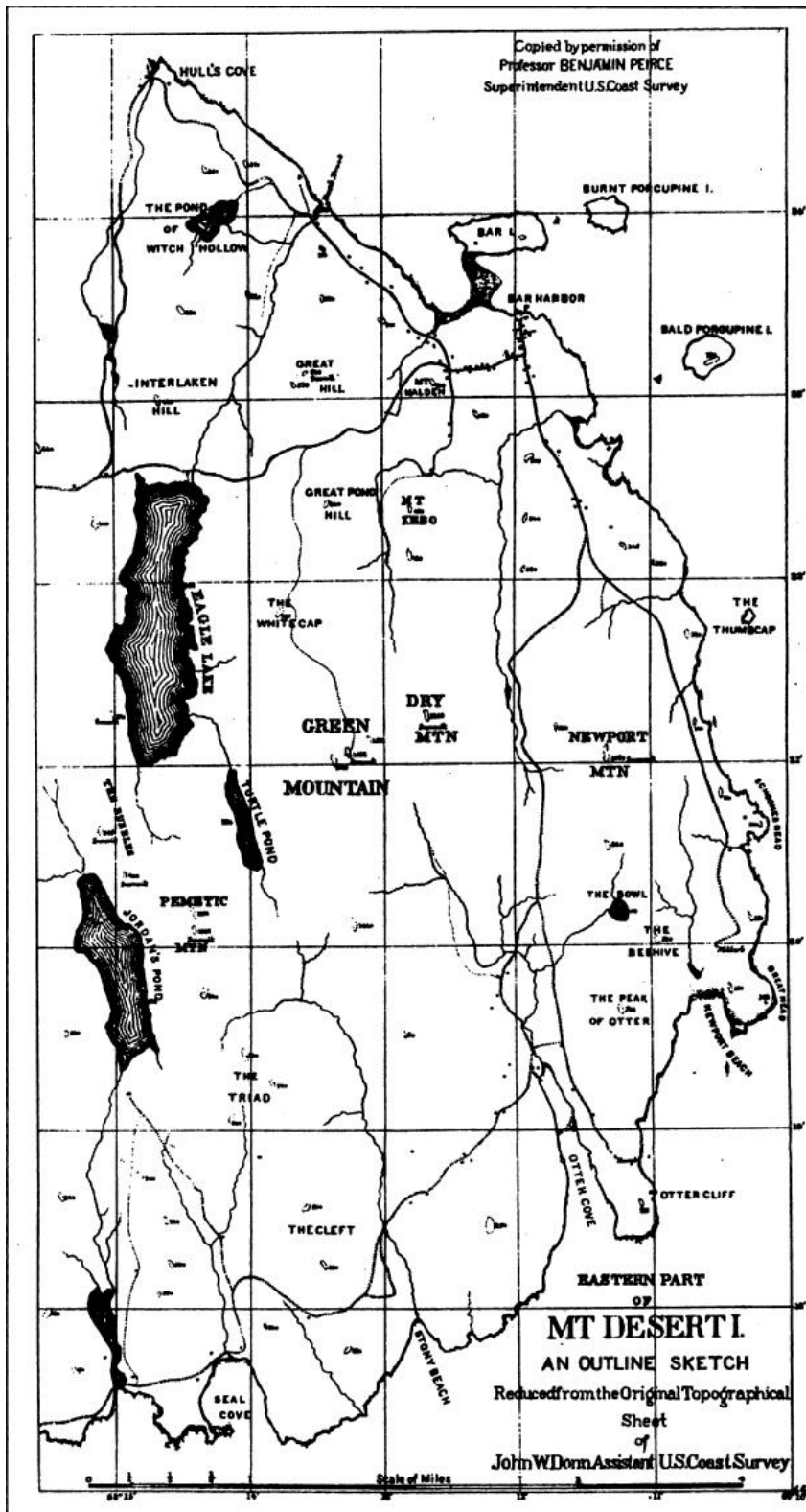


Figure 18. Map of eastern part of Mount Desert Island included in Martin's 1874 guidebook (Martin 1874, reproduced in Brown 2006:31).

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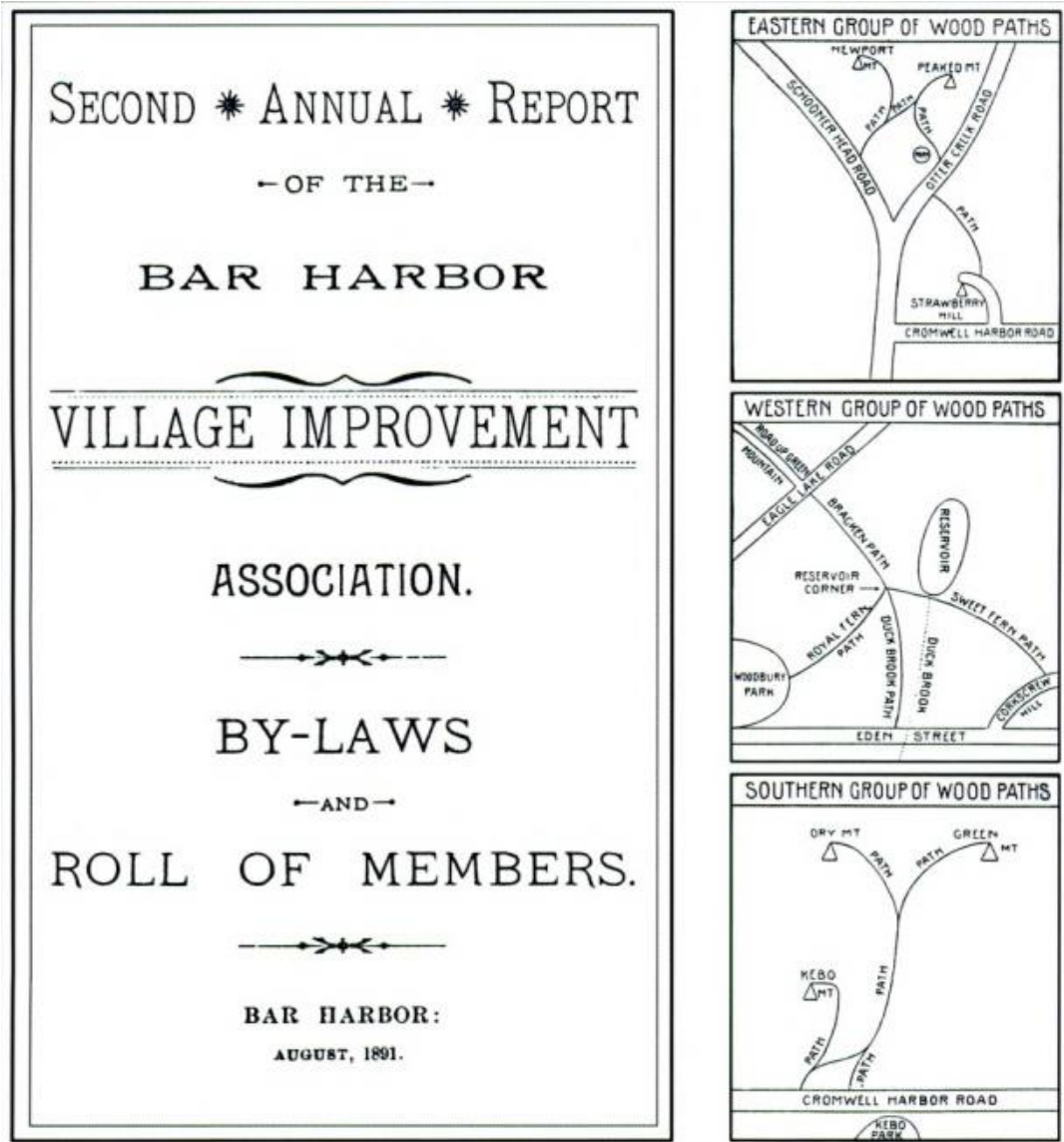


Figure 19. Diagrams of 1890 walking paths near Bar Harbor included in the Bar Harbor VIA's Second Annual Report (Bar Harbor VIA, reproduced in Brown 2006:44).

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Figure 20. Map of Mount Desert Island prepared by Edward Rand, 1893 (Rand and Redfield 1894, Acadia National Park Archives, reproduced in Brown 2006:46).

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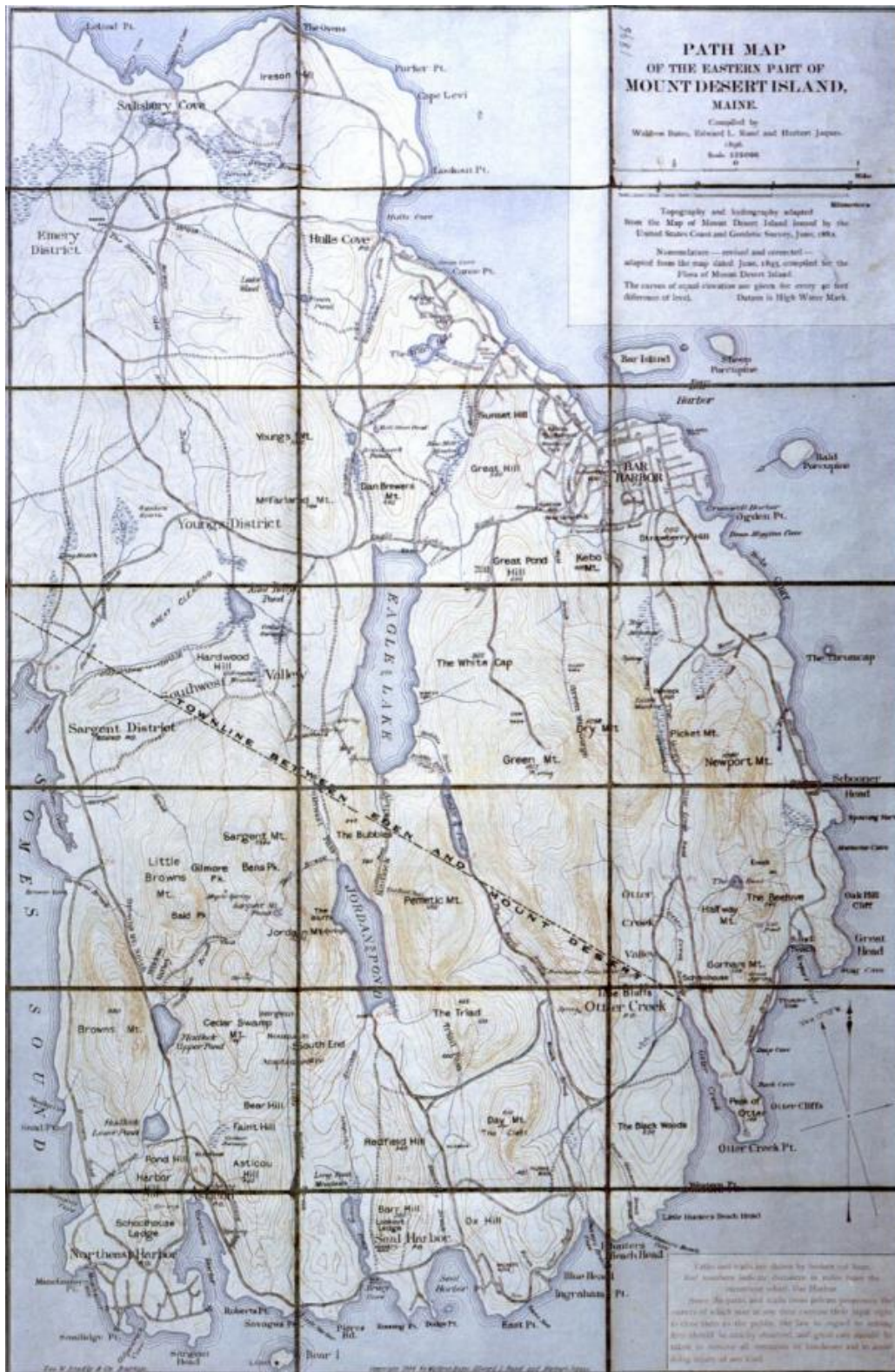


Figure 21. First path map of the eastern part of Mount Desert Island, 1896 (Bates, Rand and Jaques 1896, Northeast Harbor Library, reproduced in Brown 2006:49).

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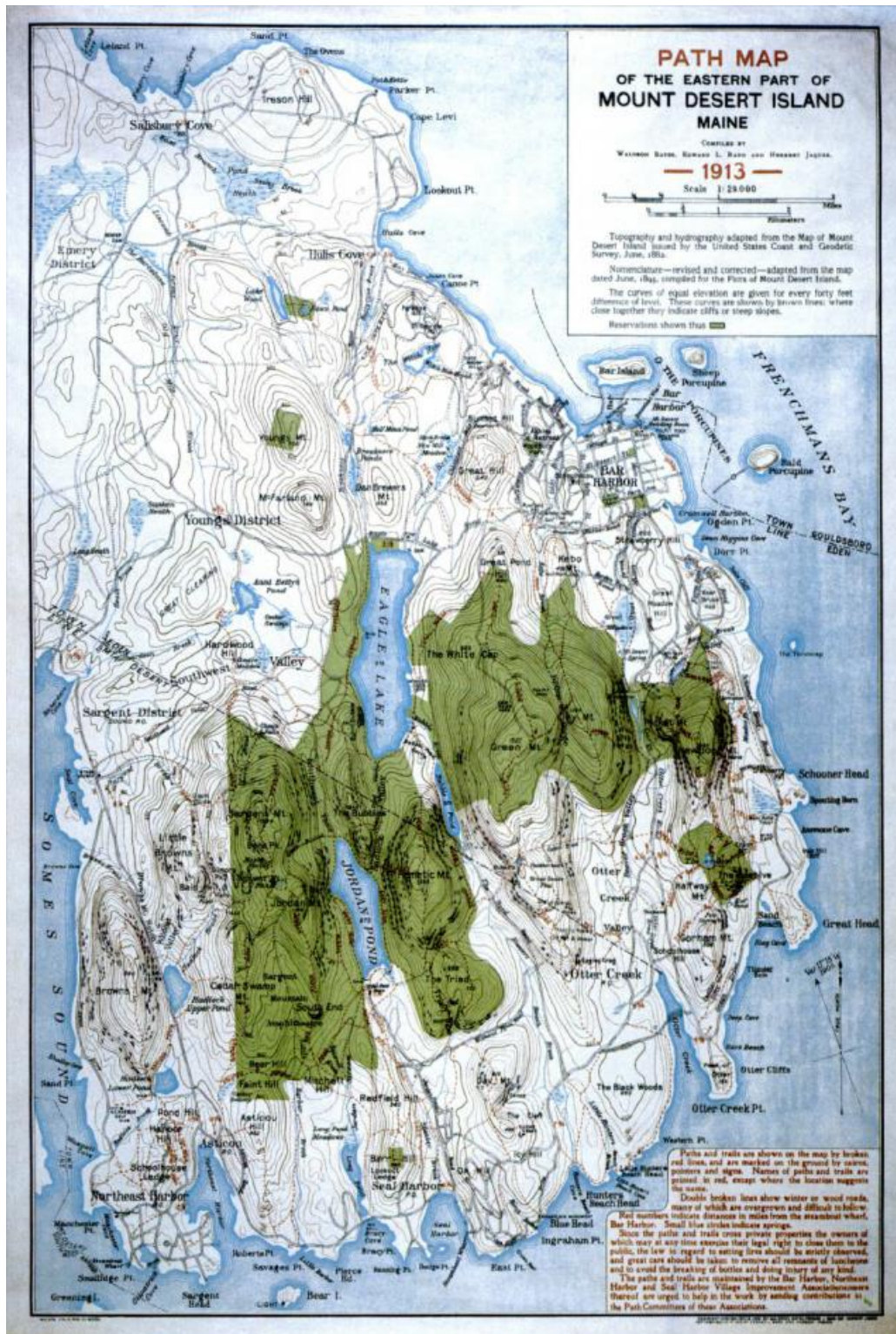


Figure 22. Path map of the eastern part of Mount Desert Island showing HCTPR reservations, 1913 (Bates, Rand and Jaques 1913, Acadia National Park William Otis Sawtelle Collections and Research Center, reproduced in Brown 2006:297).

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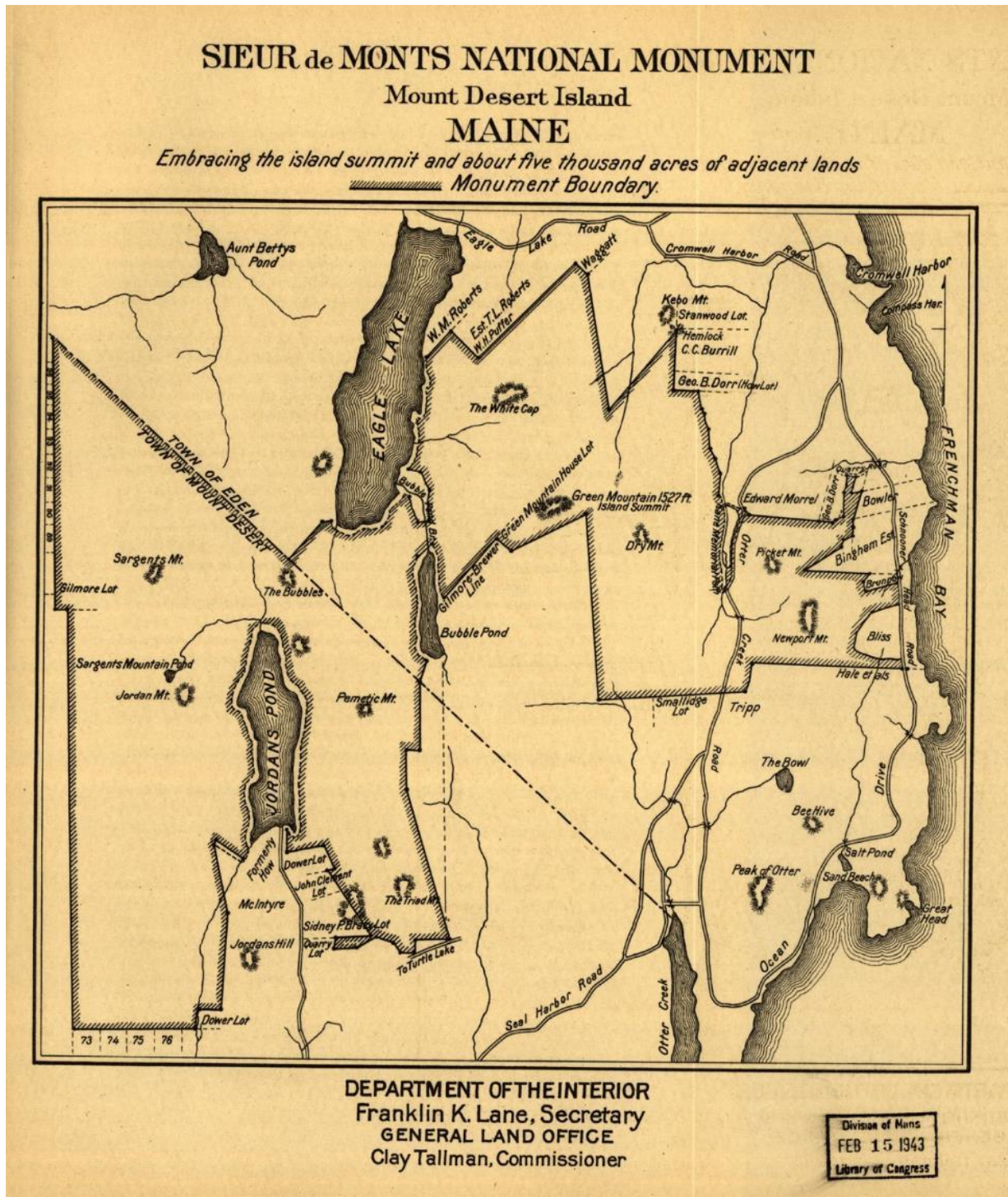


Figure 23. Map of Sieur de Monts National Monument, Mount Desert Island, 1916 (United States General Land Office, Library of Congress Geography and Map Division).

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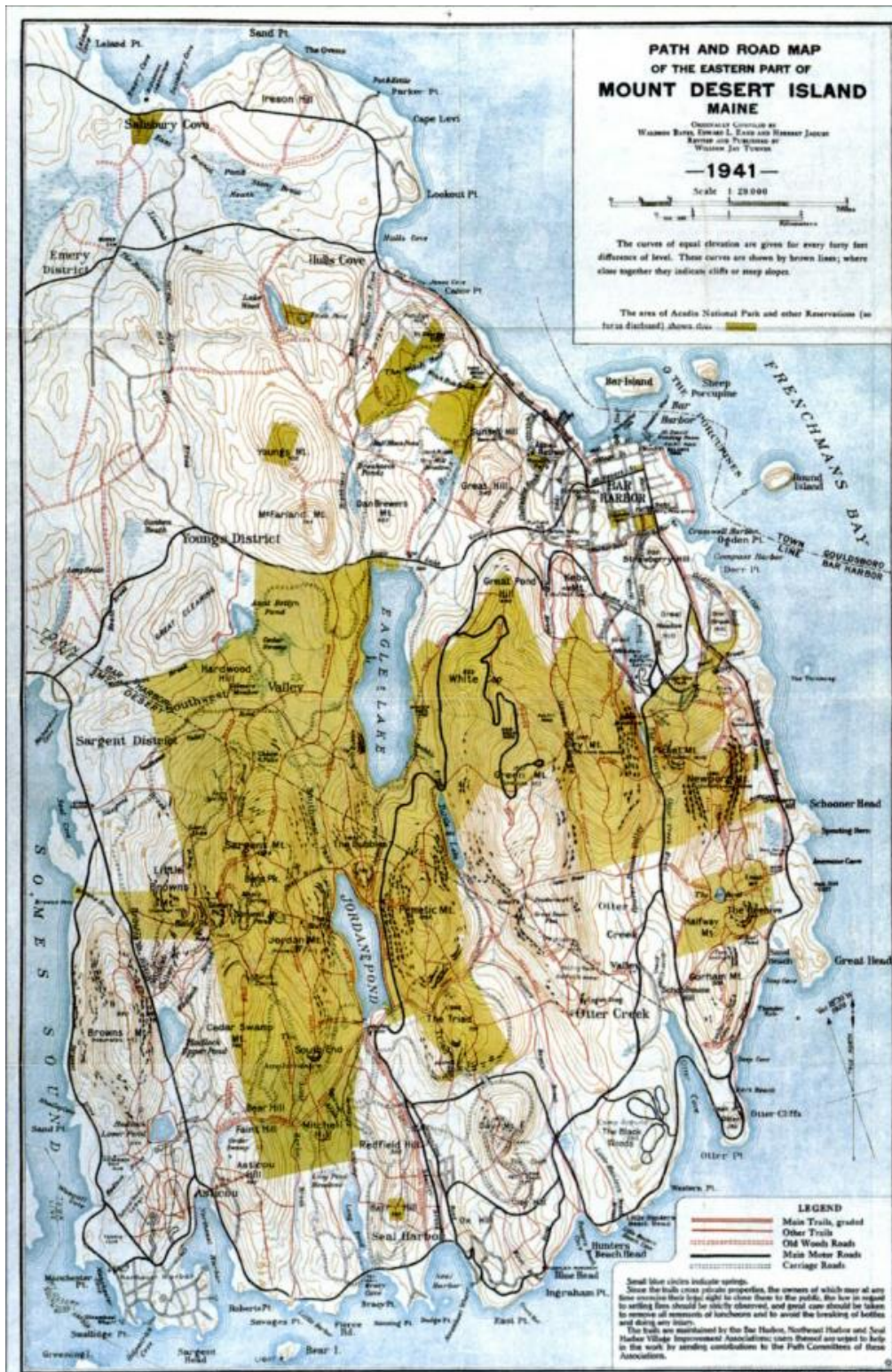


Figure 24. Last VIA/VIS path map of the eastern part of Mount Desert Island, 1941 (Bates, Rand and Jaques 1941a, Bar Harbor Historical Society, reproduced in Brown 2006:141).

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Figure 25. Ca. 1920 postcard of a hiking party on the Beachcroft Path at the upper ledges of Huguenot Head, looking toward Cadillac Mountain (Olmsted Center for Landscape Preservation Files, reproduced on cover of Brown 2006).

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Figure 26. Ca. 1920 photograph of the Schiff Path (Acadia National Park Archives, reproduced in Barter et al. 2006:141)

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Figure 27. Ca. 1920 photograph of the stone causeway on the Jordan Pond Path (Maine Historic Preservation Commission, reproduced in Barter et al. 2006:39).

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Figure 28. A group of early hikers on the Cadillac Cliffs Trail (Acadia National Park Archives, reproduced in Barter et al. 2006:7).

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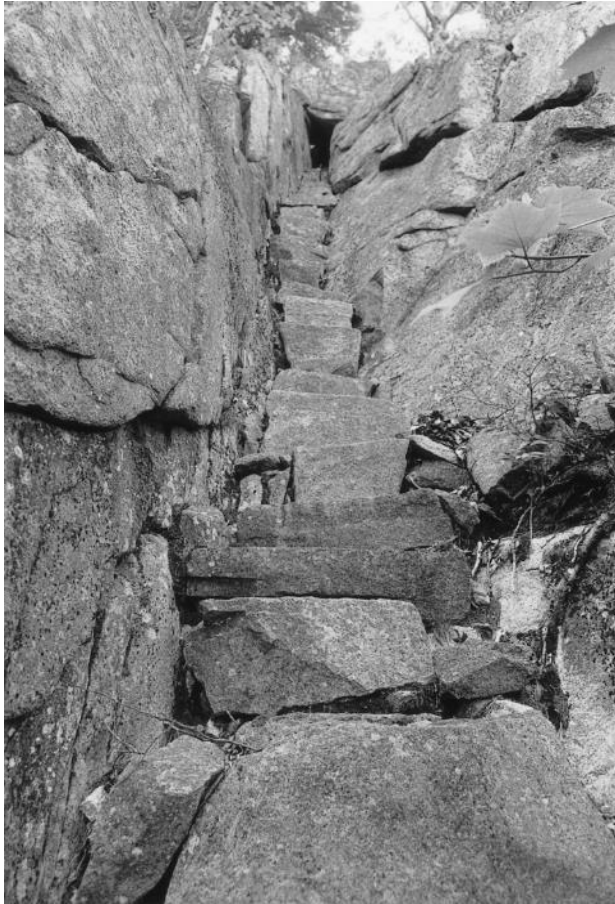


Figure 29. Brunnow-style stone steps on the Champlain East Face Trail (Olmsted Center for Landscape Preservation, reproduced in Barter et al. 2006:186).

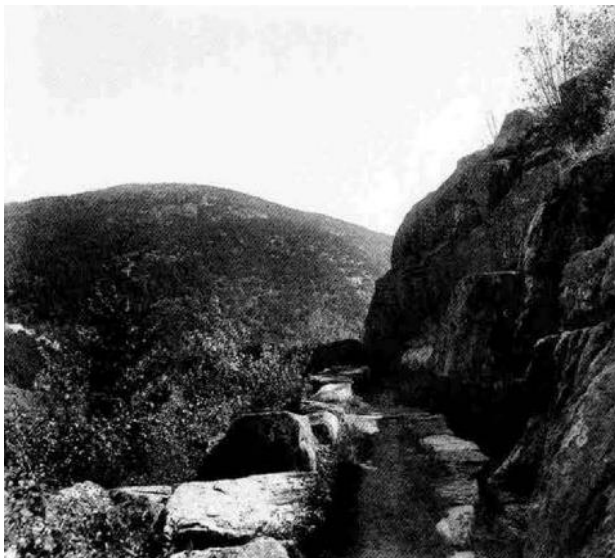


Figure 30. Ca. 1920 photograph of the Emery Path along the “Sieur de Monts Crag” (Acadia National Park Archives, reproduced in Brown 2006:70).

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Figure 31. Ca. 1922 photograph of the Emery Path (Acadia National Park Archives, reproduced in Brown 2006:70).



Figure 32. Ca. 1920 photograph of stone archway on the Homans Path (Acadia National Park Archives, reproduced in Brown 2006:69).

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GLOSSARY OF TRAIL TERMINOLOGY

The following terminology, adapted from Appendix A of *Pathmakers: Cultural Landscape Report for the Historic Hiking Trail System of Mount Desert Island* (Brown 2006), is used in defining and referring to elements of the Mount Desert Island Hiking Trail System throughout this registration form.

Abandoned trail Trail that is no longer mapped, marked, or maintained.

Alignment Trail's placement on the landscape; route.

Apron Dip on the uphill side of a water bar that directs most of the water off the trail before it gets to the bar itself; ideally "funnel-shaped."

Bates-style cairn Cairn constructed in the manner of Waldron Bates's cairns, consisting of base stones, mantel, and pointer stones.

Bates-style steps Steps constructed in the style of Waldron Bates; a rustic method of step construction.

Bench cut Side-hill or cross-slope treadway constructed by removing material from the slope to create a flattened surface.

Blaze One of a series of marks along a trail that indicates the location of the trail.

Bog-style stepping stones Stepping stones used to cross boggy areas; see also **stream-style stepping stones**.

Bogwalk Wooden walkway providing a raised, even, and dry tread, usually through a wet area.

Brunnow-style steps Steps constructed in the style of Rudolph Brunnow, in which steps are laid as the top course of a retaining wall.

Cairn Trail marker that is a built or piled group of stones.

Capstone culvert Closed culvert topped with one or more exposed treadway stones.

Causeway Constructed treadway raised above the level of the surrounding area; may be walled causeway, wall-less causeway, or stone causeway.

Check Constructed barrier in the trail that retains treadway material from moving down grade; may be log or a row of abutting stones with high contacts.

Closed culvert Culvert closed at the top so that it is underneath the treadway.

Closed log culvert Closed culvert constructed of logs, usually surfaced with gravel.

Colored paths Paths of a system developed under Herbert Jaques in Bar Harbor in the early 1900s in which each path was named for a color, or two colors; eg., "Orange and Black Path"; all of these trails

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have been renamed, though some may be restored to historic color names.

Conical cairn AMC-style of cairn, constructed of a series of circular retaining walls that form a cone.

Control points Significant locations the trail is designed to access; primary considerations in the design of its route.

Coping retaining wall Coping wall that functions also as a retaining wall.

Coping stones Stones set at the edge of a treadway (or road) that protrude above the surface and act as guidance; they may be the top course of a retaining wall, assisting with its structural integrity.

Coping wall Continuous row of coping stones.

Corduroy Decking or treadway composed of continuous log rounds or split logs with the round side up.

Crib Wooden structure that retains material and/or acts as a pier for a bridge or bogwalk; see **log cribs**.

Culvert Structure that carries water across or under a treadway.

Cut stone Stone, usually rectilinear, that is the result of splitting a larger stone, usually by drilling and using feathers and wedges.

Direct alignment Alignment that takes the shortest feasible route to its control points.

Ditch and fill Technique used to treat wet areas whereby a ditch is dug along the side of the treadway and the resultant material is used to elevate the treadway; the result is similar to a causeway but less constructed.

Dorr-style steps Steps constructed in the style of George Dorr; a highly crafted method of step construction.

Endowed trails/paths Specific group of historic trails whose maintenance was funded by an endowment; many of these are also **memorial trails**.

Engraved stone Boulder, step, or stone into which language has been cut; in general, engraved stones associated with trails were located near one or both entrances to the trail and were engraved with the name of the trail.

Fall-line Direct downhill line; the line that water takes as it descends a slope.

Fall-line route Direct route that follows the fall-line of a slope; a vulnerable route common to the Acadia system.

French drain Covered channel of stone laid underneath the trail surface or surrounding ground; a type of subsurface drain.

Fully constructed side drain Side drain fully constructed of stone, such as “V”-shaped and “U”-shaped

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side drains.

Gesture As a descriptive term for alignment, the way a trail moves in response to the landscape; may be a small gesture or a large gesture.

Grade Slope; incline of a trail, usually expressed as a percentage of rise to run or as an angle from horizontal.

Gravel paving Any treadway surfaced with gravel.

Hub Central location at which a number of trails converge by design, such as at Sieur de Monts Spring.

Iron work In the Acadia trail system, constructed iron features affixed to stone for the purpose of either supporting structures or aiding hikers, such as a rung.

Laid wall Laid retaining wall; retaining wall with a substantial vertical component in which rocks are interwoven.

Large gesture Movement of a trail dictated by design over small-scale features in the landscape; a large-gesture route will have many straight and evenly curving sections.

Living wall Berm of vegetation and soil performing a retaining function; see **wall-less causeway**.

Log crib Retaining structure constructed of logs; may be **wall crib** or **treadway crib**.

Lowland route Route that follows the bottom of a contour or traverses a low or flat area.

Memorial plaque In the Acadia trail system, a cast bronze plaque that is mounted on the face of a cliff, into a large boulder, or onto a structure to honor individuals associated with the memorial trails.

Memorial trails Specific group of historic trails built in memory of deceased persons; eg., Emery Path.

Open culvert Culvert with an open top.

Open log culvert Open culvert with log sides.

Open stone culvert Open culvert with stone sides and floor.

Path At Acadia, a highly constructed, easily walked trail developed by a VIA or VIS group.

Perforated pipe drain Type of subsurface drain in which perforated pipe is the main drainage channel.

Piled wall Piled stones performing a retaining function.

Pipe culvert Closed culvert, the channel of which is a pipe or pipes.

Pole bridges Temporary bridge consisting of logs laid side by side into a wet area.

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Rehabilitate To preserve the historic character of a property, while making allowances for new uses; measures are taken to preserve those historic features and characteristics that remain; compatible additions may be made for modern needs.

Reroute Section of trail that has been realigned.

Retaining wall Wall that holds one portion of ground higher than another; may be laid, rubble, or piled.

Ridge-line route Direct route that follows the top of a ridge.

Route Alignment of a trail; its design and placement on the landscape.

Rubble wall Retaining wall laid less carefully than a laid wall; the face is irregular and the batter more shallow.

Rustic Term used by Albert Good in *Park Structures and Facilities* (1938) to refer to a design style “through the use of native materials in proper scale, and through the avoidance of rigid, straight lines, and over sophistication, gives the feeling of having been executed by pioneer craftsman with limited hand tools. It thus achieves sympathy with natural surroundings and with the past.”

Set-behind Method of laying steps in which each step is set behind and with the bottom below the top of the step immediately below it; opposed to **slab-laid**.

Side drain Drain that runs parallel to the treadway; usually collects water from the uphill side of the trail and connects to culverts that direct water to the downhill side.

Sidewall Single-tier retaining wall that retains tread material, especially in a walled causeway or walled side drain.

Slab-laid Method of laying steps in which each step is set partially on top of, or overlapping, the step directly below it; opposed to **set-behind**.

Small gesture Movement of a trail dictated by, or responsive to, small-scale features in the landscape, such as boulders or trees.

Social trails Trails developed by hikers to shortcut trail routes or access points of interest.

Stacked cairn Cairn that consists of a single stack of stones.

Step Constructed feature that is a vertical rise onto a horizontal surface suitable for stepping.

Stepping stones Stones set in a single row, a stepping distance apart, used to traverse streams or wet areas; may be bog-style or stream-style.

Stepstone culvert Open culvert with one or more stepping stones in the drainage channel.

Stone causeway Causeway constructed primarily of stones and having a surface of stone pavement.

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Stone pavement Constructed continuous stone treadway.

Stream-style stepping stones Stepping stones used to cross streams; see also **bog-style stepping stones**.

Subgrade drainage Non-channeled subsurface drainage that consists of clean stone rubble that allows percolation of seepage; an essential element of tread construction.

Subsurface drain Drain hidden beneath the treadway, mainly used to handle seepage; also called “hidden” or “blind” drain.

Swale Water dip; an angled depression, or reversal in grade, designed to direct water to the side of the trail; as part of a water bar, called the **apron**.

Switchback Designed element of a trail’s alignment in which a side-hill trail reverses direction to gain grade.

Switchback route Route that primarily consists of switchbacks.

Talus Rock piles and debris reposed at an angle, usually at the base of a cliff; also called a “talus slope” or “talus field.”

Talus pavement Stone pavement constructed through a talus field.

Tiered wall Retaining wall in which rocks are laid on top of other rocks in the face; opposed to **sidewall**.

Trail A marked or established route, of either natural or constructed surface, encompassing the treadway, and the natural, scenic, and cultural setting which together convey a meaningful experience to the hiker as intended by the early twentieth-century park founders. The route serves as the boundary for the trails listed in the National Register under this nomination. Generally corresponds to a 150-foot corridor that is 75-feet on either side of the current 2019 centerline of the treadway.

Tread or Treadway Walking surface of the trail.

Treadway crib Log crib constructed in the treadway, acting as checks and sidewall.

Unconstructed tread Natural treadway with no constructed features.

Varied woodland route Type of direct route that traverses different kinds of terrain.

View Broad range of vision, expansive or panoramic, usually of scenic elements such as mountain ranges, river valleys, lakes, and coastlines.

Viewpoints Vantage points associated with views and vistas; physical locations that provide access to views or vistas of cultural or natural landscapes; typically occur along the main treadway, often from bald or open summits. There are 12 viewpoints directly associated with the work of American artists who captured the dramatic scenery in what today is Acadia National Park. These viewpoints document the location from which the artist depicted the scene.

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Vista Controlled prospect of a discrete range of vision that is deliberately contrived, typically associated with constructed landscapes, usually of scenic elements.

V-shaped side drain Stone side drain in which flat stones are set perpendicular to each other in the shape of a V.

Wall crib Log crib, consisting of rail pieces and ties, that acts as a retaining wall.

Walled causeway Raised gravel or soil treadway supported on both sides with retaining walls.

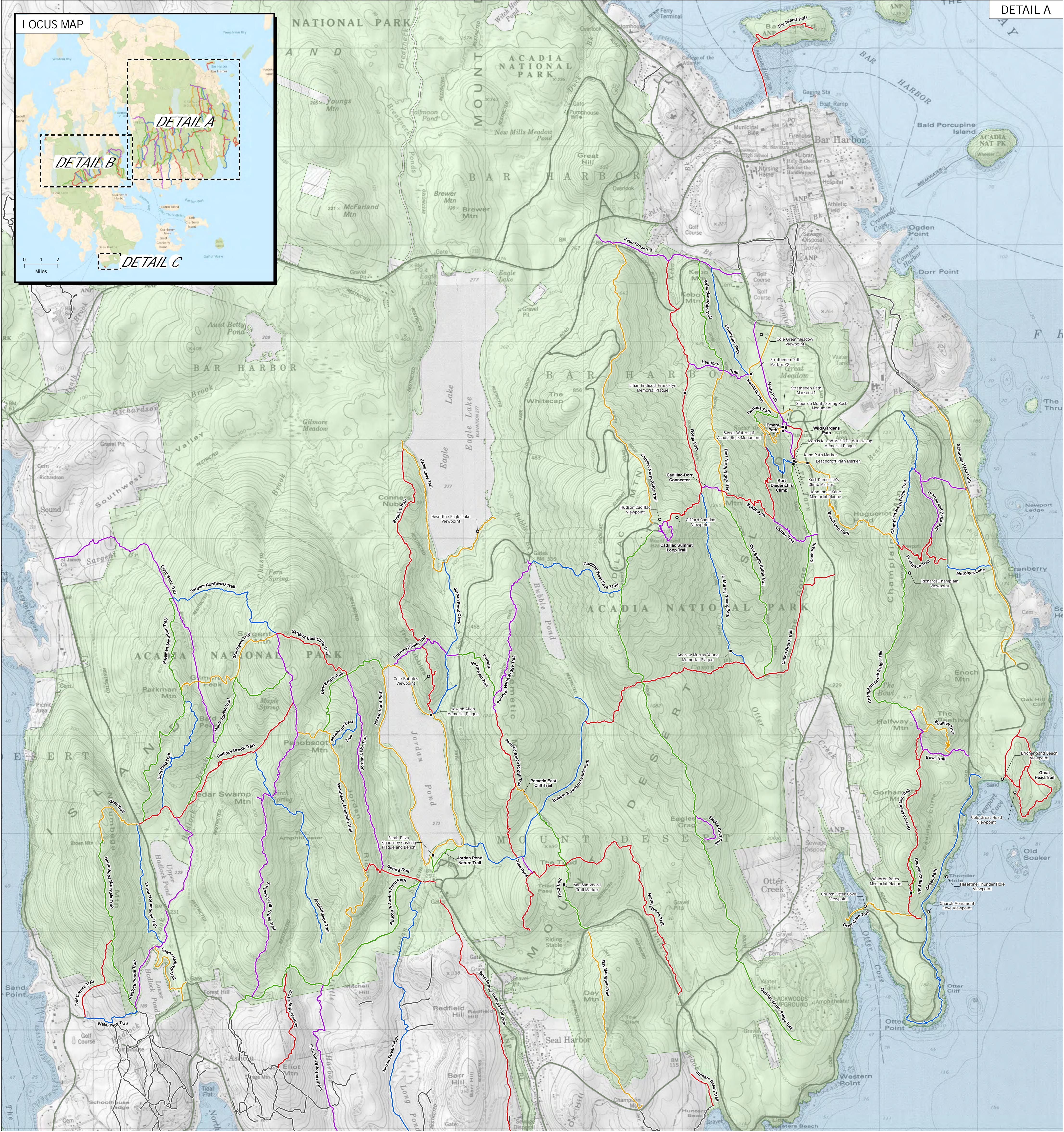
Wall-less causeway Raised gravel or soil treadway constructed without retaining walls; gravel is contained on each side with berm or **living wall**.

Water dip Angled depression in the treadway that diverts water from the trail surface; a reversal in grade.

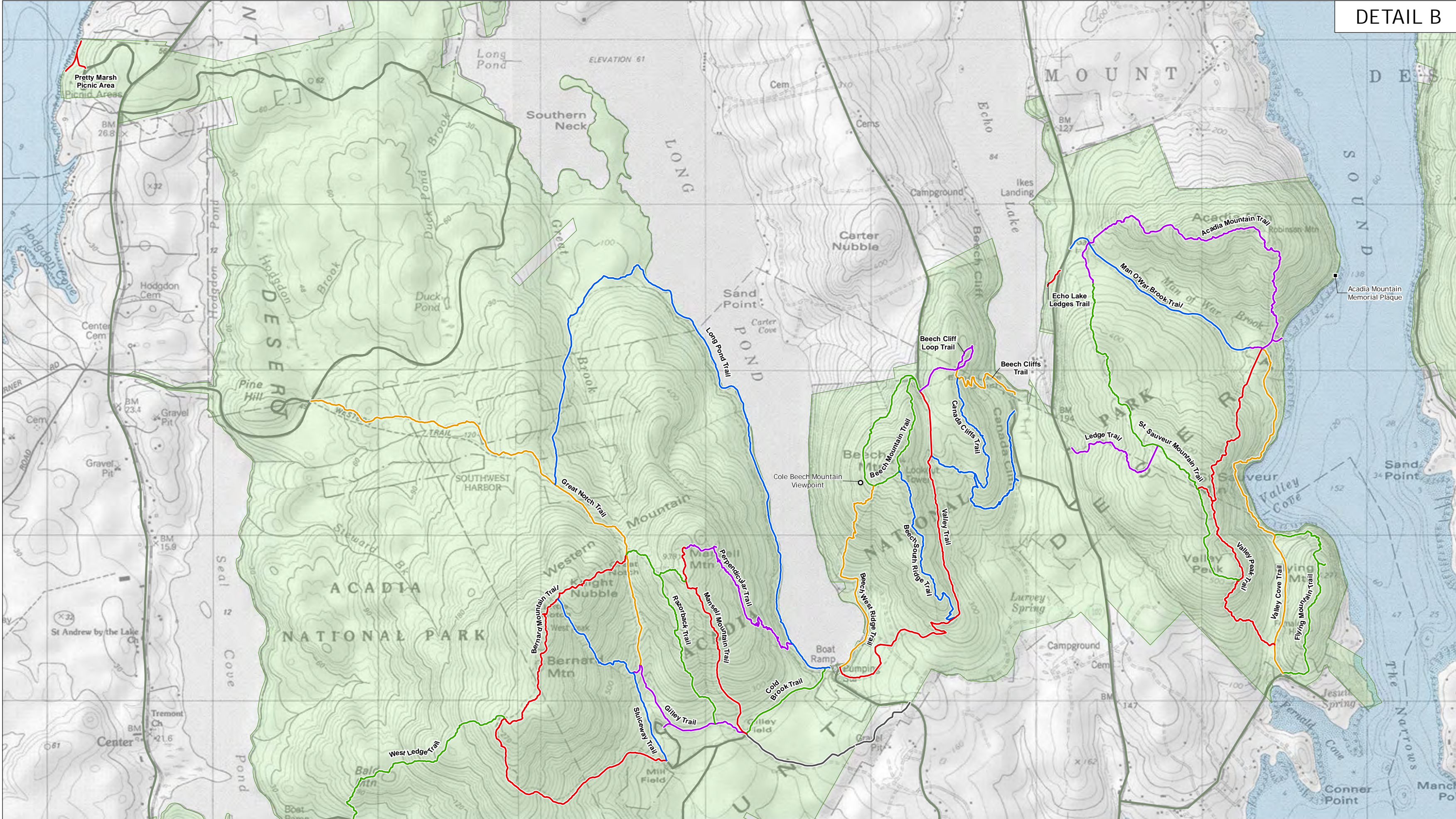
Water bar Drainage structure consisting of a depression crossing a treadway that is reinforced by a log or row of abutting rocks; the main function of a water bar is to divert water flowing down a graded treadway.

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.460 et seq.).

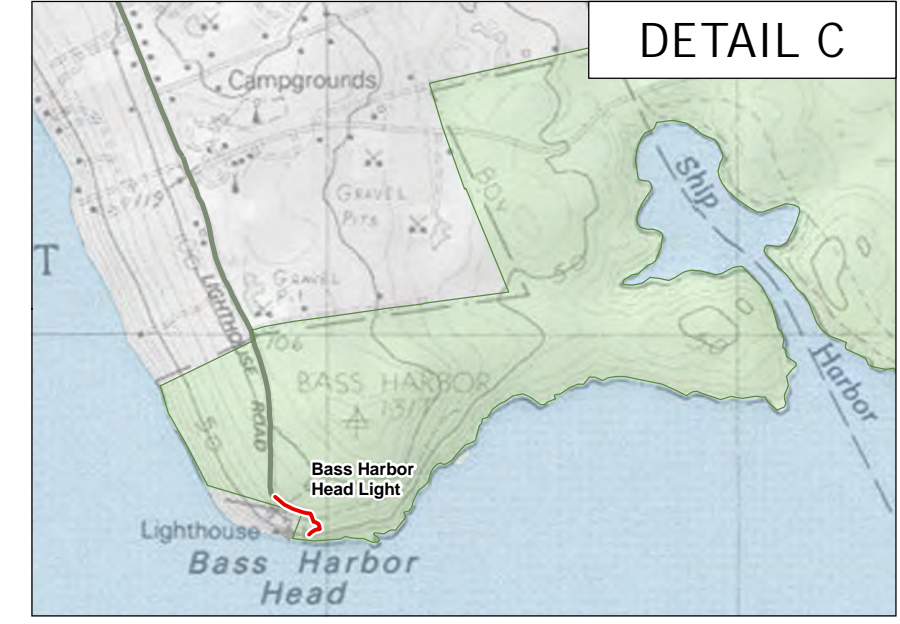
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



DETAIL B



DETAIL C



ACADIA NATIONAL PARK
Mount Desert Island
Hiking Trail System Historic District

District boundary corresponds to 150-ft corridor along contributing trails, widens to include all contributing markers and viewpoints.

Map Key:

- Contributing Hiking Trail (Colorful lines)
- Contributing Viewpoint (Circle with dot)
- Contributing Object (Black square)
- Park Boundary and Lands (Green outline)
- Hiking Trails not Nominated (Grey line)
- Carriage Road (Dashed line)
- Major Road (Thick grey line)

Scale: 0 2,000 4,000 FEET