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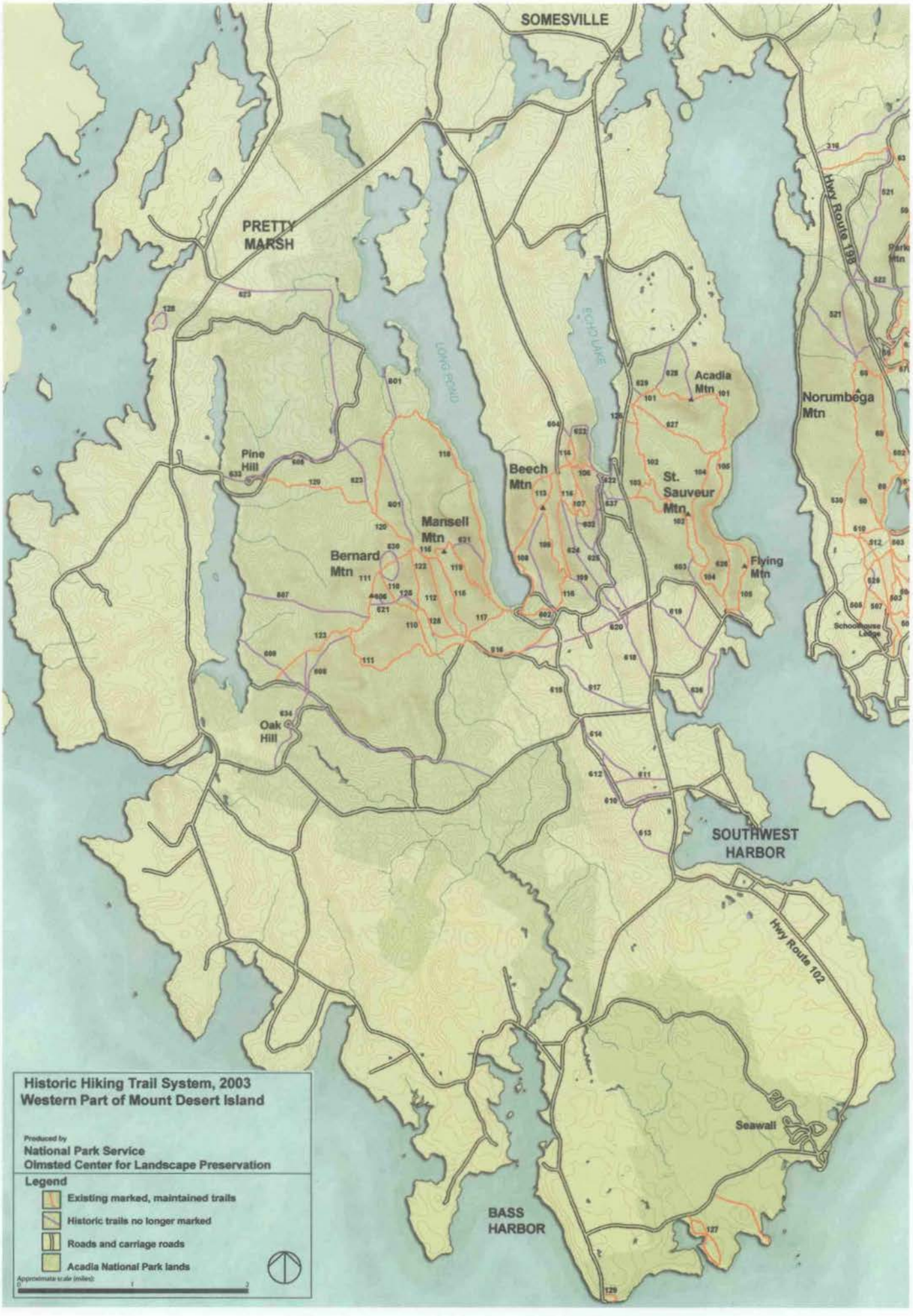
Olmsted Center
for Landscape Preservation

Pathmakers

Cultural Landscape Report for the Historic Hiking Trail System of Mount Desert Island

History, Existing Conditions, & Analysis

PLEASE RETURN TO:
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SOMESVILLE
PRETTY MARSH
LONG POND
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St. Sauveur Mtn
Flying Mtn
Marsell Mtn
Bernard Mtn
Oak Hill
SOUTHWEST HARBOR
Hwy Route 102
Seawall
BASS HARBOR
Historic Hiking Trail System, 2003
Western Part of Mount Desert Island
Produced by
National Park Service
Olmsted Center for Landscape Preservation
Legend
Existing marked, maintained trails
Historic trails no longer marked
Roads and carriage roads
Acadia National Park lands
Approximate scale (miles):

United States Department of the Interior

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May 10, 2006

Memorandum

To: Technical Information Center, Denver Service Center

From: Director, Olmsted Center for Landscape Preservation

Subject: Submittal of Final Report
Cultural Landscape Report for the Historic Hiking Trail System

I am extremely pleased to provide you with copies of the final two-volume *Cultural Landscape Report for the Historic Hiking Trail System of Acadia National Park.* The reports chronicle the development of the trail system across Mount Desert Island and provide detailed construction and maintenance guidelines to ensure that the character of the trails is preserved for future generations. Volume 1, *Pathmakers* was completed by Margie Coffin Brown, Historical Landscape Architect, at the Olmsted Center for Landscape Preservation. Volume 2, *Acadia Trails Treatment Plan*, was completed by Chris Barter, Margie Coffin Brown, Gary Stellpflug, and Tracy Stakely with illustrations drawn by Sarah Baldyga and project oversight provided by Jim Vekasi at Acadia National Park.

This project was successfully completed with significant contributions from additional staff at Acadia including Karen Anderson, Don Beal, Peter Colman, Judith Hazen Connery, Charlie Jacobi, and Keith Johnson, as well as former staff Brooke Childrey and David Kari. The documents were brought to the final stages of layout and design with the support of Friends of Acadia, particularly with the assistance of Acting Director Marla S. O'Byrne.

Completion of this report represents a major milestone for the entire project team. The trail system is a unique and vast resource that required a high level of documentation and team involvement. It has been our pleasure to work on such an interesting preservation planning project and with such a dedicated, knowledgeable staff.

We hope this work effectively assists with preserving the significant and complex landscape of Acadia National Park.

Please do not hesitate to contact me at 671.223.5099 or bob_page@nps.gov should you have questions or concerns regarding this document now or in the future.

Robert R. Page.

Attachments

cc: Sheridan Steele, ACAD (enclosure under separate cover)
Jim Vekasi, ACAD (enclosure under separate cover)
Margie Coffin Brown, OCLP (enclosure under separate cover)



PATHMAKERS

CULTURAL LANDSCAPE REPORT FOR THE HISTORIC HIKING TRAIL SYSTEM OF MOUNT DESERT ISLAND

Acadia National Park, Maine

History, Existing Conditions, & Analysis

Prepared by

Margaret Coffin Brown
Olmsted Center for Landscape Preservation

Project Manager

Jim Vekasi, Acadia National Park

Contributors

Karen Anderson
Christine Arato
Sarah Baldyga
Christian Barter
Don Beal
Brooke Childrey
Peter Colman
Mark Davison
Laura Hayes
David Goodrich
Charlie Jacobi
Keith Johnston
Lauren Meier
J. Tracy Stakely
Gary Stellpflug
Stacie Van Wyk
Paul Weinbaum

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Friends of Acadia

Olmsted Center for Landscape Preservation
National Park Service, Boston, Massachusetts, 2006

The Olmsted Center for Landscape Preservation promotes the stewardship of significant landscapes through research, planning, and sustainable preservation maintenance. The Center accomplishes its mission in collaboration with a network of partners including national parks, universities, government agencies, and private nonprofit organizations. Techniques and principles of preservation practice are made available through training and publications. Based at the Frederick Law Olmsted National Historic Site, the Center perpetuates the tradition of the Olmsted firms and Frederick Law Olmsted's lifelong commitment to people, parks, and public spaces.

For more information, contact:

The Olmsted Center for Landscape Preservation
99 Warren Street, Brookline, MA 02445
www.nps.gov/oclp/

Acadia National Park
McFarland Hill Headquarters
P.O. Box 177, Bar Harbor, ME 04609
www.nps.gov/acad/

Friends of Acadia
43 Cottage Street, P.O. Box 45, Bar Harbor, ME 04609
www.friendsofacadia.org

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Cover Photo: Circa 1920 postcard of a hiking party on the Beachcroft Path at the upper ledges of Huguenot Head, looking towards Cadillac Mountain. Olmsted Center files.

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FOREWORD

THE DUTY OF CARE

Many of Acadia National Park's foot trails preceded the establishment of the park. The earliest pathmakers were Abenakis, who made trails for carrying canoes between lakes and for other practical reasons. European settlers later developed recreation trails. Summer visitors organized Village Improvement Associations and Village Improvement Societies, whose path committee volunteers created trails that were incorporated, in 1916, into the new Sieur de Monts National Monument, precursor to Lafayette National Park (1919). Ten years later, the protected area was renamed Acadia National Park. It was the first national park to have sprung full-blown from philanthropy.

Volunteers and park crews, including President Franklin D. Roosevelt's Civilian Conservation Corps in the 1930s and early 1940s, expanded and maintained the trail system. Friends of Acadia was formed in 1986 to extend the philanthropic vision of the park founders. The organization later mounted Acadia Trails Forever, which matched $4 million in park entry fees with $9 million in private donations, to rehabilitate the footpaths over ten years. The model project made Acadia the first national park with an endowed trail system.

Each era of trail building and its individual pathmakers utilized different construction styles, standards and aesthetic nuances. The job of today's professional trail crew and its legion of volunteers is to honor the pathmakers of old by replicating their construction signatures whenever possible. National parks, after all, are repositories of history and culture, and the Park Service's legal duty of care is to preserve these magnificent places "unimpaired for the use and enjoyment of future generations."

Three important books guide Acadia's trail crews in that obligation: *Preserving Historic Trails*, the proceedings from an October 2000 conference of trail building experts from across the nation; this volume, *Pathmakers: Cultural Landscape Report for the Historic Hiking Trail System of Acadia National Park* (2005), a profusely illustrated history of trail building; and the second volume of the cultural landscape report, *Acadia Trails Treatment Plan* (2005), which lays out precise construction and maintenance techniques favoring the historically faithful preservation of Acadia's footpaths. These authoritative resources, and the park's *Hiking Trails Management Plan*, were compiled with input from one of the best kept secrets in the National Park Service, the Olmsted Center for Landscape Preservation, a coterie of landscape architects, historians and writers tucked away in Brookline, Massachusetts. The Olmsted staff collaborated over several years with Acadia's trail crew, one of the best in the 388-unit National Park System.

Each year, the Acadia Trails Forever project brings more trails up to the rehabilitation standards set forth in the cultural landscape report. Previously neglected features such as iron work, granite steps, bog bridges, log stringers, water bars, rock drains, Bates-style cairns and other historic features are carefully redone or added, complementing Acadia's natural splendor.

A trail is both a literal connection between humans and nature and a symbolic pathway into the creation. The best manmade trail is a light but durable etch mark on the earth, providing access for the many, but minimizing by dint of its design the erosive effects of human passage and natural events. A successful footpath is not just a slender outdoor thoroughfare, it's a form of transportation in the sense that a walker moving in synch with the surroundings feels transported, as if the trail is

doing the work. When in this mode, you experience the ground's physical expression happening apace beneath your feet. The place you are traversing enters your consciousness as a stream of pleasurable pulses—visual, aural, aromatic. Aesthetic encounters like this recall the experience of great art, with one big exception: nature's phenomena were made by other than us. The human duty of care for the natural place must reflect that fact of creation. That's why a trail must run lightly and mimic its environment. Acadia's trails go further, remaining faithful to a history that, if you know what to look for, lies all around and especially underfoot.

W. Kent Olson
President, Friends of Acadia
Bar Harbor, Maine

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This project was funded by grants from the National Park Service Cultural Resource Preservation Program (CRPP), National Park Service Fee Demonstration Program, and the Friends of Acadia. The study was carried out by Acadia National Park in cooperation with the Olmsted Center for Landscape Preservation in Brookline, Massachusetts with project direction provided by Jim Vekasi, Chief of Maintenance at Acadia. Overall project guidance was provided by former Superintendent Paul Haertel, Deputy Superintendent Len Bobinchock, Olmsted Center Director Robert Page, and Deputy Director Charles Pepper. Many individuals contributed writing, research, and current trails information. Karen Anderson provided GIS base maps. Christine Arato and Stacie Van Wyk conducted research, field documentation, and edited text. Sarah Baldyga prepared graphics, conducted research, and compiled trail characteristics for the database. Christian Barter examined historic photographs, selected images, reviewed the document, and contributed to the individual trail descriptions and database. Don Beal provided information on recent trail work and participated in working groups. Brooke Childrey assisted with research in the archives, permissions letters, and duplication of historic documents and photographs. Peter Colman, Keith Johnston, and David Kari documented trails and contributed descriptions and photographs. Laura Hayes collected data on individual trails and contributed photographs. Charlie Jacobi assisted with the field documentation and the description of unmarked trails for the database and contributed photographs. Katharine Lacy, Lauren Meier, and Paul Weinbaum reviewed draft documents. J. Tracy Stakely and Gary Stellpflug reviewed the draft documents and contributed to the individual trail, database, and map production, and Mark Davison prepared the final maps and period plans.

A trails working group convened twice during the summer of 1997 to discuss both current and historic trail construction techniques. The group included Acadia's trails crew as well as outside consultants. Special thanks to Lester Kenway from Baxter State Park and Carl Demrow and David Salisbury from the Appalachian Mountain Club White Mountains Trails Program, all of whom contributed to these discussions. At Acadia National Park, staff members Ron Hamel, David Manski, Glen Mittelhauser, Lee Terzis, and Deb Wade also contributed to the project.

Completion of the site history section of this report was aided by the 1993 publication *Trails of History* by Tom St. Germain and Jay Saunders. In addition, Tom St. Germain provided detailed information on the location and condition of trails that are no longer marked. David Goodrich, an avid trail user, also provided information on unmarked trails and invaluable assistance with his careful review of draft documents and family photographs of the trails. Many other Mount Desert Island residents and historians provided valuable information, including: Les Brewer and Phil Cunningham from the Bar Harbor Village Improvement Association; Ed Garrett and Deb Dyer from the Bar Harbor Historical Society; Nancy Howland at the Jesup Memorial Library in Bar Harbor; Robert Pyle at the Northeast Harbor Library; Deborah Burch from the Seal Harbor Library and Village Improvement Society; Edward Dunham and Jeff Smith from the Seal Harbor Village Improvement Society; Dan Falt from the Northeast Harbor Village Improvement Society; Marla Major O'Byrne and Ken Olson at the Friends of Acadia; Jaylene Roths and the staff at the Mount Desert Island Historical Society; Ned and Mary Mitchell from the AMC Echo Lake Camp; and Syd Salvatore, Raymond Strout, Robert Suminsby, Lydia Vandenbergh, Norm Walls, and John Wilmerding.

A tremendous amount of information about Acadia's trails is located in repositories throughout the Northeast. Thanks to the many individuals who assisted with research and archival duplication, including John Gerber at the AMC Library; John Maounis and Liz Banks from the National Park Service; Roy Wells and Ed Wheaton at the Maine State Archives in Augusta; Earle Shettleworth, Jr. and Kirk Mohney at the Maine Historic Preservation Commission in Augusta; Nancy Kandoian from the New York Public Library; Helen Engle at the National Archives; Richard Quin at the NPS Washington Support Office; Eliot Foulds, Patrick Eleey, Pat Guthrie, Katharine Lacy, Debbie Smith, and David Uschold at the Olmsted Center for Landscape Preservation; Chris Brown, Tammis Coffin, Laura and Guy Waterman, Don White, and Hanne Waibel. Jane Crosen and Annie Harris assisted with editing and Dale Swensson assisted with graphic design. Page layout and production was provided by Brian P. Graphic Arts.



Acadia NP Archives

Commemorative plaque honoring Waldron Bates, early pathmaker, on the Cadillac Cliffs Trail, circa 1916.

INTRODUCTION

STUDY BOUNDARIES

METHODOLOGY AND SCOPE

HISTORICAL OVERVIEW

SUMMARY OF FINDINGS

INTRODUCTION

The hiking trails of Mount Desert Island extend from the island's coastal villages into the mountainous interior of Acadia National Park, over summits, across rocky ledges, and along streams, lakeshores, and ocean cliffs above Maine's scenic coastline (Fig. 1). While offering walkers an opportunity to explore the natural beauty of the island, the trails are the product of human design and construction, thoughtfully laid out to direct people to scenic overlooks, interesting rock formations, cultural centers, and to connect park facilities. Skillfully built steps, ladders, bridges, and cairns guide walkers through the landscape. The combination of exceptional craftsmanship and spectacular natural scenery make these trails some of the finest and most heavily used in the country.

Most trails predate the establishment of the park, including Native American trails, early roads, and turn-of-the-century village improvement association paths constructed with private donations. After the establishment of the park in 1916, trail construction continued until the island-wide system reached its peak size of 270 linear miles during the 1930s. Since that time, the construction of motor and carriage roads, the 1947 fire, and trail closures in 1959 have reduced the maintained portion of the system within park boundaries to 118 miles and consisting of 103 named trails. The trails, though extremely popular, have suffered from increased erosion, degradation of built features, and closure of trails due to safety concerns. At this time the park would like to develop a strategy for increasing the level of trail maintenance and, in response to increasing public demand, to reopen some trails. There are 110 miles of trails within the park that are no longer marked. Local village improvement associations maintain 15 miles of trails that extend beyond park boundaries, while 30 miles are no longer marked. There is a strong interest in reopening trails that will reestablish connections to villages and create circuit walks within the park.

The purpose of this cultural landscape report is to document the history and significance of the trail system, with an emphasis on the physical features, and to guide the future treatment of the trails. The National Park Service identifies the cultural landscape report (CLR) as the primary guide for treatment and use of a cultural landscape. With reference to appropriate historical contexts, a CLR documents and evaluates landscape features and qualities that make a property eligible for the National Register of Historic Places. A CLR typically analyzes a landscape's geographical setting, development, materials, construction techniques, and use in all periods, including those deemed not significant. With a sensitivity to protecting significant cultural resources, the CLR recommends treatment work that is consistent with the landscape's condition and use, following the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. The CLR for the Mount Desert Island hiking trail system is

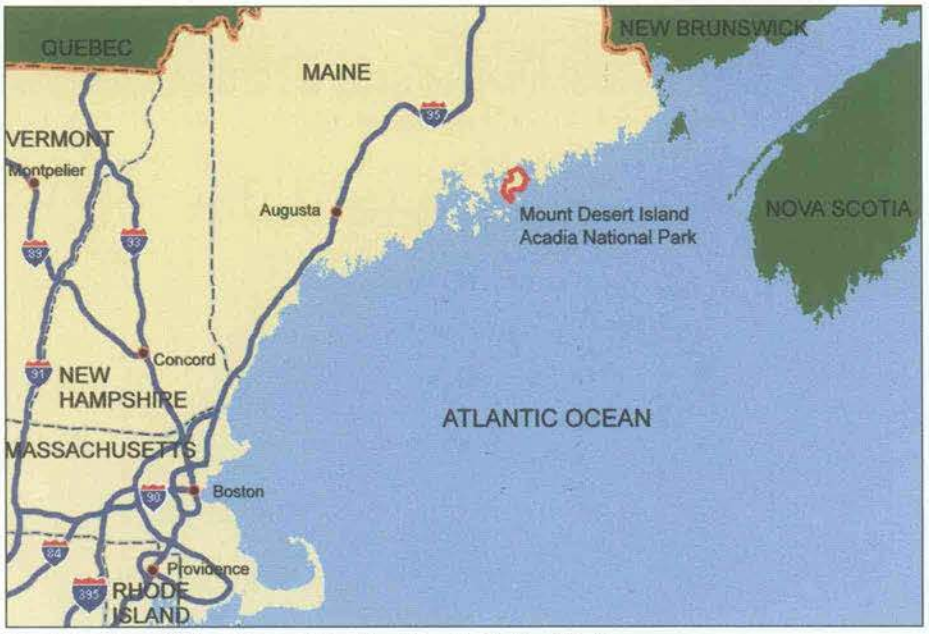


Fig. 1 Location of Mount Desert Island and Acadia National Park.

contained in two volumes, and this first volume consists of three sections:

Site History provides a chronological description of the physical development of the trail system. It is based on historical research and field investigations necessary to document the events, trends, and activities that shaped the trail system over time. The history is divided into three periods corresponding to major events in the development of the trail system. In addition to the narrative, each section contains historic photographs and maps. Period plans show the extent of the trail system at particular times, based on documentary sources.

Existing Conditions describes the configuration of the trail system at the time of this report, with an emphasis on the landscape characteristics and features of the trail system, such as topography and natural features, rather than individual trails. Individual trails are described in an associated database, a portion of which is included in the appendices.

Analysis of Significance and Integrity investigates potential areas of significance for the trail system with respect to the National Register of Historic Places. This section addresses the trails as a system but focuses on those within park boundaries. The Analysis compares findings from the site history and existing conditions to evaluate the historical integrity of the trail system, and identifies the significant characteristics of the trail system. The significant characteristics provide the framework for treatment recommendations presented in the second volume.

The second volume, *Acadia Trails Treatment Plan,* contains treatment and maintenance guidelines and is bound separately. It provides an overview of treatment philosophy and approach for the long-term management and maintenance of the trail system, and recommends a series of actions necessary to improve the condition of the trails consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. Divided into two sections, the second volume describes the significant constructed features within the system and provides rehabilitation and maintenance specifications for these features, such as drainage, crossings, and retaining walls. The second section then presents guidelines for individual trails. As rehabilitation work progresses, the park will continue to develop guidelines for individual trails.

A separate but closely related report is the *Hiking Trails Management Plan, Acadia National Park,* completed by the park in February 2002, which sets the overall direction for managing trails and hiking within the park. A nomination for the National Register of Historic Places is also in progress. Together these documents support the objectives set forth in the *General Management Plan for Acadia National Park* (1992) to evaluate the historic significance of trails on Mount Desert Island and to develop a comprehensive trail management plan that provides a systematic approach to maintaining trails, reexamining abandoned trails, and constructing new trails.

STUDY BOUNDARIES

Trails within and outside the boundaries of Acadia National Park are included in the history section of this report because most of the trails were conceived and built before the park was established. This allows for the inclusion of the early connector trails from the villages of Bar Harbor, Hulls Cove, Seal Harbor, Northeast Harbor, and Southwest Harbor along the coast and to inland lakes and mountains. Local village improvement associations continue to maintain some of these connectors that are an important part of the system. The existing conditions and analysis sections of the report focus on the trails within the park and their eligibility for the National Register of Historic Places.

Historically, walking paths have ranged in character, including narrow unmaintained woodland paths, cut granite steps, gravel paths, and rungs up cliffs. Though this study focuses on paths designated specifically for recreational walking, the history of the motor and carriage roads is included when it has directly affected the

trail system. In some places early paths have become roads, while in other cases roads have become walking paths. The majority of the trails discussed in this report are located in the central and southern half of Mount Desert Island (Drawings 1a and 1b, front and back cover). These areas contain the highest peaks, which rise dramatically from the ocean. It was this juxtaposition of water and rocky mountains that attracted nineteenth-century artists and inspired concerned individuals to protect large areas from development. Most of these picturesque areas are now within the boundaries of Acadia National Park.

METHODOLOGY AND SCOPE

Most published literature on the trails on Mount Desert Island is in the format of guidebooks, and focuses on the destinations and scenery rather than the physical construction of the system. The 1993 publication *Trails of History*, by Tom St. Germain and Jay Saunders, generated tremendous interest in the extent of the historic Mount Desert Island trail system. Building upon their work, this cultural landscape report involved an exhaustive survey of primary source material including the annual reports and path maps of the village improvement associations, correspondence, many historic photograph and map collections, as well as interviews. Primary source material and published information came from repositories on Mount Desert Island, throughout the Northeast, and the Washington, D.C. area.

Research focused on the development and physical construction of the trail system, including its relationship to regional and national recreation trends, and in comparison with other trail systems in state and national parks. An abundance of secondary source information provided contextual history for the island and the construction of the park motor roads and carriage roads. Two preliminary Olmsted Center technical assistance projects in 1995 and 1996 laid the groundwork for the study. First, the Olmsted Center worked with the park to define the scope of studies needed to implement a treatment plan. And second, members of the project team selected important primary documents for archival duplication, including correspondence, meeting notes and annual reports of the Path Committees of the village improvement associations, and their path maps. Despite the review of primary sources, little information was found on the professional background of the village improvement association path builders and their execution of remarkable feats of stone masonry. An understanding of the trail construction was discerned through field examination and is discussed in detail in second volume of the CLR. Gaps of information and documents that were not located are listed under recommendations for further research.

The project team also documented, in writing and with photographs, the existing conditions and constructed features on all park-maintained trails and most of the unmarked historic trails. For all trails in the maintained system, and for many unmarked trails, park staff recorded the trail location using Geographical Positioning System (GPS) technology to generate digital and geo-referenced maps through the park's Geographical Information System (GIS).

Each trail included in this study is assigned a number that corresponds to key maps and an associated database. The currently maintained trails, most of which were present during earlier historic periods, are numbered to correspond with a database and work log used by the trails maintenance program. The trails on the east side of Mount Desert Island are numbered between 1 and 99, and on the west side in the 100s. Trails numbered in the 200s are located on other park lands at Isle au Haut and Schoodic Peninsula. Trails on Mount Desert Island that are no longer marked have been assigned numbers in the 300s, 400s, 500s, and 600s according to "path districts" defined at the turn of the century by the Joint Path Committee of the village improvement associations and societies (VIA/VIS). Beginning in the early 1900s, each path committee was responsible for the construction and maintenance of trails with their district (Fig. 2). For example, the Royal Fern Path (#305), which is not currently marked, has been assigned a number in the 300s

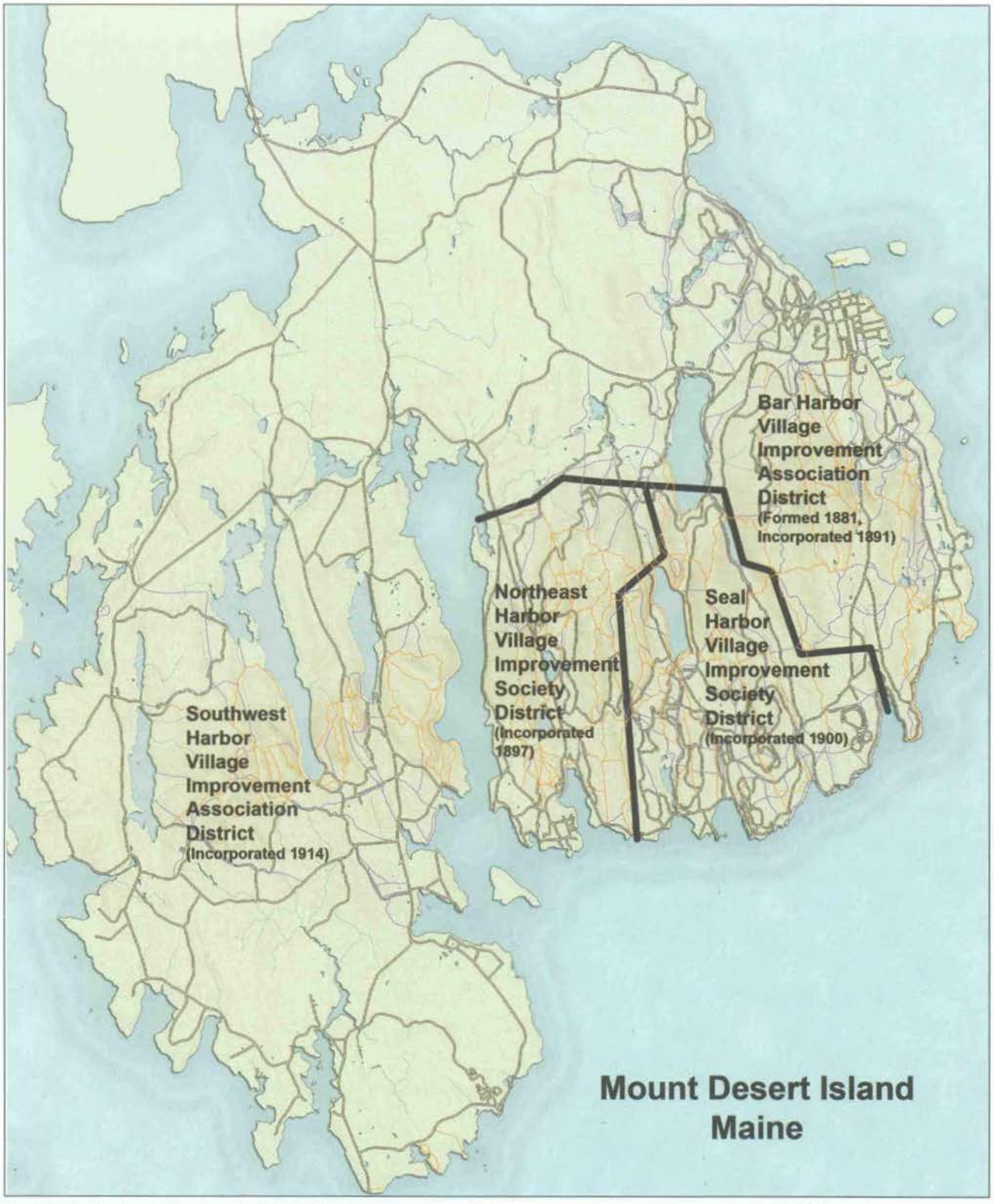


Fig. 2 Path districts defined by the Joint Path Committee of the village improvement associations and societies in the early 1900s.

because historically it was located in the Bar Harbor Village Improvement Association path district. During the development of the park's *Hiking Trails Management Plan,* additional new routes were proposed and given numbers in the 700 series.

1–99	East side Mount Desert Island, marked, maintained trails
100s	West side Mount Desert Island, marked, maintained trails
200s	Park trails not on Mount Desert Island (Isle au Haut and Schoodic)
300s	Bar Harbor VIA path district historic trails
400s	Seal Harbor VIS path district historic trails
500s	Northeast Harbor VIS path district historic trails
600s	Southwest Harbor VIA path district historic trails
700s	Proposed new trails in listed in Appendix 2 of *Hiking Trails Management Plan*

The numbering system is encoded with some information about the location and management of each trail, but it is not correlated with the trail's construction period. The park maintenance staff established the 0–99, 100s, and 200s numbering system in the 1950s, at a time when many trails were closed or renamed. As a result, many trails are composed of sections that date to different periods. For example, the lower end of the Beachcroft Path (#13) is overlaid by earlier sections of the Wild Gardens Path (#354 and #18), and the upper end is actually the Black and White Path (#326), which originally extended from Beaver Dam Pool to the summit of Champlain Mountain. Some explanations are included in the individual trail data in the appendices. More detailed individual trail histories and descriptions are part of the rehabilitation guidelines, as shown in the five examples included in the second volume of the cultural landscape report. The trail numbers should thus be used to cross-reference tables, maps, appendices, maintenance records, and the associated database.

The terminology for trails has changed over the time period of this study. Prior to automobiles, all roads were for walking and were referred to as roads, lanes, paths, or passes. During the late 1800s "sidewalks" referred to paths along roads while "wood paths" extended into the more remote parts of the island. Most new routes built by the path committees of the village improvement associations were naturally referred to as paths, such as the "path up Newport Mountain" and the "Ladder Path." Some twentieth-century VIS path maps also defined "broad graded paths" with a double red line for major routes such as the Asticou Path. Paths on which horses were allowed were referred to as "bridle paths." The term "trail," associated with pioneer wagon routes in the nineteenth century, became popular for recreational routes in the twentieth century. Early use of the word is associated with some of the steeper routes, such as the "Precipice Trail." Under National Park Service management, the term is attached to most of the routes, such as the "Ladder Trail." At present the only routes to retain the name "path" are the endowed memorial trails and routes that are no longer marked. When appropriate, names designated at the time of path construction will supersede subsequent spelling alterations. For example, the current "Beechcroft Trail" was originally the "Beachcroft Path," and the "Jessup Path" was the "Jesup Path."

Changes in the names of the mountains have also created confusion. The park's first superintendent, George Dorr, renamed mountains in 1918 to highlight the island's history during the period of European exploration. For example, Newport Mountain was renamed Champlain, Dog Mountain became St. Sauveur, and Green Mountain became Cadillac. Consequently, many of the summit trail names were changed. Prior to 1918 early mountain trail names are used in the report with the current name in [brackets].

HISTORICAL OVERVIEW

The site history is divided into three major periods of trail construction. The first period, from pre-1600 to 1889, describes the evolution of trails developed by Native Americans, early European settlers, and the island's first tourists. Most routes were associated

either with subsistence on the island, such as hunting, fishing and logging access routes, or tourism, including climbing and sketching. By the 1860s the framework of the existing trail system was in place and described in early travel guides. The second period, from 1890 to 1942, describes the organization of the village improvement associations and the park service as a management entity to plan, direct, and manage a recreational trail system. This period includes the rapid expansion of the marked and maintained trail system by the village improvement associations and additional trails built by the Civilian Conservation Corps in the 1930s. The third period, from 1942 to present, describes the diminishing role of the village improvement associations and the reduction and increased use of the marked and maintained trails within the park. Extending to the present, this period includes the formation of the current park trails program, the Acadia Trails Forever campaign, and the reopening of abandoned trails.

In the first period of trail system development, the earliest trails on Mount Desert Island were probably canoe carry trails between lakes. These trails were used by Native Americans to avoid paddling around the island's rough, rocky coast and to access inland resources. At this time there was little emphasis on physical construction or documentation as to where these routes were located. In the 1760s, English colonists settled in protected coves and widened some Native American routes for cart paths. Colonists cut and graded new roads that were higher and drier and linked inland farms and logging camps with coastal ports. In the late 1700s, settlement increased and roads were extended across the island, connecting distant villages. The island's tourism budded in the mid-1800s when dramatic paintings by artists of the Hudson River School drew an increasing number of summer travelers to see and write about the island. Pedestrian excursions and mountain climbs were essential components of an island visit. Popular destinations included Schooner Head, Great Head, the summit of Cadillac [Green] Mountain, Sargent Mountain, and Beech Cliffs. Early visitors hired guides and scrambled up the lower sections of mountains as best they could until they could walk easily across bare rock ledges to the summit. By 1850 climbers could follow a rough road up Cadillac [Green] Mountain, which led to the summit station of the United States Coastal Survey.

After the Civil War, technological advances in shipping, travel, and communications contributed to a postwar boom in tourism. Mount Desert Island attracted some of the country's most influential families, who transformed the landscape that had epitomized the American wilderness into a summer resort. Individuals who would later contribute greatly to the path system first came to the island during this period, including Charles Eliot, Edward Rand, George Dorr, and Waldron Bates. A series of guidebooks printed in the 1860s, '70s, and '80s described popular destinations on the island, including walking routes to mountain summits and other scenic places. During this time the framework of the existing trail system on Mount Desert Island was created, yet there was no organized effort to protect and maintain the trail system. Trails departed from village roads, winding through the woods and along streams to mountain summits, covering approximately seventy miles. By the 1880s these trails were well worn, with some marked by cairns. Some of the most popular trails had extensive built features, such as retaining walls and gravel tread on the Shore Path in Bar Harbor (#301) and rustic wooden bridges on the Duck Brook Path (#311). Pond-side trails were less common. Boats were typically used to cross water bodies such as Eagle Lake and Jordan Pond.

In the late 1800s, a perceived loss of American wilderness and the deplorable conditions of cities prompted civic-minded individuals to form land preservation programs and "village improvement associations." Mount Desert Island summer residents and local businesses feared that the island's natural beauty would be lost to overdevelopment, indiscriminate logging, railroad lines, and urbanization. These concerns led to the formation of the Hancock County Trustees of Public Reservations and village improvement associations in Bar Harbor, Northeast Harbor, Seal Harbor, and Southwest Harbor.

The second period in the development of the trail system began in 1890 with the formation of the Bar Harbor Village Improvement Association, which included a roads and paths committee. Once other villages established similar groups, individuals interested in adding to and maintaining the island's walking paths also worked cooperatively through the Joint Path Committee of the village improvement associations. One of the lasting contributions of this civic movement was a carefully constructed, privately funded, island-wide path system from the villages to protected natural areas.

The establishment of the Sieur de Monts National Monument in 1916 that later became Lafayette National Park in 1919 and Acadia National Park in 1929, ushered in a new era for the island's path system. When established, the 5,000-acre park contained a small fraction of the island-wide trail system that by this time covered over 200 linear miles. The village improvement association path committees continued to be very active, maintaining and building elegant new trails both on private and federal property. This was beneficial to the new park, since it had neither staff nor funds for maintenance. However, disagreements arose over the development of visitor facilities. Expansion of Rockefeller's carriage roads system, construction of a park motor road system, and changes in the names of mountains sparked protests from path users and village improvement association path committees. Concurrently, the construction of new summer cottages and the inflow of money to the island began to decline. Many of the activities of the village improvement association path committees were suspended during American involvement in World War I. After the war, new trail construction resumed yet not with the same fervor, as path committee members felt the system complete. The memorial path system, initiated with the Waldron Bates Memorial Path along Chasm Brook in 1909, expanded as many of the founding members of the summer cottage community were laid to rest. A fitting tribute was to fund the construction of a trail, place a commemorative plaque along it, and endow the trail with a maintenance fund in perpetuity. Between 1924 and 1930 six paths were endowed. As the park's first superintendent, George Dorr also built memorial trails to highlight early historical figures and recent land donors.

Federal work programs in the 1930s created as part of President Roosevelt's economic recovery plan contributed to the expansion of the trail system. Unlike the trails built by the local village improvement associations that radiated from villages, paths built by federal work crews were laid out within the park boundaries and in conjunction with new visitor parking areas, roads, picnic areas, swimming areas, and campgrounds. With these new facilities, the park became increasingly separated from the surrounding villages and connector trails. Like the village improvement trails, those built by federal crews were of high quality due to the great amount of "man-days" of physical labor, use of mechanical equipment, and carefully prepared designs by park service landscape architects and engineers. Trails were designed and constructed to adhere to the design standards of the Natural American Rustic style, which was promoted and popularized by the National Park Service.

The third period in the development of the trail system began with the onset of World War II. The role of the village improvement associations diminished and the Civilian Conservation Corps program ended. During World War II there was little use or maintenance of the trails. In the first two decades after the war, park visitation increased dramatically, but trail use did not. This nationwide trend was attributed to the romance of auto touring and camping. With new park roads and campgrounds at Blackwoods and Seawall, Acadia was an ideal motoring destination. Trails in close proximity to the roads and parking areas, such as the Ocean Drive Trail, received the greatest use. On the western side of the island, the Recreational Development Areas at Pretty Marsh, Pine Hill, and Oak Hill, and the trails associated with them, were seldom used.

As a result of the park motor roads, facilities, and maps, there were in effect two trail systems. The first, located within park boundaries, was represented on park maps and used by visitors. The second was the

preexisting path system built by the village improvement association path committees and known by residents. Through time the second system became increasingly obscured. By the 1940s, many of the long-term members of the path committees had reached an age when they were no longer able to tend the trails, while the 1947 fire burned many cottages. As a result most maintenance responsibilities were transferred to the National Park Service. With a limited crew and budget, park maintenance crews concentrated on trails that received the heaviest use. In the 1950s the park closed trails that were seldom used, in poor condition, ran parallel to other paths, or led walkers onto private land. Yet at the same time that many trails were closed, several new trails were built between 1956 and 1966 as part of Mission 66, a program initiated to celebrate the fiftieth anniversary of the National Park Service and modeled after the 1930s work programs.

Trail use remained low until the 1970s when there was a nationwide resurgence in recreational walking. With a limited budget and personnel, park maintenance crews struggled to keep up with the increased trail use. Persistent problems included trail erosion caused by heavy foot-traffic and confusion caused by trail closures and inconsistencies between trail guide maps and signs. In the 1980s and early 1990s the trails maintenance program benefited by being administratively separated from other park maintenance programs, and by the assistance provided by annual cooperative work crews from the Youth Conservation Corps, Friends of Acadia, Appalachian Mountain Club, and Maine Conservation Corps. With a trails maintenance program endowment from the Acadia Trails Forever fundraising campaign, the trails program is poised to undertake a major rehabilitation of the park trails.

SUMMARY OF FINDINGS

By combining extensive research with field documentation, the project team discovered and documented miles of stone steps, walls, stepping stones, and other features that were carefully constructed in the late 1800s and early 1900s. In some parts of the island, the well-built routes of stone, iron, and wood have guided multitudes of hikers through the mountainous interior, while other routes have been abandoned and now serve as archives for early trail construction methods. In contrast, the project team documented extensive damage on some of the island's heavily used marked trails that were not fortified with stonework. This first volume of the cultural landscape report provides a framework for understanding the development of the trail system, while the second volume provides guidelines for repairing and rehabilitating trail features in keeping with the craftsmanship of previous generations.

During the research phase of the project, a tremendous amount of information was found in local repositories and private collections, including the correspondence, annual reports, and path maps of the village improvement associations. An early phase of the project involved the archival duplication and microfilming of these records, with copies now held in the local repositories and the archives at Acadia National Park. Included in an appendix are over thirty path maps from 1896 to 1941 produced through the village improvement association by members Waldron Bates, Edward L. Rand, Herbert Jaques, and later William Jay Turner.

Through analysis of the significance and integrity of the trail system, the project team determined that the trails are eligible for the National Register of Historic Places in the areas of community planning, conservation, recreation, landscape architecture, and social history. With the historic contextual information available, the project team determined that the trail system is significant under criteria A and C for its association with land conservation and early recreation efforts begun in the 1860s and furthered by the village improvement associations and societies of Mount Desert Island beginning in the 1890s. Second, the system is significant for the village improvement association's use of the picturesque style of landscape design. And third, the trail system expanded by the Civilian Conservation Corps is significant under criteria A and C as part of the Rustic Design style popular-

ized by the National Park Service in the early 1900s. By 1867 the framework of the current trail system was established and documented in early guidebooks. Path improvements increased dramatically in 1890 with the formation of the Bar Harbor Village Improvement Association, with continued expansion of the trail system to the end of the CCC program in 1942. This period of significance is based on the work accomplished to date for a multiple-property nomination entitled "Historic Resources of Acadia National Park Multiple Property Listing."

The second volume of the CLR, *Acadia Trails Treatment Plan,* presents rehabilitation as the treatment approach, which allows for the long-term treatment of trails in consultation with the Maine Historic Preservation Commission. The report provides both general treatment principles and specific treatment guidelines for features such as trail route, trailside vegetation, treadway, drainage, crossings, retaining structures, steps, ironwork, guidance, and monuments and associated structures. Preparation of the guidelines was a collaboration between trail crew supervisors at Acadia National Park and historical landscape architects at the Olmsted Center for Landscape Preservation, resulting in technically and historically grounded recommendations and a field-tested approach.

Finally, this report is a small but crucial part of a larger effort to preserve and protect for future generations a remarkable trail system. The work of the park staff, Friends of Acadia and other nonprofit organizations, hundreds of volunteers, and the continued work of the village improvement associations carries forth a tradition of over one-hundred years of dedicated physical labor, volunteerism, and philanthropy associated with the trail system. This commitment to protect and rehabilitate the trail system will ensure, as stated by George Dorr in 1918, that "work be well and permanently done...to make them safe and pleasant while, at the same time, retaining their wild and simple character."[1]

ENDNOTES

1 Dorr Proposed 1918 Budget; Dorr to Albright, September 22, 1917. NARA RG 79, Entry 6 Central Classified Files 1907–39, box 1, Appropriations, File 1.



Maine Historic Preservation Commission

Island visitors on Pulpit Rock in Bar Harbor in the late 1800s.

EARLY TRAILS

CARRY TRAILS, COLONIAL ROADS, AND PATHS, PRE-1760s–1830s

MOUNTAIN SCRAMBLES BY ARTISTS AND RUSTICATORS, 1830s–60s

ROCKING, WALKING GUIDES, AND HIKING CLUBS, 1860s–1890

CARRY TRAILS, COLONIAL ROADS, AND PATHS, PRE-1760s–1830s

Prior to European settlement, the island that would later be described as Mount Desert was occupied by members of a northern New England tribe called the Etchemin, later called the Wabenaki.[2] Within the Wabenaki confederation, the Passamaquoddy and Penobscot tribes, indigenous to northern and central Maine, migrated between the inland and coastal areas in the vicinity of Mount Desert Island (Fig. 3). At this time the island was called Pemetic, meaning "a range of mountains."[3]

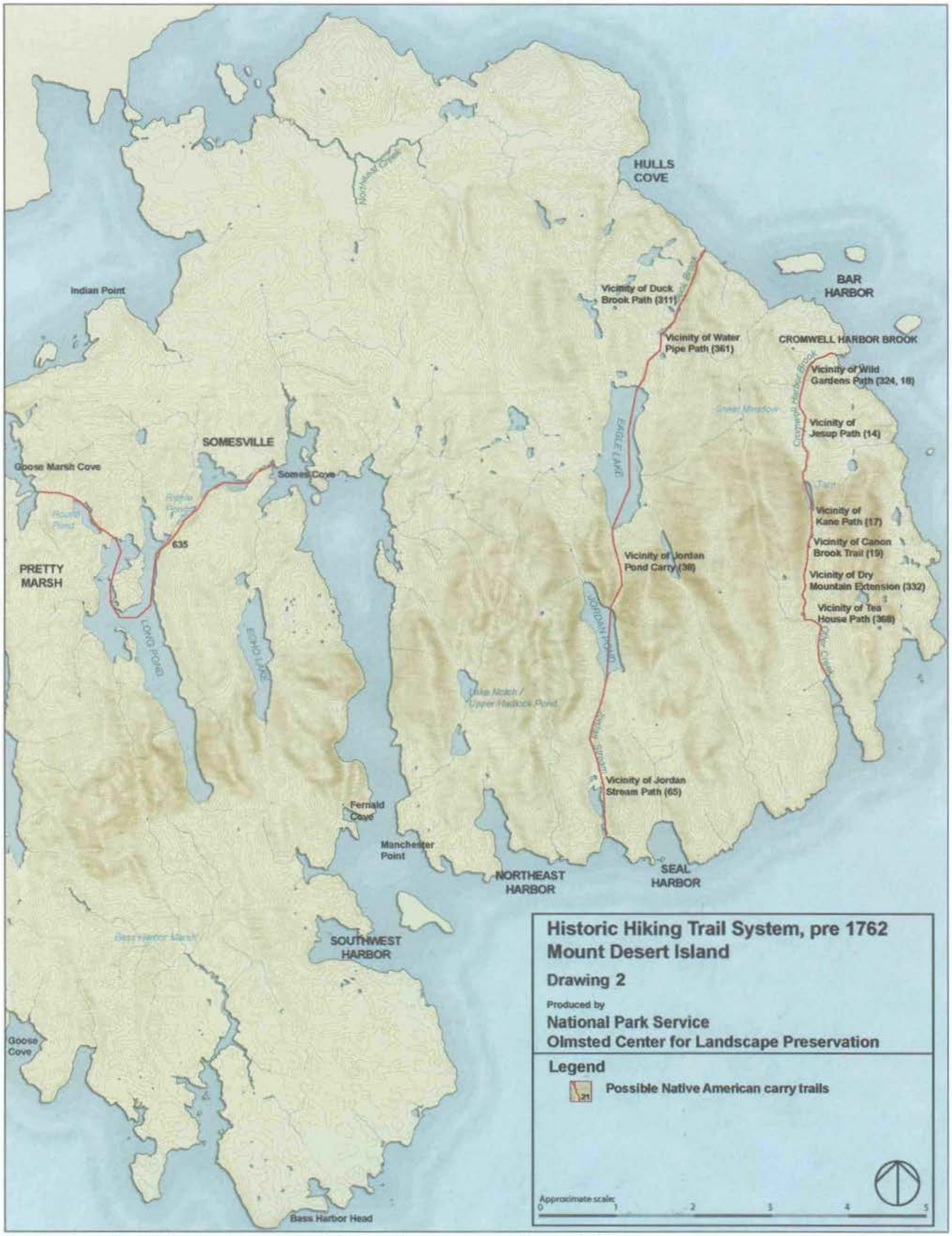
The Wabenakis came to the island to harvest its natural resources, camping seasonally in protected coves where there were abundant clam flats and nearby freshwater springs. These sites included present-day Somesville, Fernald Cove, Goose Cove, Northeast Creek, Bar Harbor, Hulls Cove, and the Indian Point and Manchester Point areas. Canoeing, the primary means of transport, allowed for easier travel around the otherwise impenetrable spruce forests on the island. Footpaths were thus not widespread, with the exception of early carry or portage trails used for moving canoes between water bodies. Travel between large ponds was aided by the many small ponds created by a large beaver population. Carries generally traversed the shortest, flattest route between ponds and streams, avoiding ups and downs when possible. These trails were typically narrow and not well marked to discourage use by others, though occasionally some stick markers were used.[4] Mountain paths were uncommon since the upper slopes offered neither fertile soil nor abundant game.[5] In *Above the Gravel Bar: The Indian Canoe Routes of Maine*, David Cook describes the character of these trails as follows:

> The old carries were neither smooth roads nor easy to follow. Not a rock was removed from them; fallen trees were rarely cut away; long wet swales often could not be avoided. Travelers got over and around or under obstructions as best they could, and they were in danger of losing their way. Anyone carrying a canoe struggled with his burden as best he could; the canoe catching in the branches along the path, while his feet stumbled over boulders and slippery tree roots.[6]

Currently there is little documentation or physical evidence of these early carry trails on Mount Desert Island. However, by examining a map of the watercourses on the island, one can begin to see logical routes, some of which are mentioned in early travel logs, newspaper articles, and other secondary sources. Cross-island routes, used to avoid circumnavigation of the outer island in rough weather, included a route between Goose Cove near Pretty Marsh and Somesville[7] and a route between Bar Harbor and Otter Creek.[8] These routes and others provided access to inland ponds and marshes for gathering grasses and hunting, such as the route to Eagle Lake and Jordan Pond.[9] Some sections of these routes are part of the current hiking trail system (Drawing 2 and Table 1).



Fig. 3 Tribal regions of the Penobscot and Passamaquoddy Tribes of the Wabenaki confederation prior to European settlement.



Drawing 2 Possible Native American carry trails that predate European settlement in 1760.

row lot, parallel to the water's edge, was to serve as the primary village road. This configuration of long narrow lots and a public connecting path evolved on other parts of the island to connect scattered houses along the shores. Most of these paths later became public roads.[17]

The earliest recorded plantation settlers on the island, the Somes and Richardson families, settled in the place they called "Betwixt the Hills" at the head of Somes Sound in 1761. By the onset of the Revolutionary War, homes had been built by settlers in most of the island's sheltered coves. In a November 11, 1896 article in the *Bar Harbor Record*, O. H. Fernald describes routes that he believed were cut before or during 1765 linking settlements on the western half of the island. He writes, " In the town of Tremont we are very fortunate in being able to follow old wood roads and Indian trails for scores of miles." Two of the routes described by Fernald are now part of the path system.[18]

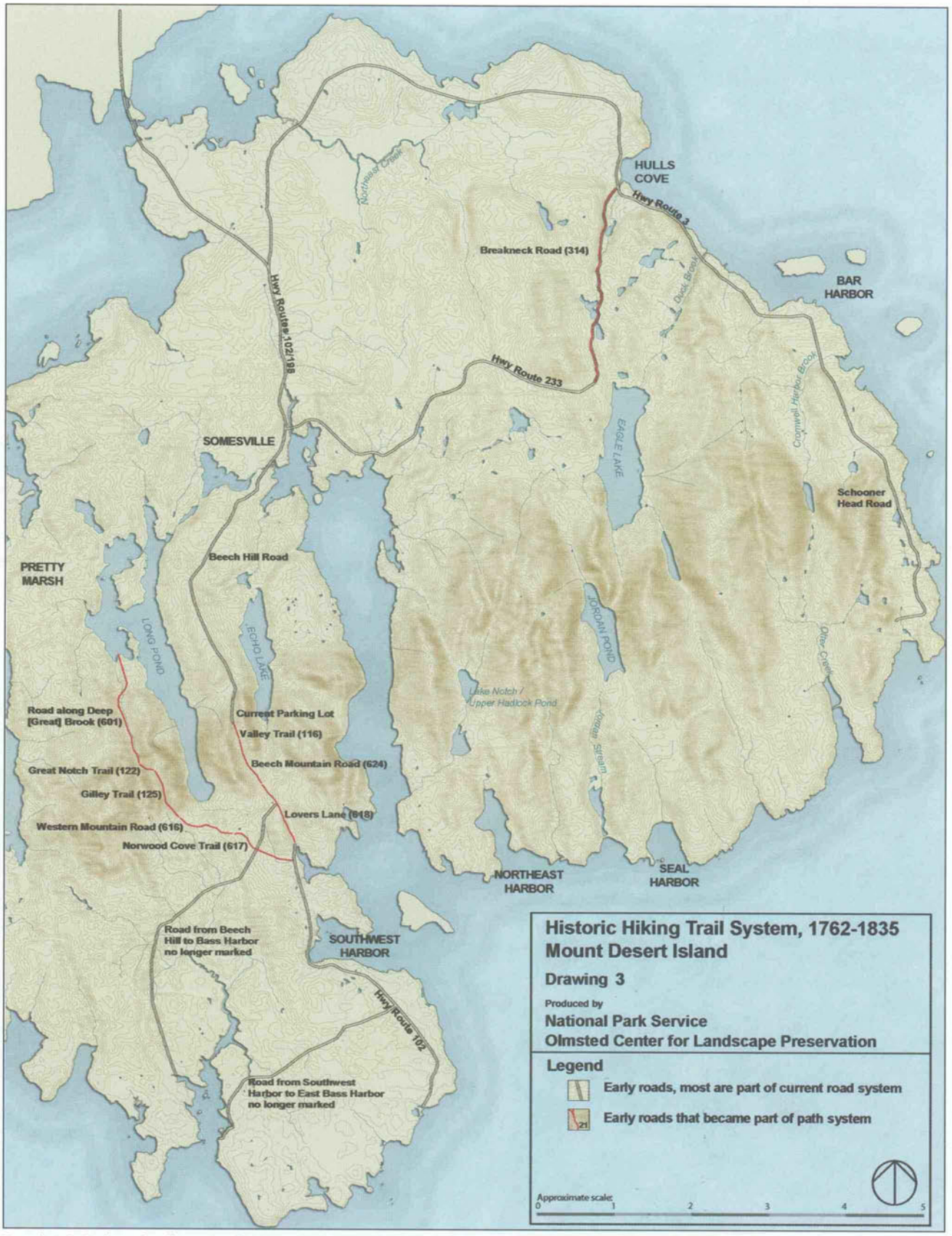
- Old Indian trail from the foot of Beech Mountain on the south, down the ridge lying west of Southwest Harbor, to the Seawall, a wing of which reaches to Bennett Cove.
- From Norwoods Cove in Southwest Harbor northwesterly through the notch of Western Mountain, and so on to the northwest arm, a distance of five or six miles.

In 1777, at the Mount Desert Plantation meeting, members voted to lay out a road directly across the island from the east to the west side, between Hulls Cove and Bass Harbor.[19] This route shortened the travel between the east and west sides of the island by six miles. Much of this route is still the main thoroughfare across the island and includes sections of State Highway Routes 102, 198, and 233. However, two sections of this cross-island road became part of the walking path system. The first section was possibly from Route 233 at McFarlands Hill to Hulls Cove, called Breakneck Road, was used solely by walkers and described as a recreational walking route in the early 1900s. It is now an unmaintained, barely passable town road that is appropriately named. The second section, on the west side of the island, was the first road from Somesville to Southwest Harbor, a portion of which was described by Fernald. The road ascended the fertile plateau of Beech Hill, then dropped into the valley on the south side. The steepest section of road was extremely rough and little more than "grubbed-out path." It was officially closed in 1839 but remained in use through the 1880s. The route from Somesville is now the paved Beech Hill Road, which ends at a parking lot. The descending segment is now the straight, broad, steep segment of the Valley Trail and the lower segment, which eventually crosses private property, is no longer marked.[20] Drawing 3 and Table 2 show roads and paths constructed in the Colonial settlement period, up until the late 1700s, which later became part of the path system.

NEW TOWNS AND ROADS

After the Revolutionary War, the island came under the jurisdiction of the Court of Massachusetts. Ownership of the island was divided in 1785. The east side was retained by Sieur Antoine de la Monte Cadillac's granddaughter, Marie Theresa de Gregoire. The west side was granted to John Bernard, the son of Sir Francis Bernard. The partition line, later known as the "French Line," was a path through the woods with granite markers set along the boundary between the two parcels. This line went from the head of present-day Somes Sound across to Indian Point.[24] Neither John Bernard nor Madame de Gregoire was able to retain much land, and it was quickly divided by settlers.

With the incorporation of the town of Mount Desert in 1789, state and county taxes were levied and applied primarily to the construction of roads and bridges, making some of the earlier roads obsolete. Six years later, to alleviate the difficulty of communicating and traveling across the island for town meetings, the island was divided into two towns, Mount Desert and Eden [Bar Harbor]. Maps prepared by John Peters in 1789 and 1807 and by Salem Towne in 1809 show the Bernard–de Gregoire line and the new town line, land owners, place names, and some of the earliest roads on the island (Figs. 4 & 5).[25] Most roads between settle-



Drawing 3 Early paths that served as Mount Desert Island roads in the late 1700s and early 1800s.

Table 2. Summary of Paths Deriving from Mount Desert Island Roads of the 1700s

Year in Use	Route and Number	Comments
ca. 1762	Somesville, over Beech Hill to Southwest Harbor and along ridge south to Seawall [Valley Trail (#116), Beech Mountain Road/ Path (#624), Lovers Lane (#618), and possibly Freeman Ridge Trails (#610, #612, and #613)]	Shown on 1808 Salem Towne map, section described by Fernald in 1896,[21] section through Southwest Harbor laid out by Sir Francis Bernard
ca. 1765	Norwood Cove through notch on Western Mountain [Norwood Cove Trail (#617), Western Mountain Road/Path (#616), Gilley Trail (#125), Great Notch Trail (#122), Deep Brook Trail (#601), and possibly connecting to Pretty Marsh (#623)]	Described by Fernald in 1896, shown on Colby & Stewart 1887 map. The Colby 1881 atlas shows a "S[aw] M[ill]" near the shore of Long pond and road coming from Pretty Marsh. A logging camp along this route suggests the route's later use. The route appears on the 1893 and 1896 path maps, but not later maps.[22]
1777	Breakneck Road (#314)	Possibly described in town meeting records as part of a road connecting Hulls Cove to Somesville.[23]

ments were akin to paths, such as the road between Northeast Harbor and Seal Harbor, which in 1801 was "a path through a heavy stand of timber...marked with blazed trees."[26]

MOUNTAIN RECREATION IN THE NORTHEAST

A flourishing economy in the northeastern United States in the early 1800s led to a rise in tourism, coupled with a conscious effort to define a national identity. American artists and writers, influenced by the aesthetics of the eighteenth-century English tradition of landscape gardening, traveled throughout the country in search of the sublime, the beautiful, and the picturesque. They discovered that America offered a uniquely unbounded wilderness—fresh, bold, brilliant, and grand. Their paintings and travel articles, in combination with hotel advertisements, encouraged the burgeoning tourist industry of the 1820s and 1830s. Among the landscape artists who would later travel to Mount Desert Island were Thomas Doughty, Thomas Cole, and Frederic Church.

The excitement of traveling was enhanced by large hotels in wilderness settings. A standard itinerary for the "American Grand Tour" included the Hudson River, the Catskills, Lake George, the Erie Canal, Niagara Falls, the White Mountains of New Hampshire, and the Connecticut River Valley.[27] Recreational hiking was an integral part of the journey. The Crawford Path to the summit of Mount Washington, cut in 1819, is recognized as the oldest continuously used hiking trail in the Northeast. In New York, the Catskill Mountain House, built in 1823, was an immediate success. The hotel was situated on a picturesque ledge known as "Pine Orchard" overlooking the Hudson River Valley. Nearby lakes, waterfalls, and mountains in the Catskills could be reached on an extensive network of recreational walking paths improved with stonework, ornamented with rustic ladders, and with designated vistas and places to rest, which would later serve as precedents for path work on Mount Desert Island.

The Catskill resort was described as "an early symbol of the economic and social flowering of the new Republic...a refuge for our well-to-do merchants...a showcase for foreign visitors."[28] Promotional literature for the Catskill Mountain House extolled it as a necessary pilgrimage where sunrises were compared to creation.[29] The success of the Catskill Mountain House encouraged the establishment of seven other mountaintop structures with associated recreational paths between 1820 and 1830 in New York, Massachusetts, New Hampshire, and Vermont.[30] The comparatively distant mountains of Maine were seldom visited during the first decade of mountain tourism. Mount Desert was eventually "discovered" in the late 1830s but did not attract large numbers of tourists until after the Civil War.



Fig. 5 Tracing of 1807 plan of eastern half of Mount Desert Island, showing the Bernard–de Gregoire "French" boundary line (upper left), and names of landowners that later became place names associated with the trail system, such as Brown (Mountain), Young (Mountain), Bracy (Cove), and Linam [sic] Homestead.

Bar Harbor Historical Society

MOUNTAIN SCRAMBLES BY ARTISTS AND RUSTICATORS, 1830s–60s

A series of artists, later collectively described as the Hudson River School, came to Mount Desert Island in the mid-1800s to paint the rugged landscape, which they found emblematic of the vast new country. The works of these artists drew an increasing number of summer travelers to see and write about the island. These early visitors, collectively referred to as "rusticators," stayed in small boardinghouses located throughout the island. Pedestrian excursions and mountain climbs were essential components of an island visit. Popular destinations included Schooner Head, Great Head, the summit of Green [Cadillac] Mountain, Sargent Mountain, and Beech Cliffs.

Other early visitors to Mount Desert Island were the surveyors. From 1836–38, Charles Thomas Jackson mapped the mountains of Maine, including those on Mount Desert.[31] For surveyors, artists, and early visitors, following a marked path route was often secondary to reaching a destination. From early accounts it appears that most early walkers scrambled up the lower sections of mountains as best they could until they could walk easily across bare rock ledges to the summit. After 1850, one exception was the walk up Green Mountain. Climbers could follow a rough road built by the first United States Coastal Survey team who had set up a small station on the summit.[32] In 1859 they completed the first detailed survey of Mount Desert Island, which later served as the base for the mapped trail system.

ARTISTS

Thomas Doughty (1793–1856), a landscape painter who was later described as an early member of the Hudson River School, ventured along the coast of Maine in 1835 and 1836. Doughty's painting of Mount Desert Rock Lighthouse was well received in New York City and admired by young Thomas Cole (1801–1848). Inspired by Doughty's works, Cole traveled up the coast of Maine to Mount Desert in 1844. While on Mount Desert Island, Cole spent most of his time along the eastern coastline and stayed at Lynam's Homestead near Schooner Head (Fig. 6). Otter Cliffs, Great Head, and Schooner Head served as his vantage points to paint the rough ocean, colorful cliffs, and mountains. Cole also explored the interior of the island, climbing mountains to document the vast expanse of water and land. His sketches show he traversed a large portion of the island, including Beech Mountain, Jordan Cliffs, and "Big Dry Mountain" [Cadillac] (Fig. 7). Cole's journal describes his impressions of the landscape in areas that would later become popular walking destinations.

> September 3. ...The ride here to Lynham's [sic] was delightful, affording fine views of Frenchman's Bay on the left, and the lofty peaks of Mount Desert on the right. The mountains rise precipitously—vast bare walls of rock, in some places basaltic appearances. Those near us, I should suppose, were not far from 2000 feet above the sea. The road was exceedingly bad, stoney and overhung with the beech and spruce, and, for miles, without inhabitant. We lost our road too, and came to a romantic place near a mountain gorge, with a deserted house and a piece of meadow. One might easily have fancied himself in the forests of the Alleganies [sic] but for the dull roar of the ocean breaking the stillness. The



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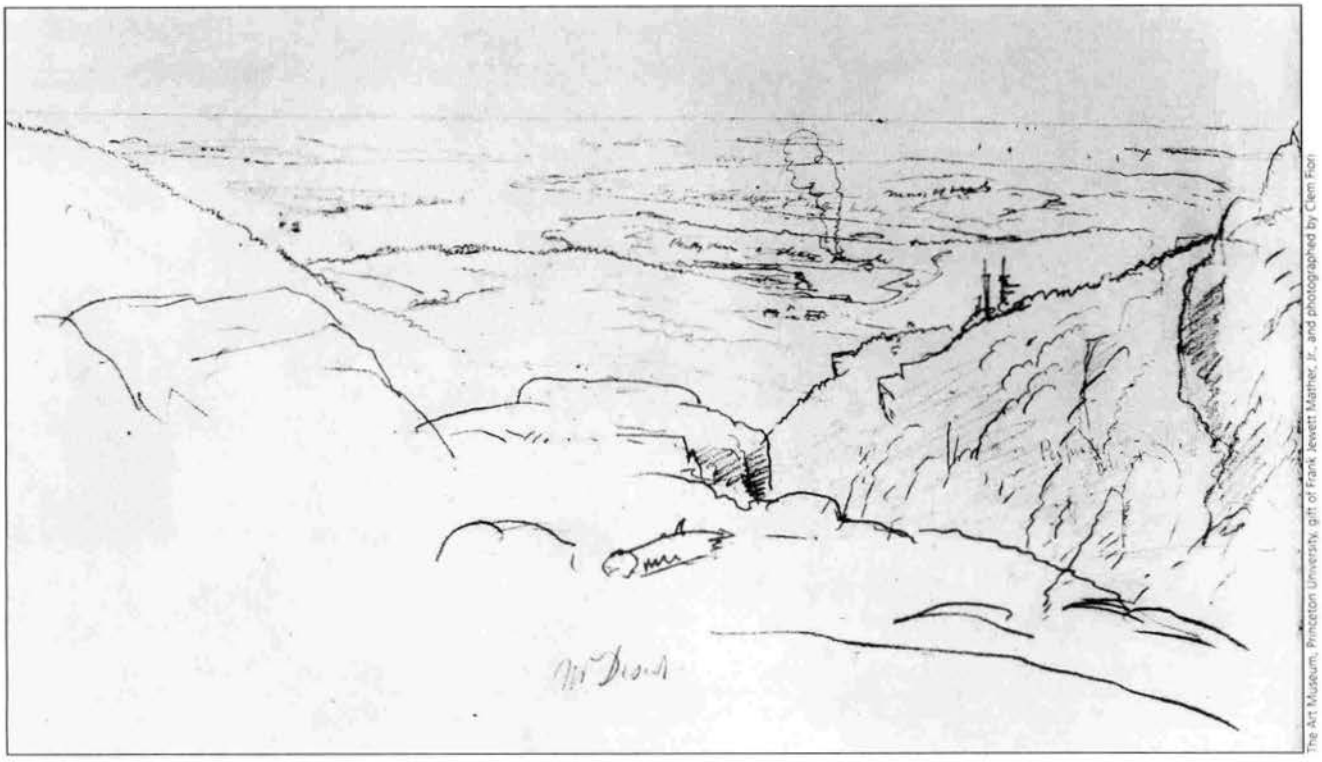
Fig. 6 Circa 1870 photograph of the Lynam Homestead near Schooner Head, a popular boardinghouse for early tourists with many well-trodden walking paths in the area.

> beaches of this region are remarkably fine. Sand beach is the grandest coast scenery we have yet found. Sand Beach Head, the eastern extremity of Mount Desert Island, is a tremendous overhanging precipice, rising from the ocean, with the surf dashing against it in a frightful manner. The whole coast here is iron bound—threatening crags, and dark caverns in which the sea thunders.[33]

Recognized as the father of the Hudson River School of landscape artists, Cole's influential paintings and philosophical writings were widely known. In his "Essay on American Scenery," Cole encouraged others to "appreciate the treasures of their own country... the most distinctive, and perhaps most impressive, characteristic of American scenery is its wilderness."[34] Unlike human portraits, Cole's paintings, as well as the landscape paintings of other Hudson River School artists, offered a universal, more democratic artistic expression to be admired by any viewer. Americans embraced this artwork, as reflected by their impressive attendance at landscape exhibitions and swift purchases.[35] As such, Cole's work may be seen as an early source of a feeling of public ownership of the Mount Desert landscape; a sentiment that would grow after his visit.

Following Cole, many other artists ventured to Mount Desert Island. In 1848 Fitz Hugh Lane made his first of several trips to the island, painting maritime scenes along the coast. The quality of light and serenity captured in his works drew even more attention to the island. While a physical disability prevented Lane from following Cole's inland excursions, Lane's travel companion, Joseph L. Stevens, Jr., climbed a mountain by Somes Sound, most likely Norumbega, and prepared an account that was later published in *Gloucester Daily Telegraph*. Stevens's description of his mountain scramble would characterize the experience of many climbers on Mount Desert for the next forty years.

> An attempt was made...to ascend the highest and boldest of the mountains that skirt the Sound. But after a long and laborious scramble up among the rocks and fallen trees we had reached a peak but half way to the summit and stopped to rest there, when a thunderstorm burst with savage fury...it was a scene of such sublimity..."[36]



The Art Museum, Princeton University, gift of Frank Jewett Mather, Jr., and photographed by Clem Fiori

Fig. 7 Sketch by Thomas Cole from a mountain vantage point, titled Mount Desert looking south by east. From Sketchbook 11v, 1844.

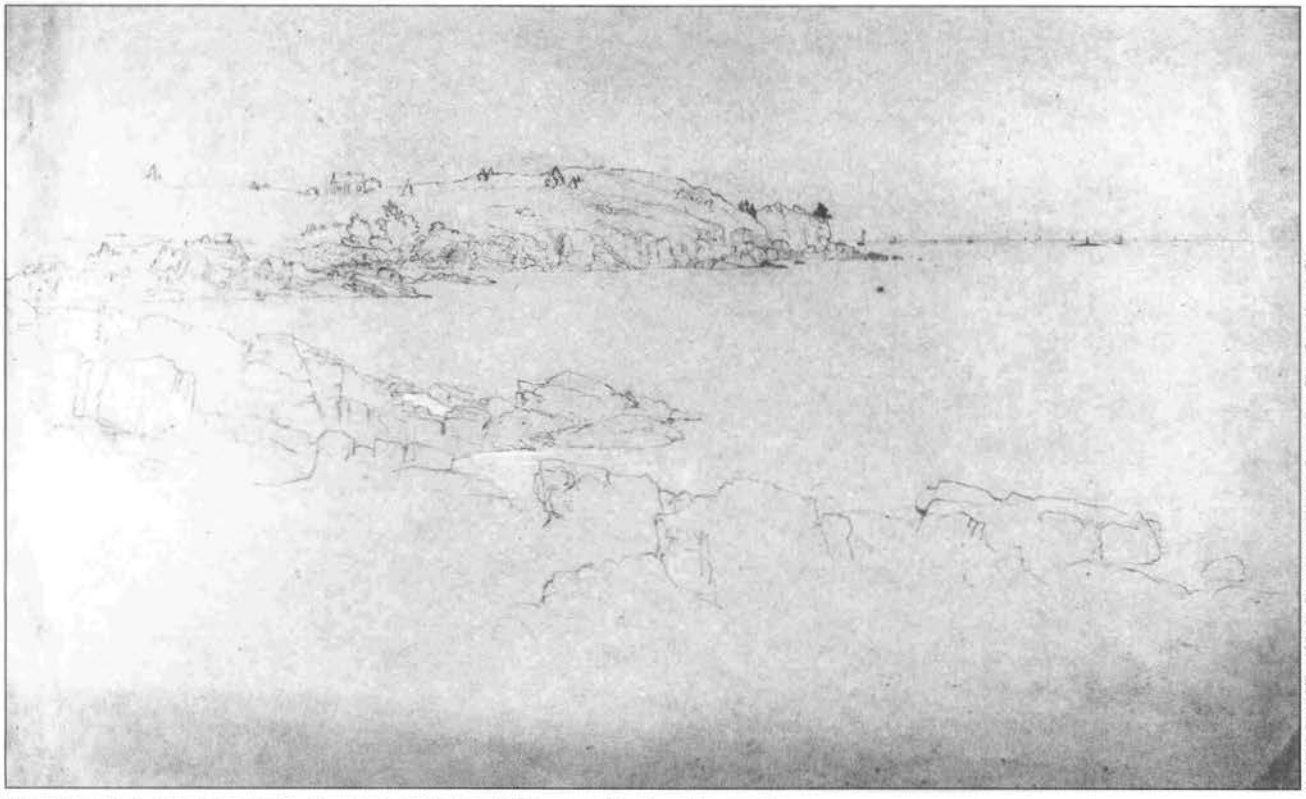
EARLY TOURISTS—THE RUSTICATORS

By 1850 passenger steamer service ran from Portland and Rockland to Southwest Harbor and Bar Harbor. Accommodations were available at several boarding-houses on the island, including the Somes Tavern in Somesville, the Higgins and Roberts Taverns in Bar Harbor, and the remote and increasingly renowned Lynam Homestead near Schooner Head. Trip journals show that walking was a popular activity for early visitors, and that many places, accessible only by foot-paths, were visited routinely, particularly those in the vicinity of early boardinghouses.

Frederic Edwin Church, a pupil and friend of Cole, first traveled to Mount Desert in 1850 and returned several times. Like Cole, he explored much of the island on foot and sketched along the eastern shore (Fig. 8). In 1850 Church recorded in his diary after a day at Schooner Head, "We were out on the 'rocks' and 'peaks' all day."[37] In 1855 he was accompanied by family and friends, including a New York lawyer, Charles Tracy. During this month-long visit, Tracy kept a diary of the party's excursions on the island. From lodgings at Somes Tavern, their most frequented walks were along the Beech Hill Ridge to the Beech Cliffs and along the cliffs at Schooner Head. Recorded walks included:[38]

> From Somesville to the northern end of Great Long Pond: "Friday, August 3, 1855. ...In the afternoon many of the party went off on a tramp. We took the north road, and following along the whole west side of a little lake, not named, and thence through the woods by a delightful shady path, to the end of a long lake, where we sat down to feast our eyes with the beautiful scene...."

> Along the ridge of Beech Hill: "Monday, August 6, 1855. ...a tramp to Beech Hill...a knoll of rock ground overlooking a vast field of country. On one side of us lay Lake Silence [Great Long Pond], or Crescent Lake,—which to the inhabitants there has no name; on the other side sleeps another lake, Dennins Pond [Echo Lake]....on every side beyond there are farms, bays with vessels sailing in them, villages..."



New York State Office of Parks, Recreation and Historic Preservation, Olana State Historic Site

Fig. 8 Sketch by Frederic Edwin Church in 1850–51 of Schooner Head and Lynam Farm.

To the summit of Green [Cadillac] by the surveyors road: "Wednesday, August 8, 1855. ...We set out with basket, pail, shawl & sunshade, to make the foot passage. First it took us through a broad woods, then up a hillside with green grass and scattered trees, then up the stoney side of the bare mountain.... The rock is a grey granite, and its surface is not too steep, where the path lies, to be ascended readily. Many a time did our long train [of 17 people including a guide] 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.... The very top of this rock pile is surmounted by the observatory of the coast survey, and a surveyor was there, in his thick box coat, taking directions of endless series of land marks visible from this commanding point. We stopped at his shanty, where he passes the storms and the nights...."

Up Sargent Mountain and down by a different route: "Friday, August 10, 1855.... If it is clear tomorrow, we shall try to make the ascent of the mountains east of—Lake Notch [Upper Hadlock Pond], at least far enough to see the lake of the mountains which lies very far up the steeps, There is no guide nor path...." "Tuesday, August 14, 1855...We walked briskly to its base, and commenced the ascent. For a mile or more we encountered a close thicket, not broken by a cow path, but only alternated with regions of boulders, stumps, and rotting brush. It was a very hard scramble until we reached the region where the mainland opened upon our view. Then it was steep rough and trackless.... On the very top rock some one has sat [sic] up a boulder and pile of stones...."

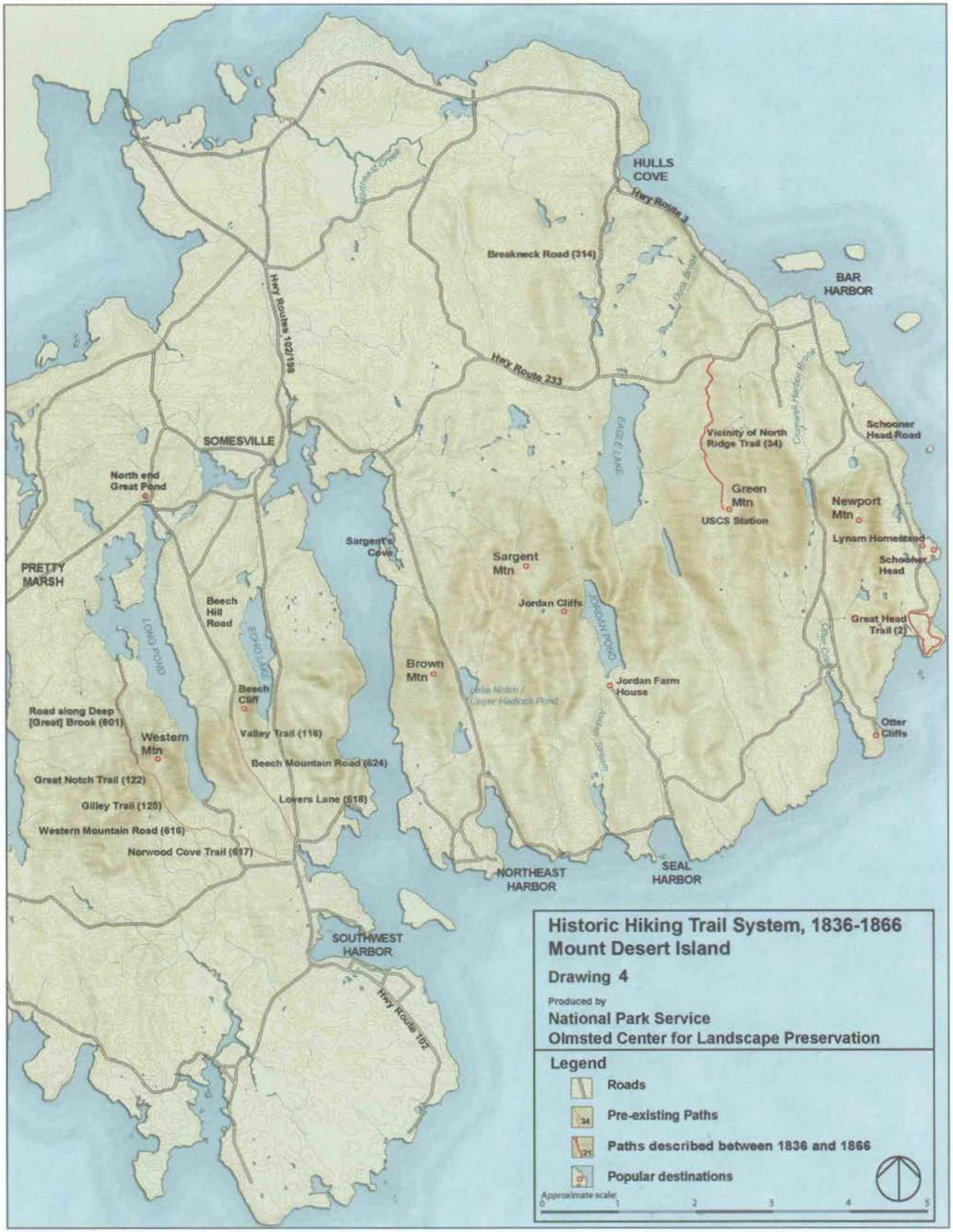
Along the southern end of Long Pond and halfway up Western or Bernard Mountain: "Saturday, August 18, 1855....Mr. Church had led them to the head of Crescent Lake, and up the mountain—the third from the sound—or the next west of the Western Mountain. The ascent proved difficult, the party moved slow, and when it was half way up the sun set & growing darkness compelled them to return. Coming down as well they might, they reached the base in a thick wood, in total darkness, and without a path..."

Up the precipice on Newport [Champlain] Mountain: "Wednesday, August 29, 1855. ...Mr. Winthrop went to the top of the precipice, 1200 ft. high, and described the Ocean view as the finest he has yet found...."

Along the eastern shore: "Wednesday, August 29, 1855. ...Charlie & I strolled about Schooner Head & the cove, watching the breakers, while the others went to the Ovens and the shell beach...."

From these notes, the clearest description of a path was their hike up Green [Cadillac] Mountain. Tracy's description of the long "train" of walkers suggests a single-file footpath. For other walks, it is difficult to determine the exact routes that they followed. Descriptions are vague for their walks to Great Long Pond, walks in the vicinity of Beech Hill summit, and climbs up Western Mountain and The Precipice [Champlain Mountain]. Tracy noted that there was no marked path for their ascent or descent of Sargent Mountain, but a pile of stones at the summit indicated that many others were scrambling to this destination. Their most likely route may have included sections of the Aunt Bettys Pond Path.[39] Drawing 4 and Table 3 highlight walking paths and destinations popular during the period of 1836–65.

Other Hudson River School artists continued to visit the island throughout the 1850s and early 1860s, including John Henry Hill, Aaron Draper Shattuck, William M. Hart, Sanford R. Gifford, and William Stanley Haseltine.[40] Gifford, like his predecessors, was enamored of the mountain scenery and traversed much of the island, while Haseltine produced a series of sketches of the rock formations along the coast. The works of these artists, particularly scenes of the rocky coast, captured the fancy of the advertising industry and became a focal point for island walks, or "rocking," as will be described in the next chapter. During the Civil War, visitation to the island diminished. It was not until after the war that many curious scholarly and affluent families ventured to the island and began to purchase tracts of land. Ironically, their arrival would forever change the rustic and remote character of Mount Desert Island.



Drawing 4 Walking paths described by artists and early tourists on Mount Desert Island during the 1830s through early 1860s.

Table 3. Popular Walking Paths on Eastern Mount Desert Island, 1836–66

Year in use	Route and Number	Comments
ca. 1844	Great Head and Schooner Head [Great Head Trail (#2) and other unspecified routes]	Popular destination for artists and tourists in the 1840s, 1850s
ca. 1850	Green Mountain Path [Parallel and near route of Cadillac Mountain North Ridge Trail (#34)]	Likely improved by surveyors in the 1850s, described in Charles Tracy's Log, 1855
ca. 1855	Sargent Mountain ascent [Possibly Southwest Valley Road (#316) and upper end of Aunt Bettys Pond Path (#526)]	Sargent Mountain ascent described in Charles Tracy's Log, 1855; possible route suggested by David Goodrich, correspondence, 1999

ROCKING, WALKING GUIDES, AND HIKING CLUBS, 1860s–1890

After the Civil War, an appreciation for wilderness areas prompted an American land protection movement. In 1864 Yosemite Valley was protected by the State of California, and in 1872 Yellowstone was designated a national park by President Ulysses S. Grant to prevent the private exploitation of the area's unique natural features. Closer to New England, the Adirondacks were designated as a forest preserve by the state of New York in 1885 in an effort to preserve the state's water supply. Morris K. Jesup, a leader in the efforts to protect the Adirondacks, was among the growing number of conservation-minded citizens that began to summer on Mount Desert Island.[41]

Technological advances in shipping, travel, and communications contributed to a postwar boom in tourism. Mount Desert Island attracted some of the country's most influential families, who transformed the landscape that had epitomized the American wilderness for an earlier generation of artists into a summer resort. Hotels were built to accommodate the ever-increasing number of visitors, while those who could afford to take long summer vacations built grand ocean-front "cottages." Individuals who would later contribute greatly to the path system first came to the island during this period, including Charles Eliot, Edward Rand, George Dorr, and Waldron Bates.

A series of guidebooks described popular destinations on the island, including walking routes to mountain summits and other scenic places (Table 4). During the late 1860s and the ensuing twenty years, the framework of the existing trail system on Mount Desert Island was created. Trails departed from village roads, winding through the woods and along streams to mountain summits. By the 1880s these trails were well worn, with some marked by cairns.[42] In 1855, Charles Tracy observed the ritual of placing a stone in a pile on the summit of Sargent Mountain. Growing piles of stones on the most popular mountain summits indicated the increasing number of visitors in the 1870s and 1880s. Pondside trails were less common. Boats were typically used to cross water bodies such as Eagle Lake and Jordan Pond.

GUIDEBOOKS AND PROMOTIONAL BROCHURES IN THE 1860s AND '70s

In the late 1860s and 1870s recreational walking, boating, and buckboard rides were the most fashionable activities for visitors. Advertisements printed by steamship and railroad companies promoted island scenery, particularly the interesting rocky coast. Touring the island's rock formations and climbing along the shore, also known as "rocking," was a popular pastime (Fig. 9). Many of the rocks were named, some with more than one name.[43]

Walks to rock formations as well as inland mountains and lakes were described in travel guides for the island. Guidebooks written in the 1860s and 1870s harkened back to the pre–Civil War era of mountain tourism by combining poetry written during this earlier period and frequently emphasizing the visual qualities cap-

Table 4. Early Travel Guides for Mount Desert Island

AUTHOR	EDITIONS ISSUED
Clara Barnes Martin	1867, 1874, 1877, 1880, 1882, 1885
Benjamin Franklin DeCosta	1868, 1871
Samuel Adams Drake	1875
Albert Bee	1881
Moses Sweetser	1883
William Barry Lapham	1886, 1887, 1888

tured in paintings by Cole and Church. Clara Barnes Martin published her first guide to Mount Desert Island in 1867, and other writers, including Benjamin Franklin DeCosta, Samuel Drake, Albert Bee, Moses Sweetser, and William Lapham, soon followed . Though these authors perpetuated the romance of exploring pathless mountains, they also provided detailed directions to these destinations. Many routes were still "scrambles," but others, such as the Duck Brook Path and the ascent of Newport [Champlain] Mountain, were well-developed, marked trails. Tourists typically hired guides to lead them to the more remote destinations such as the summits of Sargent and Western Mountains.

Clara Barnes Martin (–1886) traveled to the island in 1866. A detailed journal of her trip was printed as a series of weekly columns in the *Portland [Maine] Transcript*. She concluded her series with a description of Mount Desert as a compilation of New England's finest scenery:

> The only neighborhood of mountain and sea on all our Atlantic coast. These cliffs look down, not on bay or lake, but upon broad ocean. It is to find in one, the Isle of Shoals and Wachusett;—Nahant and Monadnock; —Newport and the Catskills. C.B.M., November, 1866.

Later, her notes were compiled and published as a guidebook for the island, entitled *Mount Desert on the Coast of Maine*. The first two editions, printed privately in 1867 and 1870, were nearly identical in content. In the 1867 edition, Martin describes the walk up Green [Cadillac] Mountain as the first and best excursion



Fig. 9 A depiction of the popular pastime "rocking" along Mount Desert Island's coast. Pen-and-ink drawing from Mount Desert in 1873, portrayed in Crayon and Quill (J. R. Osgood& Co., 1873), with the caption:

Here Florence, deftly tripping o'er the strand
Oft begged for Reginal's supporting hand.

for those travelers on a limited stay. She notes that the summit had long been visited by tourists.

> A small but comfortable cottage has been erected there this year, where one can dine or spend the night. There is a tolerable road up and one may ride all the way to the summit, though the usual and, perhaps more agreeable plan is to walk.[44]

Visitors to this new guest cottage enjoyed the opportunity to be the first to see the sun rise on the East Coast (Fig. 10). Martin also described a "rough" path up Newport [Champlain] Mountain to its summit and to a small pond [The Bowl]. Other walks recommended in the 1867 guide included several destinations popular with the 1855 Tracy party, such as Beech Cliffs, Beech Hill Ridge, Schooner Head, Sand Beach, and Great Head. On the western side of the island she described a visit to Fernald Point and the "Frenchman's Cellars" and a walk along the mile-long Seawall below Southwest Harbor. In the Bar Harbor vicinity, she suggested a walk to Bar Island at low tide, and a walk through the Great Meadow to the "Mill in the Meadow." Some walks were recommended where there was no apparent trail, including a walk to Bubble Pond and a scramble up Sargent. However, in her later guides these routes were well marked. Table 5, at the end of this chapter, summarizes Martin's early recommendations.

In 1868 Benjamin Franklin DeCosta (1831–1904) published *Scenes in the Isle of Mount Desert*, and in 1871 published the expanded *Rambles in Mount Desert*. Like Martin's guide, his 1871 book was produced from a series of travel essays previously printed in periodicals.[45] Unlike Martin, DeCosta explored many more of the less accessible parts of the island. He described his book not as a guide but as a "companion," relating his adventures without necessarily encouraging the reader to follow. Most of his climbs were scrambles through the underbrush, which he considered "capital sport."[46] However, a few of DeCosta's routes were along marked trails. For example, the Newport Mountain Path, previously described by Martin as a "rough path," was now marked with small piles of stones. In other instances, DeCosta found the mountains deforested and grazed by sheep allowing for ascent from almost any direction such as Dog [St. Sauveur] and Flying Mountains (Fig. 11). Scrambling along the shores of ponds was generally not necessary since



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Fig. 10 Circa 1870 view of the Green Mountain House on the summit, which was accessible by foot or by a rough horse-drawn buckboard ride. Overnight guests witnessed the earliest sunrise on the East Coast. The building was later enlarged to accommodate more guests.



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Fig. 11 Photograph dated 1875 of the view from the summit of Flying Mountain looking south over Fernald Cove and Southwest Harbor. Writer B. F. DeCosta described the climb as an easy ascent due to deforestation and sheep grazing.

rowboats owned by locals were available to ferry hikers across the water to mountains. Table 5 summarizes walks taken by DeCosta not previously mentioned by Martin.

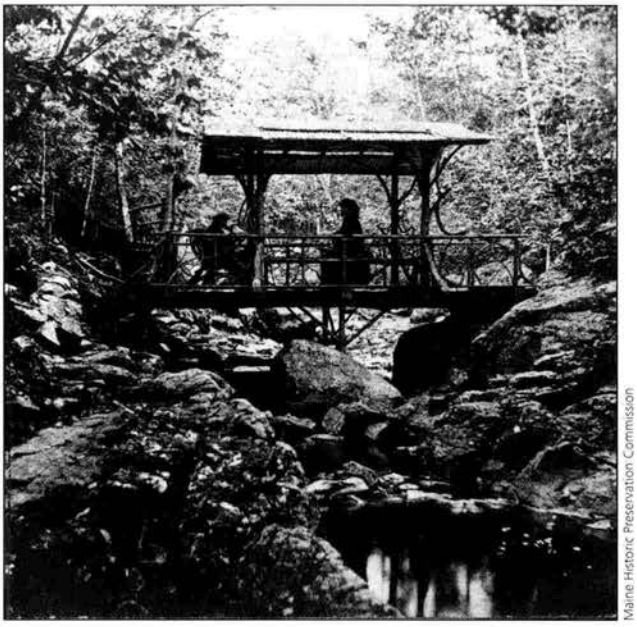
By the early 1870s Mount Desert Island had become an extremely popular destination for "vigorous" ladies and gentlemen. The dress, demeanor, and activities of these visitors was colorfully described in an 1872 magazine article.

> The people who pass the summer on the rough, rocky island of Mount Desert leave their big trunks at home. The ladies wear wide-brimmed hats and picturesque costumes of red and blue flannel, cut short above the feet and ankles, which, in turn, are incased in stout walking shoes. The gentlemen appear in warm, rough clothing, which will stand the wear and tear of a tramp over the rocks and through the bushes, and which will offer some resistance to the fogs, which penetrate like the rain.... During the day parties of several persons, ladies and gentlemen, start off on walking expeditions of five, ten, and fifteen miles to one or another of the many objects of interest on the sea-shore or up the mountains. There is a vigorous, sensible, healthy feeling in all they do, and not a bit of that overdressed, pretentious, nonsensical, unhealthy sentimentality which may be found at other places.[47]

Martin's guidebook, reissued with an updated map in 1874, 1877, 1880, 1882, and 1885, reflected the island's growing popularity. These later editions described an increasing number of marked paths.[48] One of the most distinct paths described in the 1874 edition was the recently constructed Duck Brook Path. Martin wrote:

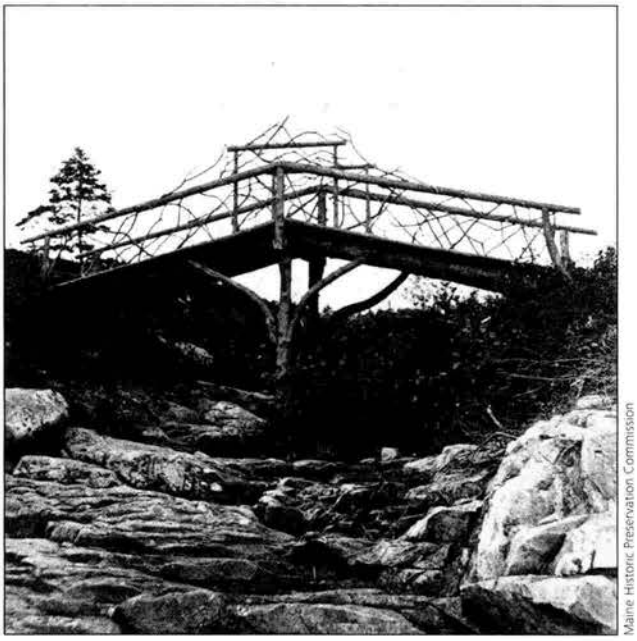
> The real attraction of the walk is the ramble along the brook, sometimes on one side, sometimes on the other, and not seldom in the bed of the brook itself. The gentleman to whose estate the Brook now belongs has constructed a path with rustic seats and bridges for quite a distance, so that both the waterfalls may be reached with no great difficulty. Beyond, however, the walk becomes a scramble, for which one must have not only stout boots but well trained feet.

Photographers captured scenic views of paths to use in advertising brochures and for souvenir stereographic photos (Figs. 12, 13 & 14). Rustic path features soon became popular symbols of the charm of Mount Desert Island. Notable paths described for the first time in Martin's guidebooks included the path to Otter Cliffs from Otter Creek, the path from the Otter Cliffs north



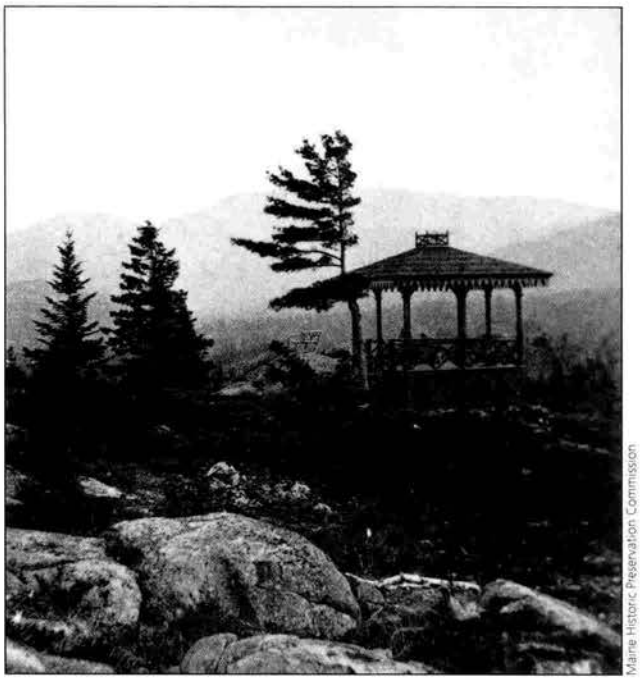
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Fig. 12 A rustic bridge with shade roof and seats over Duck Brook built by the landowner in the 1870s. The bridge was a popular image for Mount Desert Island brochures and postcards. A rough path along the stream valley was later improved by the Bar Harbor Village Improvement Association.



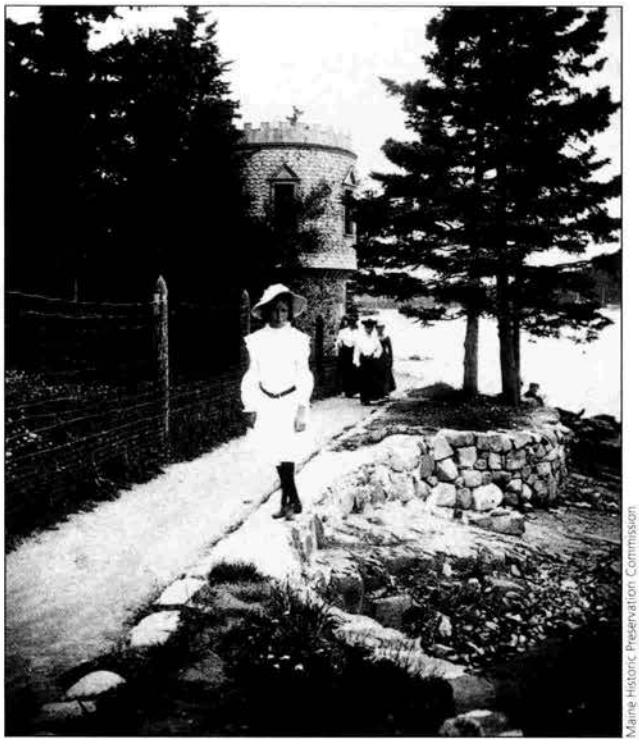
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Fig. 13 A second rustic bridge, possibly over Duck Brook in circa-1870.



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Fig. 14 In the 1870s summer cottagers constructed rustic garden structures, such as this gazebo and bench, for shared use. Unfortunately, these delicate garden structures could not withstand the island's harsh winters and were soon gone.



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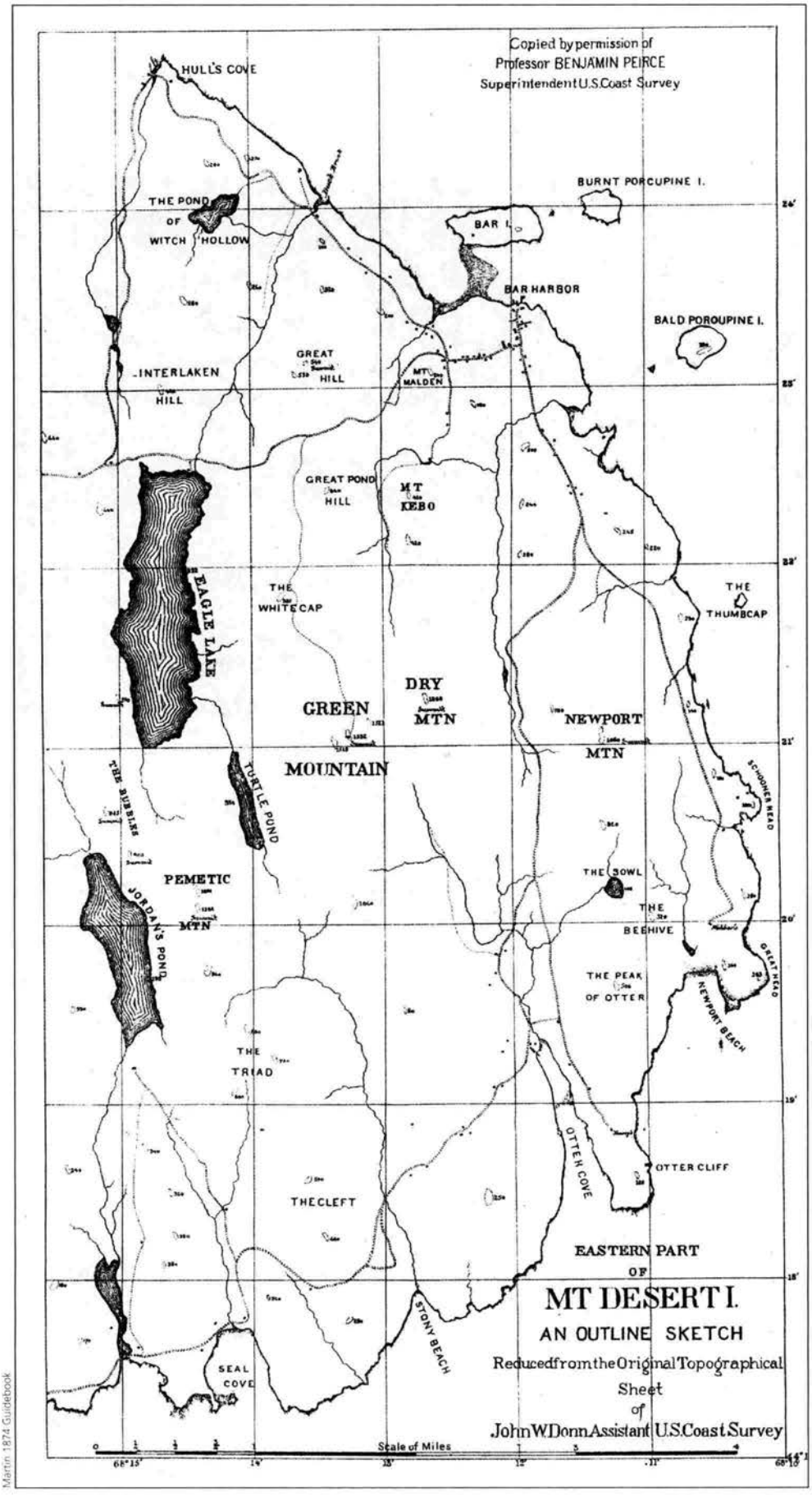
Fig. 15 The Shore Path in Bar Harbor is described in 1874 as "the path along the shore from the steamboat landing toward Ogden's Point.... There are sheltered nooks for a morning's reading, and the Indians have chosen for their annual encampment a spot just in the edge of the low woods, beyond the last of the cottages. Fanciful names have been given to many points along the walk—the Pulpit, etc.—but as they vary with the enthusiasm of succeeding summers it is difficult to identify them." Quote from C. B. Martin's guidebook, photograph circa 1890.

to Great Head past Thunder Hole, and the Shore Path in Bar Harbor (Fig. 15). To climb Green [Cadillac] Mountain, Martin suggested two additional routes, one more scenic—along the southeast ridge, and the other more adventurous—up through the gorge between Green, Dry, and Kebo Mountains. Another route suggested for "lovers of a tough scramble" was the descent from Newport Mountain to Newport [Sand] Beach.[49] To climb Pemetic Mountain, Martin described two challenging ascents, one from Jordan Pond and the other from a trailhead at Eagle Lake accessible by rowboat. A map in the 1874 edition shows the road up Green [Cadillac] and the spur road to the trail up Newport [Champlain] Mountain (Fig. 16). The 1877 and later editions included a map dated 1875. Table 5 summarizes paths first described in Martin's 1874 guide.

Travel writer Samuel Adams Drake (1833–1905) ventured to Mount Desert Island in the winter of 1875. Hampered by snow, Drake's descriptions relied heavily on the writings of Martin and DeCosta. Like DeCosta, Drake frequently mentioned the favored locations of the artists that preceded him, including Eagle Lake, Eagle Cliff on Dog Mountain, Great Head, and the Lynam Homestead on Schooner Head, "to which Cole, Church, Gifford, Hart, Parsons, Warren, Bierstadt, and others renown [sic] in American art have from time to time resorted to enrich their studios from the abounding wealth of the neighborhood."[50] Drake described a walking route over the south peak of Newport Mountain to Otter Creek that may not have been clearly marked since he encouraged his readers to "depart the beaten paths and seek out new conquests."[51]

WRITTEN ACCOUNTS IN THE 1880s

Other guidebooks written during this period included guides by Moses Sweetser, Albert Bee, and William Berry Lapham. Lapham's 1888 guide describes exploring the island as "vigorous and healthful exercise" and foretells the protection of the mountains.



Martin 1874 Guidebook

Fig. 16 Map included in C. B. Martin's 1874 guidebook. The map shows many secondary roads, most likely early logging roads, which provided walkers with access to the mountains and inland lakes. Routes of note include: up Green [Cadillac] Mountain, the Breakneck Road, through the gorge between Dry [Dorr] and Newport [Champlain] Mountains and on to Otter Cliffs, Schooner Head Road, from Seal Harbor to the Triads, and from Bracy Cove to Jordan Pond.

> While the Island may become dotted all over with summer cottages, while the rough and waste places may be changed to beautiful lawns, while all and beneath them may be made to bud and blossom as the rose, these everlasting mountains will remain as they are, wild and weird, yet majestic and grand, enduring monuments of the stupendous forces of nature.[52]

Numerous newspaper articles also extolled the virtues of walking and enjoying the mountain scenery. An 1881 article about the ascent of Green Mountain encouraged travelers to walk rather than ride the buckboard, pay the toll at the summit, and relax at a beer garden afterwards. "Frequent halts are made, and if the passengers are able-bodied, considerate, and want exercise, they will get out and go it alone.... On the top most point there is a shanty, properly speaking, bearing the significant motto, "Passengers will not forget to pay toll," which is an additional ten cents.... On our return, we went to Eagle Lake where there is a sort of a saloon and beer-garden. Around the house, in a grove, are tables with rustic seats, where visitors sit and sip their ale while enjoying the breeze from the lake."[53]

When the last edition of Martin's guidebook was printed in 1885, some routes that had been rough scrambles were clearly blazed.[54] Three paths described by Martin in 1885 as marked with red arrows and blazes included three paths from Northeast Harbor, up Sargent Mountain, up Asticou Hill and to Jordan Pond. Other notable walks described in the 1885 included a path up Brown [Norumbega] Mountain from the Brown Farm and walks from the southeast side of Eagle Lake to Turtle [Bubble] Pond and Jordan Pond. Martin noted that once walkers reached Jordan Pond "a signal will be found at the head of the pond by which a boat to cross it can be obtained."[55] Martin also described four new routes that allowed access to the vast area to the west of Eagle Lake and north of Sargent Mountain that were used by walkers: the Southwest Valley Road, McFarland Road, Curran Path, and Southwest Pass.[56] These new routes are summarized in Table 5. Drawing 5 illustrates the path system as documented by guidebooks written between 1867 and 1889.

HIKING AND BOTANY CLUBS

An inevitable result of the growing interest in exploring wilderness areas was the formation of hiking and naturalist clubs.[57] The Appalachian Mountain Club (AMC), founded in 1876, had 320 members by 1880. The AMC focused on hiking excursions, explorations and improvements. Under the direction of William Nowell, the Club's "councillor of improvements," members carried out trail work, principally the construction of trails and shelters, beginning with its first building initiative in the White Mountains of New Hampshire between 1876 and 1880. In recognition of their expanding role in society, women were admitted to the club and invited to participate in trail improvement projects. The AMC would later become actively involved in trailwork on Mount Desert Island.[58]

THE CHAMPLAIN SOCIETY

An early social and naturalist organization established on Mount Desert was the Champlain Society. Officially organized in 1880, the group consisted of a party of a dozen Harvard College undergraduates who spent their summer exploring the island, each studying some branch of natural science, including botany, ornithology, marine invertebrates, meteorology, entomology, ichthyology, photography, and geology.[59] Their stated purpose was to "study of the natural history of Mount Desert Island to complete lists of flora and fauna as far as possible, and to make a geological map of the island."[60] The group was organized by Charles Eliot, the son of Charles William Eliot, then serving as the president of Harvard University. The Eliot family began coming to the island in 1871, camping on Calf Island in Frenchman Bay. With his father's encouragement, Charles Eliot devised the Champlain Society as a means of spending an educational as well as enjoyable summer on the island. In turn, Eliot encouraged his father to build a summer house in Northeast Harbor in 1881.

Among the active members of the Champlain Society was Edward Lothrup Rand. A student at the time,

he served as the director of botanical studies and the Society's secretary, and prepared annual reports and a daily diary. In later years Rand used his botany notes to co-author a text with John Redfield entitled *Flora of Mount Desert Island, Maine* (1894) and became actively involved in the development of the trail system.[61] The Champlain Society set up a summer camp on the island from which to conduct their studies. In the summers of 1880 and 1881 their tent camp, called Camp Pemetic, was located north of Asa Smallidge's house on the shore of Somes Sound in Northeast Harbor. From 1882 until 1888, Rand organized the summer camp, which was relocated to near the Asticou Inn and appropriately named "Camp Asticou." From their camp, members of the Champlain Society set out on daily excursions across the island in an effort to locate new plant species and record other natural features. From Camp Pemetic they used their "C. S. [Champlain Society] Trail" to access the mountains. This trail extended up Hadlock Brook, located just north of the camp, and followed the southern shores of Lower and Upper Hadlock Ponds to the base of Sargent Mountain. From Camp Asticou the group followed the "Wood Trail to Jordans Pond" [Asticou Trail].[62] Youthful and academic, expedition notes vary.

> July 8, 1881. The group took a boat to the base of Dog Mountain "which they ascended with much toil reaching the summit with scarce enough strength to engage in the manly occupation of rolling stones over the cliff."

> July 9, 1881. "Jones and Foster decided to penetrate the trackless wilds to the summit of Sargents Mountain..." On the summit they "put a stone on the pyramid" and descended the long ridge to the southward.[63]

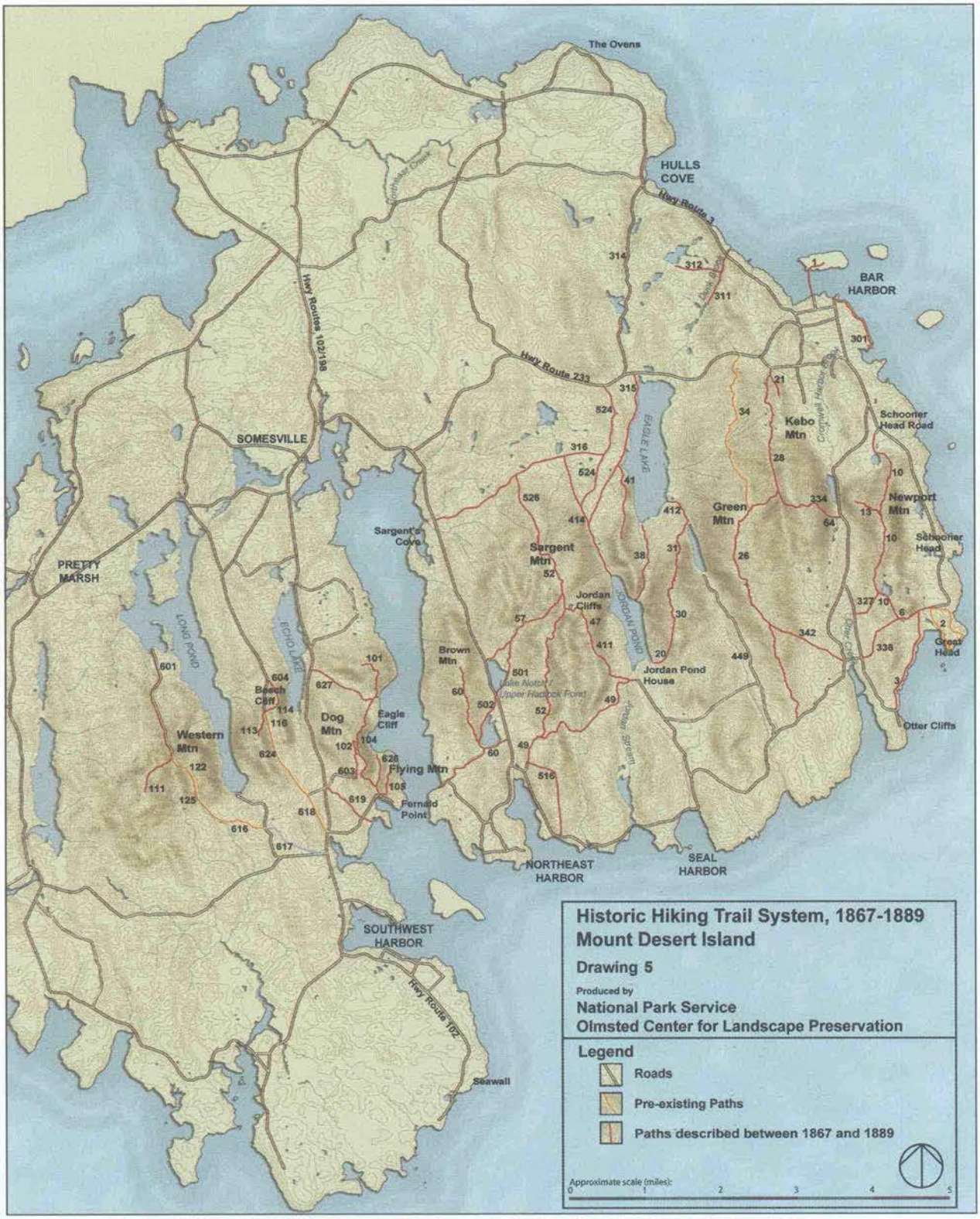
No other specific trails are mentioned in Rand's reports. However, the notes are filled with the beginnings of a plan for the protection of the mountains from development. In his 1880 report, Rand wrote with great concern that many of the wild orchids and ferns were being collected by summer cottagers, to whom he referred as "flower fiends," thereby destroying much of the beauty of the island. Rand described a strategy formed by the Champlain Society for protecting the island.

> Is it possible to protect the natural beauty of the island in any way? There appears to be three ways of doing this, but only one I think feasible: – for the State of Maine to purchase the unsettled portions of the Island and make them a protected public park; for the inhabitants of the Island to do this themselves; or for other private parties to do it. The first I think is impossible, because the State has too much wild land to care to preserve any of it. The second plan would be defeated by the pig-headedness of the people – which is great! – for they care, as a general thing, only for the present, and do not appreciate Nature in the least degree. The third plan appears to me to be the best. A company of interested parties could buy at small cost the parts of the Island less desirable for building purposes. To these they could add from time to time such of the more desirable lots as they could obtain control of either by purchase or by arrangement with the proprietors. This tract of land should then be placed in the charge of a forester and his assistants; the lakes and streams should be stocked with valuable fish; the increase of animals and birds encouraged; the growth of trees, shrubs, plants, ferns and mosses cared for. This park should be free to all on the condition that no rules of the Association were violated. Exactly what these rules should be, and how the scheme may be a pecuniary success, are matters on which as yet I have formed no opinion.
>
> As this is hardly the place for a full discussion of this important plan, I must leave it here; I hope, however, that we may have the pleasure before long of listening to a paper on this subject by one of its earnest advocates, "Captain" Charles Eliot.[64]

In his 1885 annual report Rand wrote with increased frustration about the unabated woodcutting on the island. Regarding protection efforts, he wrote:

> We believe that some years ago a committee was appointed by the Society to consider the important subject of the Preservation of Mount Desert from attacks of vandalism and from destruction by avoidable

causes, but as yet we are unable to find that this Committee has made any report, or been discharged from its duty. Whether the matter was too weighty for the Committee, or whether it has been forgotten we do not know, but merely suggest that if any plan can be formed by which this rapid destruction of the woods can be averted it is high time to act.[65]



Drawing 5 Paths described in early guidebooks as well as those used by the Champlain Society, 1867 to 1889.

Thus, though it appears that the ideas for protecting land on the island germinated around 1880, action was delayed for another twenty years, when the ideas articulated by the Champlain Society were realized in the Hancock County Trustees of Public Reservations under the leadership of Charles W. Eliot, father of "Captain" Charles Eliot.

In great contrast to the rustic activities of the Champlain Society, entrepreneur Frank Clergue constructed a cog railway and summit house in 1883 up Green [Cadillac] Mountain from the shore of Eagle Lake.[66] This represented a major investment in the tourism industry on the island. The summit hotel burned in 1884 and was replaced with a larger structure.[67] However, most island visitors sought a retreat from the machinery of industrial America, preferring to explore the island by horse-drawn buckboards or tramping up mountains on foot. The rail line was unsuccessful and after ten years was dismantled.

Throughout the 1870s and '80s paths to the highest summits were well trodden. Several of the most popular paths were marked with blazes, red arrows, and cairns. In the more remote, undeveloped areas walkers, as well as cows and sheep, roamed freely over privately owned land. Tourists scrambled through underbrush and across open ledges to delight in the spectacular scenery. The curious juxtaposition of urban visitors wielding their pens and local farmers tending their livestock was portrayed with an element of rustic charm. By the late 1880s increased development and use of Mount Desert Island necessitated greater restrictions. Trespassing was of greater concern to landowners, such as those along the Shore Path in Bar Harbor. On the outskirts of villages, fences were built to control livestock and demarcate private boundaries. It became increasingly necessary to delineate a clearly marked system of footpaths.

Table 5. Walking Paths Described in Guidebooks for Mount Desert Island, 1867–89

Year	Route	Comments
ca. 1867	Pond Mountain [Sargent], from landing near brook at mouth of Sargents Cove up old woods roads; "there is no road or path yet built" [Possibly sections of Southwest Valley Road/Path (#316), Aunt Bettys Pond Path (#526)]	Described by Martin in 1867
ca. 1867	Newport Mountain [Champlain and The Bowl], "a rough path" [Bear Brook Trail (#10)]	Described by Martin in 1867
ca. 1867	Bubble Pond, "very difficult of access, through the forest, which is almost impenetrable, as much of the first growth still remains, in this innermost heart of the island" (no specific route)	Described by Martin in 1867
ca. 1867	Bar Island, past fish weirs to height of island [Bar Island Trail (#1)]	Described by Martin in 1867
ca. 1867	Mill in the Meadow [Great Meadow], by a brown brook at base of Mount Kebo, along road to schoolhouse (no specific route)	Described by Martin in 1867
ca. 1867	Shore between Great Head and Schooner Head, "every step is interesting" (at Schooner Head); "Spouting Horn, a cleft in the rock at the summit of the Head"; and "Devils Oven" [vicinity of Great Head Trail (#2)]	Described by Martin in 1867, previously used by artists
ca. 1867	Sand Beach Meadow [Possibly part of Great Head Trail (#2)]	Described by Martin in 1867
ca. 1867	Fernald Point and Frenchmen's Cellars [Valley Cove Road (#626)]	Described by Martin in 1867
ca. 1867	Seawall, "the wall extends across several coves, for more than a mile... beautiful specimens of green feldspar are found in the ledges under the wall" (no specific route)	Described by Martin in 1867

Year	Route	Comments
ca. 1871	Shore walk along the east side of Clarks Point in Southwest Harbor (no specific route)	Described by DeCosta in 1871
ca. 1871	From Southwest Harbor to summit of Western Mountain [Western Mountain Road/Path (#616), Norwood Cove Trail (#617), Gilley Trail (#125), Great Notch Trail (#122), and Bernard Mountain South Face Trail to summit (#111)]	Described by DeCosta in 1871 described by Fernald in 1896 as a c. 1765 route
ca. 1871	Three peaks of Beech Mountain: The Nipple [Carters Nubble, no specified route], Storm Cliff [Beech Cliff Overlook vicinity of #114, #604)], summit of Beech Mountain (vicinity of #113)	Described by DeCosta in 1871 and more specifically by Martin in 1885
ca. 1871	Dog [St. Sauveur] Mountain, Eagle Cliff, and Crows Nest—northern spur of Dog Mountain [now Acadia Mountain] [vicinity of Valley Peak Trail (#104) and eastern half of Acadia Mountain Trail (#101)]	Described by DeCosta in 1871
ca. 1871	Flying Mountain and Valley Cove [Vicinity of Flying Mountain Trail, southern half (#105), Valley Cove Road/Trail (#626)]	Described by DeCosta in 1871 as an easy climb
ca. 1871	Sargent Mountain [Vicinity of Southwest Valley Trail (#316) or Giant Slide Trail (#63), Aunt Bettys Pond Path (#526), portion of the South Ridge Trail (#52) and Maple Spring Trail (#58) or Waterfall Trail [Hadlock Brook Trail] (#57)][68]	Described by DeCosta in 1871
ca. 1871	Sargent Mountain to Jordan Pond [Vicinity of Jordan Mountain Trail (#411 and section of #47)]	Described by DeCosta in 1871
ca. 1871	Newport [Champlain] Mountain to Loch Anna [The Bowl] and Round Peak [Huguenot Head] [sections of Bear Brook Trail (#10) and vicinity of upper end of Beachcroft Path (#13), which was not yet marked]	Described by DeCosta in 1871
ca. 1871	Dry [Dorr] Mountain, east and west sides [Vicinity of Ladder Trail (#64), Upper Ladder Trail (#334), and south of the Cadillac–Dorr Trail (#22)][69]	Described by DeCosta in 1871
ca. 1871	Green [Cadillac] Mountain east side [Vicinity of or south of the upper Gorge Path (#28)]	Described by DeCosta in 1871
ca. 1871	Pemetic Mountain [Vicinity of Pemetic Mountain Trail (#31)]	Described by DeCosta in 1871
ca. 1871	The Ovens (no specific route)	Described by DeCosta in 1871
ca. 1871	Mount Kebo ascent [Vicinity of Kebo Mountain Path, #21 and #374)]	Described by DeCosta in 1871
ca. 1871	North Bubble ascent [Possibly North Bubble Trail, #41]	Described by DeCosta in 1871
ca. 1874	Shore Path in Bar Harbor (#301)	Described by Martin in 1874
ca. 1874	Duck Brook Path (#311)	Described by Martin in 1874, seats are no longer mentioned in Martin's 1885 guide
ca. 1874	Path to Otter Cliffs from Otter Point (no specific route): "The path to them leads to a cottage where the wagons are left, through a beautiful piece of pine woods hung with grey moss and cushioned beneath with the softest green"	Described by Martin in 1874, enclosed map shows a road leads to a house marked "Youngs"
ca. 1874	Otter Creek Road to Newport [Sand] Beach past Thunder Hole, "a sort of bridle path" [Vicinity of Ocean Drive and Ocean Path (#3)]	Described by Martin in 1874

Year	Route	Comments
ca. 1874	Southeast ridge of Green [Cadillac] Mountain to Otter Creek [South Ridge Trail (#26) or East Ridge Trail (#350) and Potholes Path (#342) to Otter Creek]	Described by Martin in 1874 as a nicer route than the road up the north side because of the ocean views
ca. 1874	Gorge Path (#28) "Youth and enthusiasm are wont to find scope for their ambition, in the descent of Green Mountain, by way of the steep ravine that separates it from Dry [Dorr] Mountain, 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."	Described by Martin in 1874, previously mentioned by DeCosta in 1871
ca. 1874	From summit to Newport [Sand] Beach "To lovers of a tough scramble is commended a descent through the woods to Newport Beach." [Possibly Bowl Trail (#6, 8)]	Described by Martin in 1874
ca. 1874	Pemetic Mountain from Jordan Pond "a long hard climb to the top" [Possibly section of Pond Trail (#20), Pemetic Mountain Trail (#31) or West Cliff Trail (#30)]	Described by Martin in 1874
ca. 1874	Pemetic from Eagle Lake, from beach at head of lake [possibly Bubble Pond Carry (#412) and vicinity of but not on the Pemetic Mountain Trail (#31)]	Described by Martin in 1874 "ascent is slow on account of the fallen timber, but it is perfectly practicable." Ascent of Pemetic generally described by DeCosta in 1871.
ca. 1874	Valley between Robinson's [Acadia] Mountain and Dog [St. Sauveur] Mountain [Robinson Road/Path (#627)]	Described by Martin as a "very rough scramble"
ca. 1874	Dog [St. Sauveur] Mountain, straight up behind the cottage [Carroll Farm?] over the first pitch, then left to summit [Slide Trail (#603), Saint Sauveur Trail (#102)]	Described by Martin "the ascent is so easy that there is hardly any regular path..."
ca. 1875	South Peak of Newport to Otter Creek [Green and White Path (#327), Yellow and White Path (#336)]	Described by Drake in 1875
ca. 1881	Champlain Society Trail [Vicinity of Norumbega Mountain Trail (#60), Lower Hadlock Trail (#502), and Upper Hadlock Trail (#501)]	Mapped by Rand in 1881
ca. 1881	Woods trail to Jordan Pond [Asticou Trail (#49)]	Mapped by Rand in 1881, described by Martin in 1885 as marked with blazes and red-painted arrows
ca. 1885	Eagle Lake to Jordan Pond [Jordan Pond Carry Path (#38)]	Described by Martin in 1885
ca. 1885	St. Marys by the Sea [St. James Chapel] to Sargent Mountain...marked out by blazing and by painting red arrows [Possibly Giant Slide Trail (#63) or South Ridge Trail (#52)]	Described by Martin in 1885
ca. 1885	Asticou Hill [Eliot Mountain Trail (#516) to Map House (#520)]	Described by Martin in 1885 as marked by arrows and blazing
ca. 1885	Woods road from Duck Brook Hill to Pond of Witch Hollow [Possibly Half Moon Pond Path (#312)]	Described by Martin in 1885
ca. 1885	New road about to be built between Sawyers Valley and little settlement high up east [sic, possibly west] of Eagle Lake out to Somesville Road at McFarland Mountain [Possibly McFarland Path (#524)]	Described by Martin in 1885

Year	Route	Comments
ca. 1885	New road between the valley and Jordan Pond [Possibly Curran Path (#315) and Southwest Pass (#414)]	Described by Martin in 1885
ca. 1885	Southeast of Eagle Lake to Turtle Lake [Bubble Pond Carry (#412)]	Described by Martin in 1885 as a pretty and easy walk, alluded to in Martin's 1874 guidebook
ca. 1885	Browns Mountain from the Brown Farm [Possibly Brown MountainTrail/Norumbega Mountain Trail (#60) or portion of Brown North Ridge Trail (#521)]	Described by Martin in 1885, route up south side later shown on 1893 Rand map. However, the Brown Farm was on the north side of mountain.[70]
by 1888	Boyd Road and walking path (#449)	Shown on letter and map of proposed real estate development, 1888, by the Mount Desert and Eastern Shore Land Company.[71] Later shown on 1893 Rand map.

ENDNOTES

2 Rebecca Cole-Will, Abbe Museum, Bar Harbor, Maine, interview by author, June 10, 1997.

3 Fannie Hardy Eckstorm, "Indian Place-Names of the Penobscot Valley and Maine Coast," *The Maine Bulletin* 44, no. 4 (November 1941).

4 F. G. Speck, *Penobscot Man*, reprint 1997, 79.

5 Laura and Guy Waterman, *Forest and Crag: A History of Hiking, Trail Blazing, and Adventure in the Northeast Mountains* (Boston: Appalachian Mountain Club, 1989), 3.

6 David Cook, *Above the Gravel Bar: The Indian Canoe Routes of Maine* (Milo, ME: Milo Printing Co., 1985), 30.

7 Mike Krepner, Native Trails, Inc. Waldoboro, Maine, interview by author, May 1997.

8 George B. Dorr, Personal manuscripts, Acadia National Park Archives, shelf 5, box 2.

9 Physical evidence of Native American use has been found in the Duck Brook area, Rebecca Cole-Will, Abbe Museum, Bar Harbor, Maine, interview by author, June 10, 1997.

10 Emerson W. Baker, et al., *American Beginnings: Exploration, Culture, and Cartography in the Land of Norumbega* (Lincoln: University of Nebraska Press, 1994), xxi.

11 Colin Calloway, *The Abenaki: Indians of North America* (New York: Chelsea House Pub., 1989), 44.

12 They offered guided tours to island tourists, on foot or by canoe, and sold woven baskets and other souvenirs. However, by 1900 most were pressured to leave by village groups fearful that their rudimentary camps could lead to the spread of cholera. (*Bar Harbor Village Improvement Association Annual Report*, 1893).

13 Waterman and Waterman, *Forest and Crag*, 2.

14 Ibid., 7.

15 Ibid., 13.

16 "Oct. 3. After breakfast went on shore at the head of the bay [of Southwest Harbor] and went into the woods by a compass line for about half a mile. Found a path which led back to the Harbour. This proved to be a passage to the salt marshes. In the afternoon some people came on board, who informed us that four families were settled upon one of the Cranberry Islands, and two families at the head of the river, eight miles from our station.

"Oct. 6. I and Lieut. Miller surveyed the remainder of South West Harbour and a considerable part of the Great Harbor. Mr. Jones traced and measured the path to the Bass Bay Creek and found there many haycocks....

"Oct. 8. ...I went through the woods to the creek of Bass Bay. We went about a mile on the salt meadow, found it fine, the hay remaining there good, and the creek a pretty rivulet capable of receiving considerable vessels. The meadow on each side being a furlong or two wide, and the upland having a gentle decline to it...." From George Edward Street, *Mount Desert: A History* (Hartford, CT: Mary A. Street, 1905), 109–11. Bernard's original journal is located in the Sparks Manuscript Collection at Harvard University.

17 This walking path configuration is still present on Sutton Island, part of the Cranberry Isles just south of Mount Desert Island. The Shore Path in Bar Harbor, which became popular in the 1870s, also illustrates a walking path that connected shorefront properties.

18 Three other routes described by Fernald were: (1) From the high ridge at Bensonville, Bass Harbor, and following the ridge to the vicinity of Seal Cove Pond, which soon fell into disuse; (2) from the west side of Bass Harbor to the base of Beech Mountain, which was an old forest path cleared by Mr. Stephen Richardson in 1765; and (3) from East Bass Harbor easterly entering the waste near the home of the late Abraham Richardson, and emerging at the Indian trail in the rear of the south side of Southwest Harbor. This woods road was cut through by Thomas Richardson, Esq. of East Bass Harbor about 1765. O. H. Fernald, Searsport, "Island Paths," *Bar Harbor Record*, November 11, 1896. Fernald quotes Levi Lurvey of Southwest Harbor as a source for his information.

19 Virginia Somes-Sanderson, *The Living Past, Being the Story of Somesville, Mount Desert, Maine and Its Relationships with Other Areas of the Island* (Mount Desert: Beech Hill Publishing Co., 1982), 83, 97. Route is described as "from the former road at Mr. Timothy Smalledges [in Hulls Cove] to the head of the Sound and from thens to Southwest Harbor and from thence one road to Bass Harbor marsh and another road to Mr. Thomas Fosses." And "From 1776, there had been continual attention to the "laying

out" of roads but those that were finished were hardly better than foot paths. The narrow road, laid down in 1794 from Hulls Cove to Somesville, was the main thoroughfare for many years and could be traveled as late as 1850, but it left much to be desired." See also Street, *Mount Desert, A History* (1905), 179.

20 In 1863 [sic.—18 68], B. F. DeCosta wrote, "On the summit and along the south side it is passable" in *Scenes in the Isle of Mount Desert*, New York, 1868. In 1866, Mrs. Austin, a visitor to Mount Desert, described her trip down the road. "There are five or six miles of perpendicular ascent [from Somesville] and precipitous descent [to Southwest Harbor]; the horse was encouraged to make the descent at full speed; the pitch of the wagon and the rattling of stones was horrifying." (Both quoted in Somes-Sanderson, *The Living Past*, 121–3).

21 O. H. Fernald, "Island Paths," *Bar Harbor Record*, November 11, 1896.

22 David Goodrich, correspondence, October 29, 2003. Goodrich notes that the trail to Pretty Marsh (#623) likely dates to this period to serve as a connection between Pretty Marsh and Southwest Harbor.

23 Virginia Somes-Sanderson, *The Living Past*, 83, 97 (see previous notes).

24 The exact route is quoted in Somes-Sanderson, *The Living Past*, 29–30.

25 A copy of this map is held in the Sawtelle Collection, Acadia NP Archives. The town line was modified several times in later years.

26 W. H. Vaughn, *Northeast Harbor, Reminiscences by an Old Summer Resident* (White and Horne Company, 1930), 16.

27 John F. Sears, *Sacred Places: American Tourism Attractions in the Nineteenth Century* (New York: Oxford University Press, 1989), 3–4.

28 Ibid., 61.

29 Louise Minks, *The Hudson River School* (Greenwich, CT: Brompton Book, 1989), 11.

30 Waterman and Waterman, *Forest and Crag*, 69.

31 Waterman and Waterman, *Forest and Crag*, 96.

32 1850 is described as the year of establishment in Clara Barnes Martin, *Guide to Mount Desert on the Coast of Maine* (Portland, ME: Loring, Short & Harmon, 1885), 79.

33 Louis Legrand Noble, *The Life and Works of Thomas Cole*, ed. Elliot S. Vesell (Cambridge, MA: Belknap Press, 1964) 270.

34 Thomas Cole, "Essay on American Scenery," *New England Monthly Magazine*, n.s. 1 (January 1836), quoted in John Wilmerding, *The Artist's Mount Desert: American Painters on the Maine Coast* (Princeton, NJ: Princeton University Press, 1994), 27.

35 Minks, *The Hudson River School*, 9.

36 Joseph L. Stevens, Jr., *Gloucester Daily Telegraph*, September 11, 1850, quoted in *Wilmerding, The Artist's Mount Desert*, 50.

37 Wilmerding, *The Artist's Mount Desert*, 72.

38 Quoted in Anne Mazlish, ed., *The Tracy Log Book, 1855: A Month in Summer* (Bar Harbor, ME: Acadia Publishing. Co.), 1997.

39 David Goodrich, correspondence to author, 1999.

40 Wilmerding, *The Artist's Mount Desert*.

41 Roderick Nash, *Wilderness and the American Mind* (New Haven, CT: Yale University Press, 1982), 119. Morris K. Jesup, a successful railroad investor and banker, was president of the Chamber of Commerce of New York from 1899 to 1907, president of the Audubon Society from 1897 to 1908, and one of the incorporators of the American Museum of American History. He died in January, 1908. (From the *Dictionary of American Biography* [Charles Scribners, 1961], 62; and from the *Bar Harbor Record*, "Morris K. Jesup Died in New York Wednesday," January 29, 1908, p. 4, col. 3, 4.) On Mount Desert Island he was active in the Bar Harbor Village Improvement Association and helped to establish the Jesup Memorial Library in Bar Harbor. In recognition of the philanthropic work of Jesup and his wife Maria, the park's first superintendent, George Dorr, named a path for them in 1916.

42 A cairn is a pile of stones indicating direction of the path. For further terminology, refer to Appendix A.

43 Destinations included Anemone Cave, Pulpit Rock, Balance Rock, Detached Rock at Otter Cliffs, The Ovens, Great Head, The Profile, Cathedral Rock, the cliffs on Porcupine Island, Schooner Head Cliffs, Otter Cliffs, Bass Head Lighthouse, Seal Cove, Sentinel Rock, Star Crevice, Thumb Rock in Southwest Harbor, Thunder Cave (Thunder Hole), the Spouting Horn, Devils Oven, and The Arch in Seal Harbor.

44 Clara Barnes Martin, *Mount Desert on the Coast of Maine* (private printing, 1867), 9–10.

45 DeCosta specialized in the history of the Atlantic coast from Cape Cod to Nova Scotia. He served as editor of the *Magazine of American History* and wrote for *Harper's Magazine*. DeCosta also published 30 volumes, including *Ancient Norumbega* (1858) and *Sketches of the Coast of Maine with Historical Notes* (1869) as described by Thomas A. St. Germain and John D. Saunders, *Trails of History: The Story of Mount Desert Island's Paths from Norumbega to Acadia* (Bar Harbor, Maine: Parkman Publications, 1993), 30.

46 Ibid., 92.

47 G. W. Nichols, "Mount Desert," *Harpers New Monthly Magazine* 45, no. 267 (August 1872).

48 Martin's guide described both carriage and walking excursions. A popular, though not extremely scenic, carriage ride was the "Twenty-two Mile Drive" from Bar Harbor to Seal Harbor to Northeast Harbor, with a side trip to Jordan Pond, and then back to Bar Harbor or on to Somesville. From this drive, scenic walks were recommended such as the walk to Otter Cliffs or Sargent Mountain.

49 Clara Barnes Martin, *Mount Desert on the Coast of Maine*, rev. ed. (Portland, ME: Loring, Short, & Harmon, 1874).

50 Nichols wrote of the Lynam homestead "while no sketches enrich the walls about the humble domicile at Schooner Head, there are stories of artists and artistic adventure which will make it interesting for a long while to come." *Harper's New Monthly Magazine*, August 1872.

51 Samuel Adams Drake, *Nooks and Corners of the New England Coast* (1876), 56. DeCosta may have used a combination of the Yellow Path (#338) and Red and White Path, which form a route from Lynam Homestead to the summit of Newport Mountain, a logical route to scramble up the steep face of the mountain from Schooner Head. Correspondence from David Goodrich to author, July 28, 1999.

52 William Berry Lapham, *Bar Harbor and Mount Desert Islan.* (Augusta: Maine Farmer Job Print, 1888), 32.

53 Webster Times, "Green Mountain," *Mount Desert Herald*, August 6, 1881, p. 3, col. 1.

54 During this period blazes were axe cuts on the trunk of a tree.

55 Clara Barnes Martin, *Mount Desert on the Coast of Maine*, rev. ed. (Portland, ME: Loring, Short, & Harmon, 1885), 86.

56 The names of the roads are not used in Martin's descriptions as described in Table 5.

57 The first recorded hiking club was the Alpine Club of Williamstown, formed in 1863 "to explore the interesting places in the vicinity, to become acquainted, to some extent at least, with the natural history of the localities, and also to improve the pedestrian powers of the members." In Waterman and Waterman, *Forest and Crag*, 183.

58 Waterman and Waterman, *Forest and Crag*, 185–191.

59 Charles W. Eliot, *Charles Eliot, Landscape Architect* (Boston: Houghton, Mifflin & Co, 1902), 25.

60 Edward L. Rand, *First Annual Report of the Champlain Society*, 1880, Edward Lothrup Rand (1859–1924) Papers, Gray Herbarium Archives, Harvard University.

61 Rand also served as the Path Committee chairman for the Seal Harbor Village Improvement Society from 1900 to 1908, as will be described later.

62 These routes are marked on a map included in the 1882 *Annual Report of the Champlain Society*.

63 Champlain Society Collection, Mount Desert Historical Society, notes by E. L. Rand, 1881.

64 Rand, *First Annual Report of the Champlain Society*, 1880, 56–58.

65 Rand, *Report of the Champlain Society for 1884, 1885, & 1886*, 24. The committee to which Rand refers included W. C. Lane, Charles Eliot, Charles Townsend, Samuel Eliot, William Dunbar, and Edward Rand. This information contained in the Champlain Society Records in the Anne Lincoln Collection, Mount Desert Island Historical Society.

66 Work was supervised by F. W. Cram, superintendent of the European and American Railway. The train held nearly fifty passengers. To construct the line, the soil was cleared off and the ledge exposed. The rock was drilled and inch iron bolts were inserted, protruding 8 to 12 inches. "The Green Mountain Railway," *Mount Desert Herald,* May 10, 1883, p. 1, col. 3.

67 Martin, *Mount Desert* (1885), 80.

68 DeCosta states that he rowed across Somes Sound and landed at Seal Cove (which was also known as Sargents Cove). He then walked through farms on a road at the base of the mountain, suggesting either the Southwest Valley Road or the road at the base of the Giant Slide Trail, then bushwacked up the north ridge of Sargent, probably along the route of the Aunt Bettys Pond Path. From the summit DeCosta walked south to Lake of the Clouds [Sargent Mountain Pond] and descended through rocky defiles, suggesting the Maple Spring or Hadlock Brook Trail, to the Notch Road, emerging opposite the cliffs of Mount Mansell [Norumbega]. David Goodrich, correspondence with author, July 28, 1999.

69 DeCosta's description would possibly place his ascent along the fissure that forms the south side of the Ladder Trail. His descent and ascent between Dry and Green Mountains [Dorr and Cadillac] were likely south of the existing paths, because he describes a very difficult descent among loose rocks and then crossing a brook. David Goodrich, correspondence with author, July 28, 1999.

70 The Lee & Marsh 1860 topographic map of Hancock County shows the Brown Farm at the north end of the mountain, near Browns Brook and Browns Cove and the farm was later owned by A. A. Murphy as shown on Colby's 1881 Atlas. The first path was probably a bushwack up the ridge with views of Somes Sound. David Goodrich, correspondence with author, July 28, 1999 and October 29, 2003.

71 Ruth Ann Hill, *Discovering Old Bar Harbor and Acadia National Park* (Camden, ME: Down East Books, 1996), 128–29.



Acadia NP Archives

School group at Sieur de Monts Spring in the 1920s.

CREATION OF AN ISLAND-WIDE TRAIL SYSTEM

FOUNDING OF VILLAGE IMPROVEMENT ASSOCIATIONS, 1890–1899

LAND PROTECTION AND PATH SYSTEM EXPANSION, 1900–1916

CREATION OF A NATIONAL PARK, 1916–1932

FOUNDING OF VILLAGE IMPROVEMENT ASSOCIATIONS, 1890–1899

In the late 1800s a perceived loss of American wilderness led to a greater interest in preserving scenic areas. At the same time, the deplorable conditions of growing industrial cities and rapid growth of railroad suburbs prompted citizens to search for ways of improving their communities. As a result, civic-minded individuals formed land preservation programs and improvement societies. Influential citizens such as Frederick Law Olmsted, Sr. contributed both to the preservation of wilderness areas and to the redesign of American cities and towns to improve the well-being of all citizens. Young Charles Eliot formed the Trustees of Public Reservations in Massachusetts in 1891, the first privately funded land trust for public use, and drafted the 1893 legislation that led to the formation of the Metropolitan Park System around Boston. The Sierra Club, founded in 1892, and the Audubon Society, established in 1905, represented a growing interest in conservation. Nature provided refuge from the city, offering both physical and spiritual renewal.

Mount Desert Island was recognized as one of the finest spots in the Northeast to reconnect with nature and attracted a fashionable community of summer residents. Yet the growing number of resort hotels and private cottages restricted access to the shore and surrounding hills. The need for a marked trail system became increasingly important. In addition, the seasonal surge of visitors strained municipal facilities. Roads, bridges, and sidewalks required more maintenance, and sanitary issues were of growing concern. Cottage owners and local businesses, heavily invested in the spectacular scenery of the island, feared that its natural beauty would be lost to over-development, indiscriminate logging, railroad lines, and urbanization. All of these concerns led to the formation of local village improvement societies and the Hancock County Trustees of Public Reservations—civic organizations that served to consolidate and direct the preservation interests of individuals. One of the lasting contributions of this civic movement is the island-wide path system through protected wilderness areas.

COMMUNITY ENHANCEMENTS BY VILLAGE IMPROVEMENT ASSOCIATIONS

The country's first "village improvement association" was formed in 1853.[72] This group, the Laurel Hill Association in Stockbridge, Massachusetts, raised membership dues and donations from residents to plant street trees, improve roads and sidewalks, improve sanitary conditions, acquire land for village parks, and construct buildings for public use including a library and clock tower. Over the next several decades, similar societies were formed across the country, with the greatest concentration in New England towns. Most were formed in rapidly growing railroad suburbs and resort communities where new, wealthy, transplanted urban residents and existing small-town government had different expectations for the appearance and amenities of the village.[73] Applying picturesque landscape principles, attractive sidewalks, footpaths, and drives became a hallmark of the village improvement movement.[74] Walks were extended beyond the village to surrounding scenic points, symbolically linking civilization and wilderness. In accordance with this trend, a village improvement association was formed in Bar Harbor in 1881 and incorporated in March 1891. One of the first functions of the newly formed association was the care of the Shore Path in Bar Harbor.

Initially the Bar Harbor Village Improvement Association (VIA) consisted mostly of summer residents who were concerned with the upkeep of the village. Through time the group attracted an increasing number of year-round residents, particularly those with business interests in the village water supply, real estate, and commerce.[75] The mission of the Bar Harbor VIA was 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...

When incorporated, the organization had four active committees: finances, entertainment, sanitary, and

inspection. The Inspection Committee addressed issues relating to the condition of the village and included subcommittees for the improvement of hospital facilities, fire safety, water supply, sewerage, trees, the cemetery, roads, street lights, signs, sidewalks, and footpaths. In 1892 the Bar Harbor VIA created a committee specifically for roads and paths: "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."[76]

ROADS AND PATHS COMMITTEE

An 1897 article on village improvement associations across the country describes the Bar Harbor VIA as one of the "most perfectly organized societies" and exemplary of "the best kind of work of which such an organization is capable," calling particular attention to their work on scenic roads, a bicycle path, and footpaths "giving access to picturesque localities."[77] These amenities were built under the auspices of the Bar Harbor VIA Roads and Paths Committee.

The success of the Bar Harbor VIA led to the incorporation of the Northeast Harbor Village Improvement Society (VIS) in 1897, the Seal Harbor Village Improvement Society in 1900, and the Southwest Harbor Village Improvement Association in 1914. Unlike most societies that sprang up across the country during this period, these four societies extended their work beyond village centers, across the island through the work of their roads and paths committees. The four societies worked cooperatively through a Joint Path Committee. Their combined efforts led to the construction and maintenance of approximately 250 miles of recreational walking paths.

Each society appointed a chairman to lead a committee for the improvement of roads and footpaths. The committee chairman and members raised funds for path work, laid out new routes, and walked the paths

Table 6. Individuals Associated with Roads and Paths Committees of Village Improvement Societies

Organization	Bar Harbor VIA	Northeast Harbor VIS	Seal Harbor VIS	Southwest Harbor VIA
Incorporation	formed 1881, incorporated 1891	incorporated 1897	incorporated 1900	incorporated 1914
Path Committee Chairmen	G. Wheeler, 1890–92 F. N. Goddard, 1892–93 H. Jaques, 1893–1900 W. Bates, 1900–1909 S. W. Mitchell, 1909–11 J. Kane, 1911–12 R. Brunnow, 1912–17 L. Opdycke, 1917–18 F. Weekes, 1918–23 H. Peabody, 1923–32 B. Hadley, 1932–35 Mrs. H. Thorndike, 1935–38 A. F. Anderson, 1937–38 F. DeVeau, 1938–39 J. Peltz, 1940–41	J. Gardiner, 1897–1910 W. Grant, Jr., 1910–13 J. Tunis, 1913–20 W. Turner, 1921–ca.1946 C. Savage, 1940s, 50s G. Falt, ca. 1960–1981 R Suminsby, ca. 1981–93 D. Falt, ca. 1993–present	E. Rand, 1900–1907 J. Van Santvoord, 1907–13 J. Allen, 1914–1945 T. Van Dyke, 1946–ca.55 A. Allen, ca.1955–80s L. Paine, 1980s B. Ascher, 1990s J. A. Smith, 1996–present	W. Buell, 1914–1920s C. Grandgent, 1920s–30s
Superintendents of Paths	A. Liscomb, ca.1892–1931	T. A. McIntire, 1919–20s H. Kneedler, 1940s–60s	G. Stebbins, 1900–1919 T. A. McIntire, 1919–20s	
Workmen	Hewey Chambers, ca. 1902 Horace Liscomb, ca. 1905 Elbridge Walls, ca. 1906 Rudolph Grindle, ca. 1906 Mr. Scammon, ca. 1922 Forrest Norwood, 1920–50s Irad Norton, 1920–50s	Frank Lowrie, ca.1921–37	P. and S. Cushman, 1900–1907 McCrae, 1907–21 F. Lowrie, ca.1921–37 C. Murphy, 1938–ca.1942 W. DuLong, ca. 1952–55 K. Carter, 1955–60 L. Varnum, 1968–70 S. Graves, 1970s	Arthur Freeman R. M. Norwood

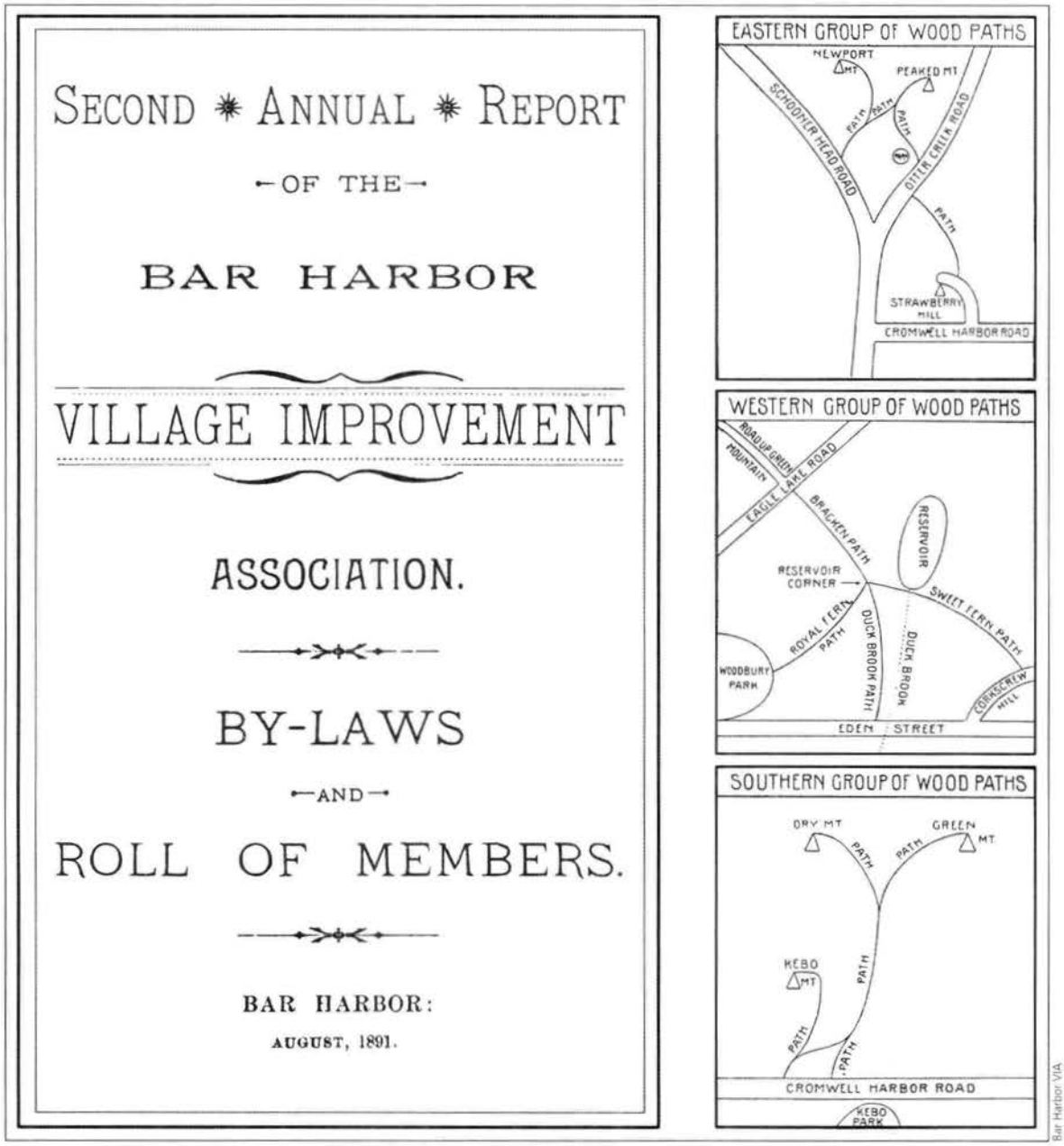
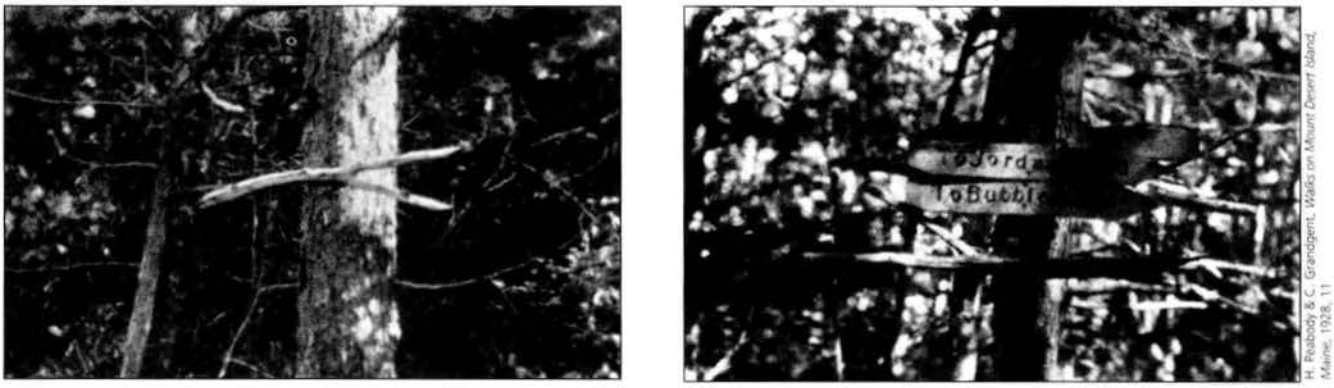


Fig. 17 Three diagrams of walking paths in the Bar Harbor vicinity, prepared by Francis Peabody in 1890 for the Bar Harbor VIA from the *Second Annual Report of the Bar Harbor Village Improvement Association*.



H. Peabody & C. Grandgent, *Walks on Mount Desert Island*, Maine, 1928, 11

Fig. 18 The Bar Harbor VIA marked walking paths with inscribed signs, branch pointers, and whittled arrows nailed on trees beginning in the 1890s. On Newport [Champlain] Mountain trails were also marked with colors that corresponded to the trail's name, which were painted on trees, rocks, and later on pieces of metal.

to determine where repairs were needed. Some path committee chairmen were involved in path construction, but most physical work was carried out by hired local men. The man responsible for most of the trail work was known as the "Superintendent of Paths."

Additional men were hired as needed. They were paid with funds from membership dues, and later from special donations to fund individual trail construction and maintenance. Table 6 summarizes the individuals associated with the village improvement associations that were actively involved in the fundraising, layout, construction, and maintenance of paths.

BAR HARBOR VILLAGE IMPROVEMENT ASSOCIATION PATH WORK, 1890–99

One of the first acts of the Bar Harbor VIA subcommittee on foot or "woods" paths in 1890 was to prepare diagrams illustrating walking paths in the Bar Harbor vicinity (Fig. 17). These were drawn by Francis H. Peabody and published in the local newspaper and in Bar Harbor VIA Annual Reports.[78] Ten paths were shown in three diagrams. Some of the summit paths already existed as documented in the 1870s guidebooks of Martin and DeCosta. However, the Bar Harbor VIA cut or improved these paths and marked them with "pointers" (Fig. 18). Signs placed at trail junctions marked destinations and some gave the estimated walking time between principal points. The VIA constructed occasional seats along the trails and built more stable crossings over streams and bogs.[79] Also notable on the diagram for the "Western Group of Wood Paths" were trails named for a plant rather than a destination, such as the Bracken Path, Royal Fern Path, and Sweet Fern Path. These routes offered easy, woodland walking rather than summit climbing. Association members involved in early trail improvements included Henry Sayles, J. Biddle Porter, George Dorr, and Serenus Rodick. From 1892 to 1893, Mr. F. N. Goddard served as the first chairman of the Roads and Paths Committee. Under his direction, the earliest sign standard was developed. All new signs were to be painted with yellow letters on a dark green background.

Andrew Emery Liscomb, one of the first men hired by the Path Committee, began working as the Superintendent of Paths for the Bar Harbor VIA in about 1892. Liscomb (1862–1931) was born in Bar Harbor and resided on Rockwood Avenue. The son of a farmer, he was a landscape gardener by profession.[80] At the request of the Bar Harbor VIA Path Committee chairman, Liscomb's responsibilities included physical improvements such as putting up signs and pointers, removing fallen trees, widening and cleaning paths, placing large stones in wet areas, building footbridges, and constructing new paths. Liscomb also supervised other laborers hired to work on the path system.[81] While the Path Committee chairman for the Bar Harbor VIA changed many times, Liscomb served in this capacity for the next forty years and was responsible for the physical construction of many trails.

In 1893 Edward Rand, formerly an organizer of the Champlain Society, prepared a map of the island in conjunction with the 1894 text, *Flora of Mount Desert Island, Maine* (Fig. 19). The primary purpose of the map was to clarify the island's place names. The map illustrates many of the mountain paths and logging roads that became part of the trail system. While the map would become the foundation for future trail maps, its representation of the trail system in 1893 was not comprehensive. None of woods paths recently marked by the Bar Harbor VIA are shown.[82] Table 7 summarizes the earliest path work carried out by the Bar Harbor VIA as described in their reports and shown on the 1893 Rand map.

THE COLORED PATH SYSTEM ON NEWPORT MOUNTAIN

Herbert Jaques (1857–1916) served as the chairman of the Bar Harbor VIA Committee on Roads and Paths from 1893 to 1900. Jaques was extremely devoted to this position and built many trails during his seven-year tenure. The Jaques family had a summer home at Schooner Head, thus much of his work was in this area.[83] One of Jaques's contributions to the trail system was the creation of the colored-path system for the

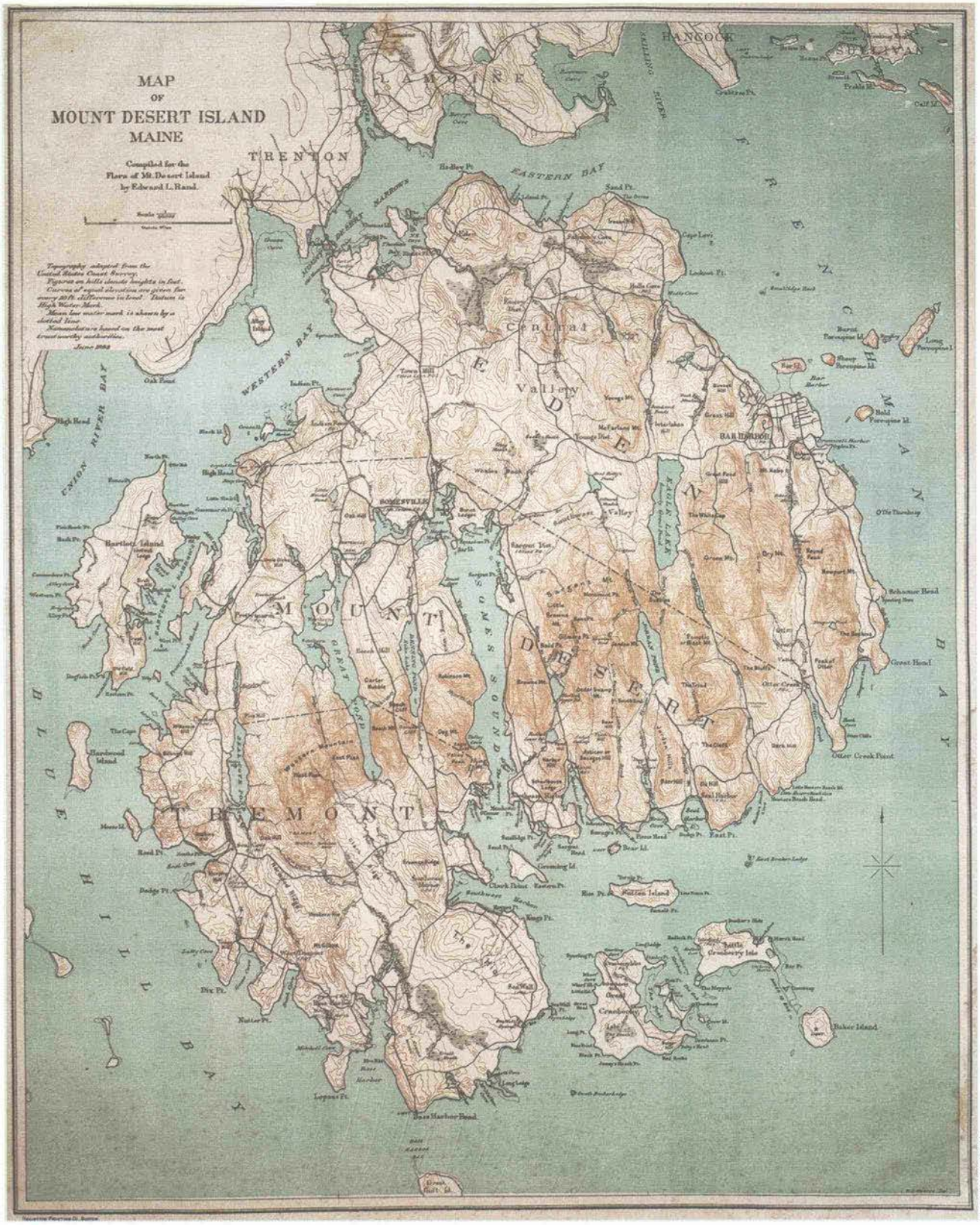


Fig. 19 Map showing some of the trails and many place names used to describe popular walking destinations prepared by Edward Rand in 1893 to accompany *Flora of Mount Desert Island, Maine* (1894).

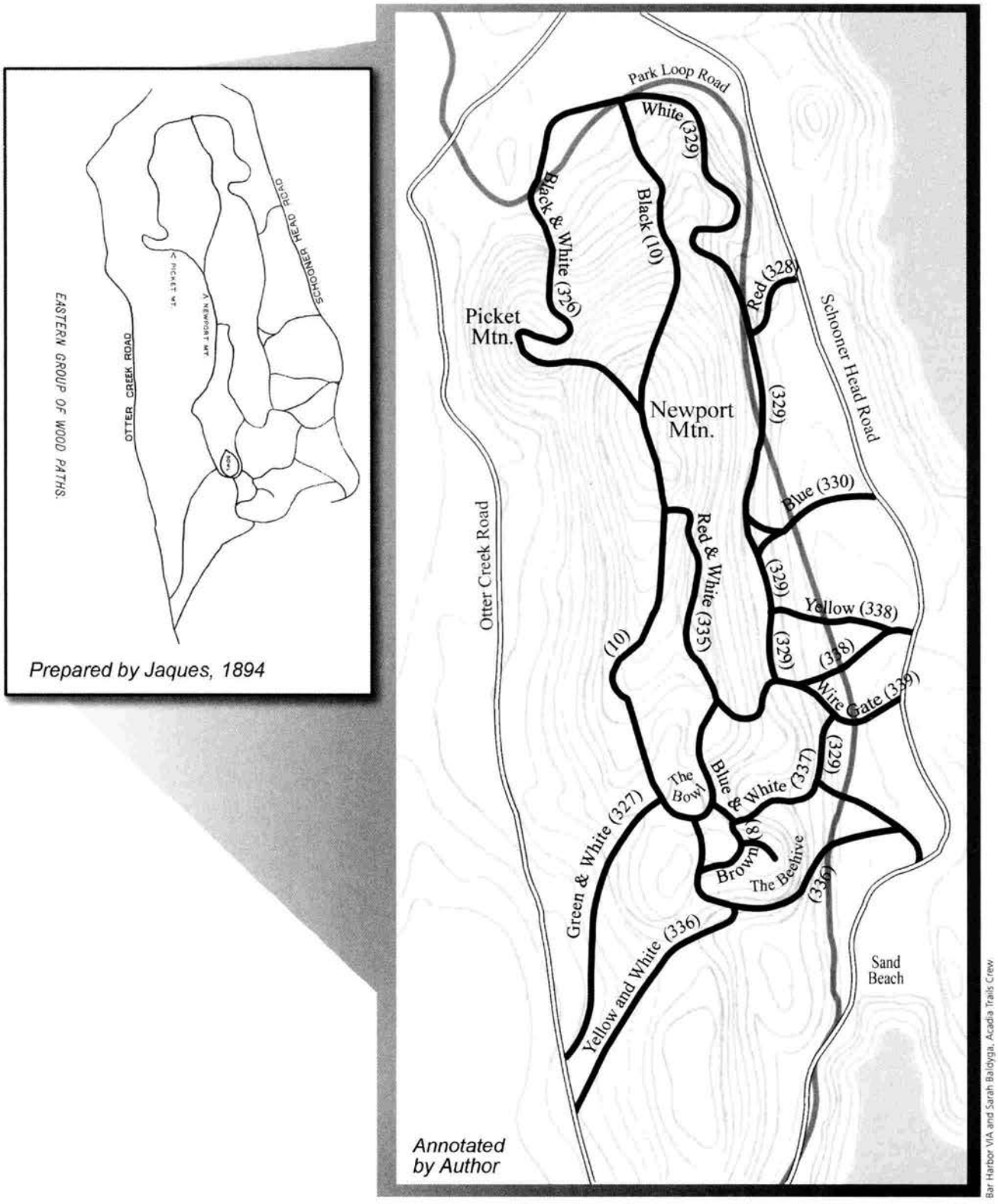


Fig. 20 Diagram of the trail network on Newport [Champlain] Mountain prepared by Herbert Jaques in 1894 (left), courtesy of the Bar Harbor VIA, and an overlay with current roads, trail names, and database reference numbers.

trails over and around Newport [Champlain] Mountain. Here he placed colored rings and arrows on trees to mark each path similar to German and French precedents as described in a September 14, 1893 article in the *Bar Harbor Record.*

> A group of paths has been cut by the residents of Schooner Head as a pastime chiefly under the direction of Mr. Herbert Jaques.... The paths are marked by the various colors as is done in the Black Forest and at Fontainbleau; that is, that the rings on the trees and the colored arrows denote each particular path. For instance one goes in at the old Newport path and finds a diagram of all the Newport paths. If he wishes to go to Great Head he follows the white marks right through. If he follows the white and then the red he will come out at Meadow Brook on the Schooner Head road. The blue will take him nearer to Schooner Head. The yellow will take him just there. The red and white will take him over Newport; blue and white to the Bowl; yellow and white to Otter Creek; brown to Bee Hive from the blue and white, and so on.[84]

Jaques envisioned that all paths maintained by the VIA would be renamed and marked using the color system. Confusing to many, his colored system never expanded beyond Newport Mountain.

Jaques added many new trails to the path system in an effort to connect what was previously described as the three systems of paths depicted in Peabody's 1890 diagrams. As part of his 1894 report, Jaques included a diagram of the expanded trail network on Newport Mountain (Fig. 20).[85] The goal to create a connected system of paths throughout the undeveloped parts of the island was reaffirmed by Parke Godwin, the Bar Harbor VIA's first president. In his 1894 annual address to the members, he stated that one goal of the Association was:

> 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. In the fulfillment of this purpose we have enabled the public to climb with ease and delight the steeps of Green Mountain, of Dry Mountain, of Newport, of Sargent's, of Kebo and several others, besides connecting them together as by a ribbon, and converting into bowers of rest what were before almost inpenetrable retreats, as at Duck Brook, the Gorge, the Royal Fern and Bracken.[86]

Using Edward Rand's 1893 map as a base, Jaques and Rand worked with Waldron Bates, who joined the Bar Harbor VIA in 1892, to produce the first complete path map of the island in 1896 (Figs. 21 & 22). Many paths not previously described are shown on this map. This was to be the first of a long series of path maps issued every one to three years by the village improvement Societies' Joint Path Committee until 1941 (see Appendix E).[87] The next map, printed in 1899, highlighted additions to the system with bolder ink (Fig. 23). Jaques resigned as chairman of the Roads and Paths Committee in 1900, but he remained a very active member of the Bar Harbor VIA and continued to do map work until his death in December 1916. Drawing 6 and Table 7 include paths constructed under the direction of Jaques and that first appear on the 1893, 1896, or 1899 map. For the most part, these early paths were direct routes that followed ridgelines, streams, valleys, or passed through saddles. Most early trail work focused on marking, clearing vegetation, and improving wet areas. Some of these early routes were later improved with extensive stonework, or fell into disuse.

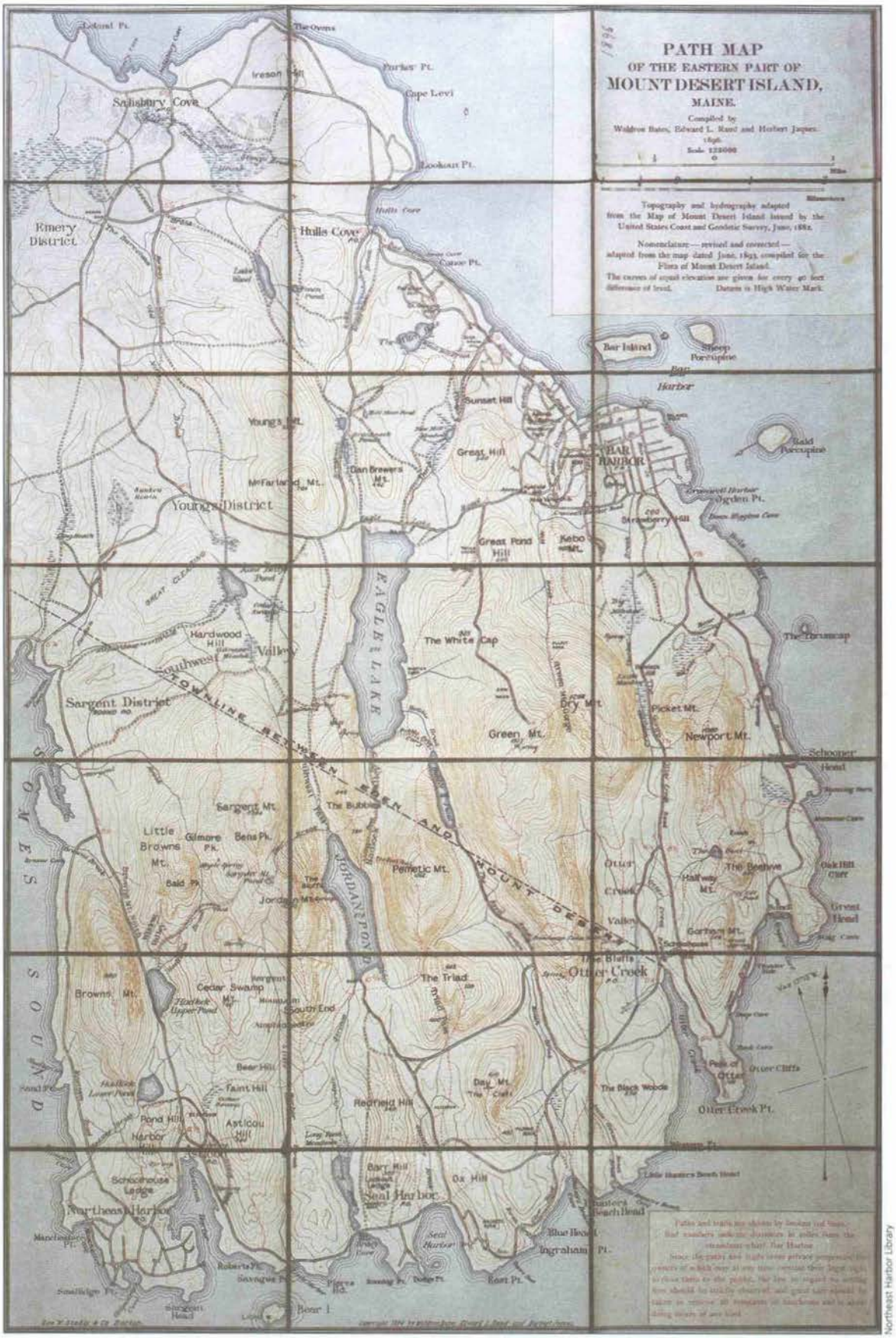
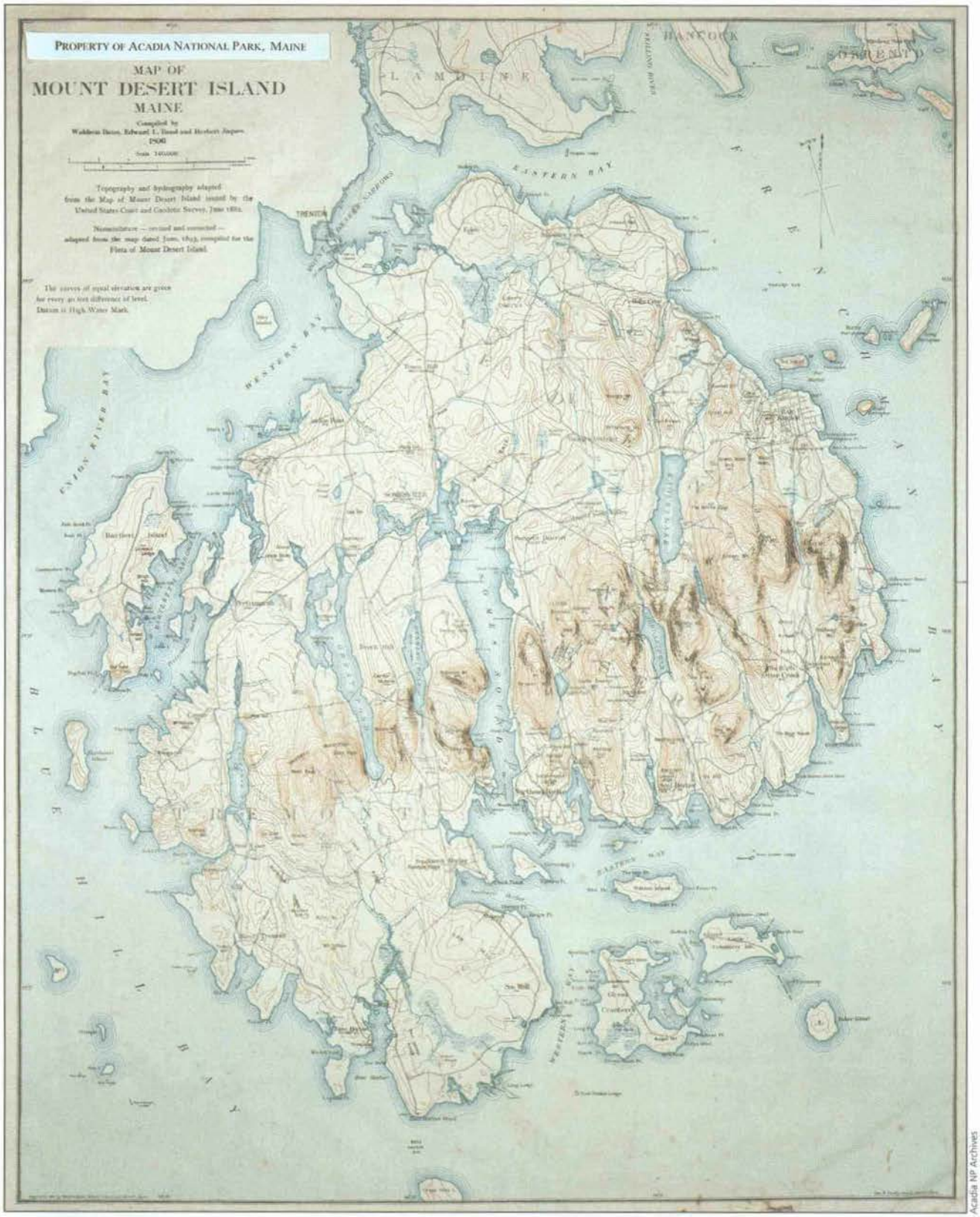


Fig. 21 The first path map of the eastern part of Mount Desert Island prepared in 1896 by Waldron Bates, Edward Rand, and Herbert Jaques.



Acadia NP Archives

Fig. 22 Map of Mount Desert Island prepared in 1896 by Waldron Bates, Edward Rand, and Herbert Jaques showing some paths and woods roads.

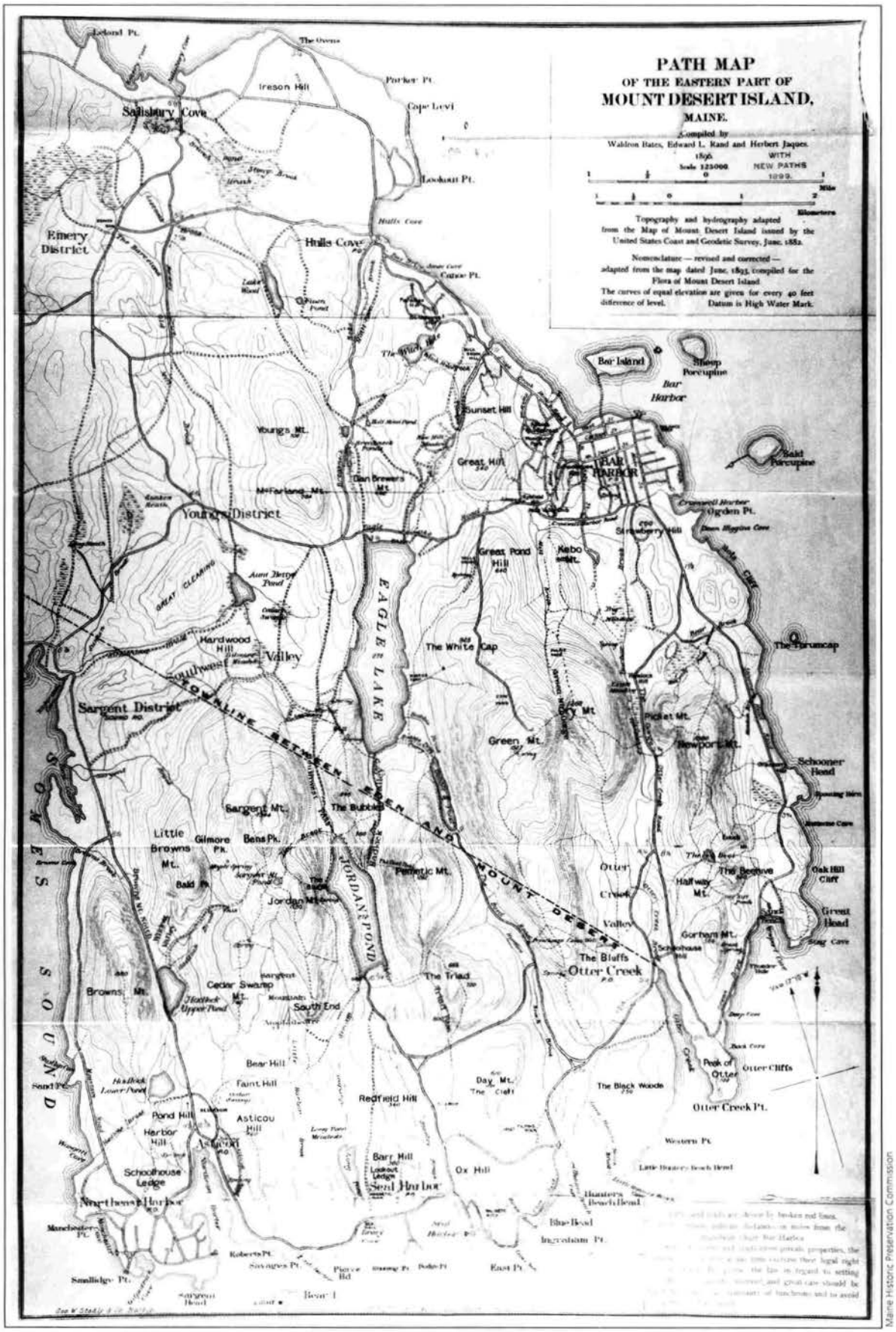
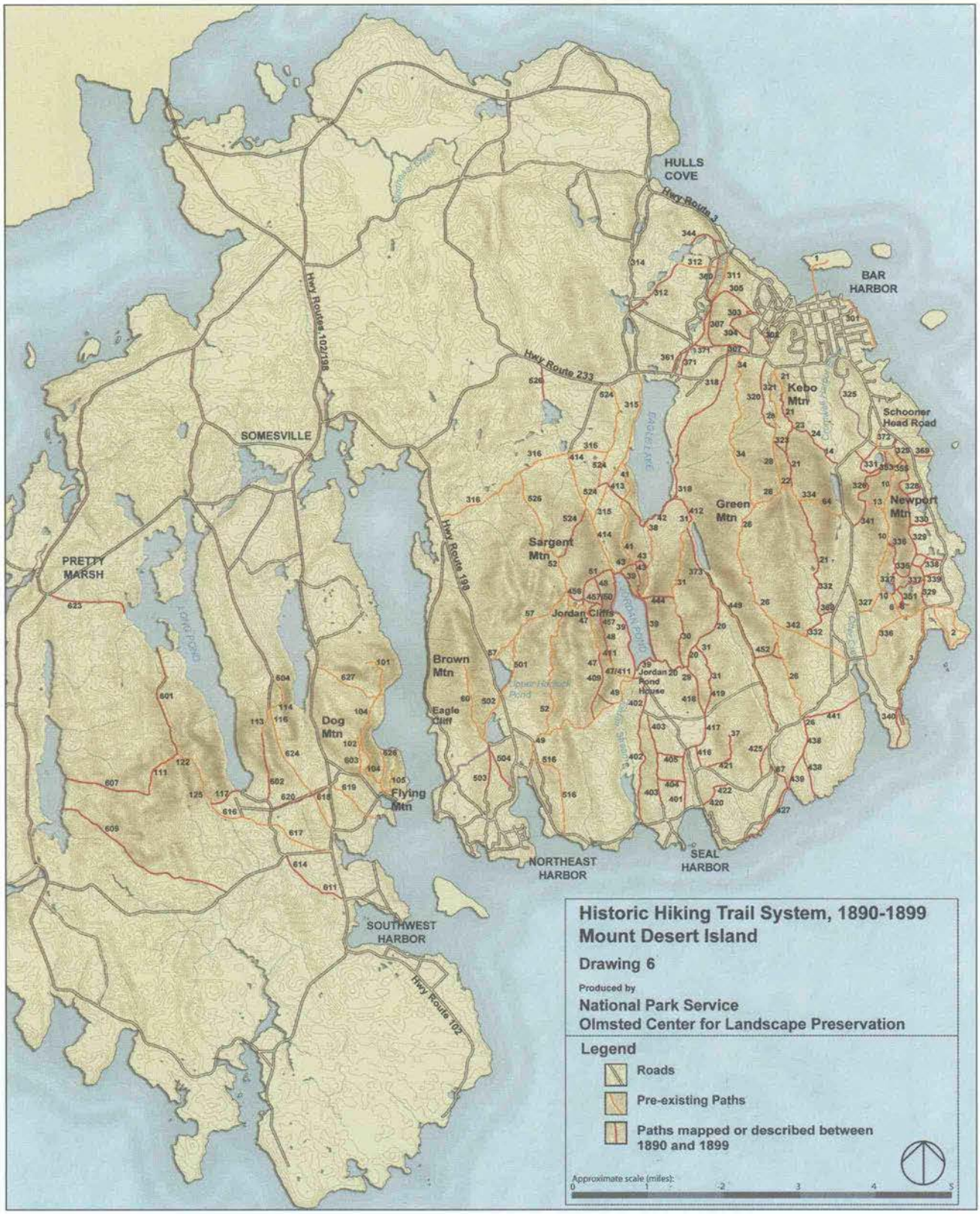


Fig. 23 Path map of the eastern part of Mount Desert Island, updated in 1899.

Maine Historic Preservation Commission



Drawing 6 Paths constructed by the Bar Harbor Village Improvement Association, 1890 to 1899.

Table 7. Summary of Bar Harbor VIA Path Work Completed from 1890 to 1899, Including Paths That First Appear on the 1893 (Rand), 1896, or 1899 Path Map

Year	Route and Path Number	Comments
re-cut 1890	Newport Mountain Path [Bear Brook Path (#10)] Schooner Head road to Newport Mountain with branch to Picket Mountain (#13)	Shown on Peabody's 1890 diagram, described in 1891,[88] previously described by Martin in 1867
ca. 1890	Picket [Huguenot Head] Mountain Path [Black and White Path (#326)]	Shown on Peabody's 1890 diagram
1890 (closed 1893)	Strawberry Hill Path Strawberry Hill to the Otter Creek Road (#325)	Shown on Peabody's 1890 diagram, described in 1891. Described as closed due to wet areas and lack of interesting features by Goddard in 1893.
1890	Bracken Path (#307) Eagle Lake Divide to Reservoir Corner	Shown on Peabody's 1890 diagram, described in 1891
1890	Royal Fern Path (#305) Woodbury Park to Reservoir Corner	Shown on Peabody's 1890 diagram, described in 1891
re-cut 1890	Duck Brook Path (#311) from Eden St. to Eagle Lake Road	Shown on Peabody's 1890 diagram, described in 1891, previously described by Martin in 1874
1890	Sweet Fern Path (#360) Reservoir Corner to Corkscrew Hill [Duck Brook Hill]	Shown on Peabody's 1890 diagram, described in 1891
re-cut 1890	Kebo Mountain Path (#21)	Shown on Peabody's 1890 diagram, previously described by DeCosta in 1871
re-cut 1890	Gorge Path (#28) Cromwell Harbor Road (#321) to Green Mountain with branch to Dry Mountain	Shown on Peabody's 1890 diagram, described in 1891, previously described by Martin in 1874
re-cut 1890	Dry Mountain Path [Cadillac–Dorr Trail (#22)]	Shown on Peabody's 1890 diagram, described in 1891, previously described by DeCosta in 1871
re-cut 1891	Eagle Lake to Jordan Pond [Jordan Pond Carry Path (#38)]	Described in 1891, previously described by Martin in 1885, shown on 1893 Rand map
re-cut 1892	Along southern ridge of Newport Mountain, via Beehive and Bowl to Schooner Head and Otter Creek Roads, respectively [Bear Brook Trail (#10), Bowl Trail (#6), Green and White Path (#327)]	Described by the Bar Harbor VIA in 1892, diagram,[89] previously described by Martin in 1874 and Drake in 1875, shown on Jaques 1894 diagram
1892	Schooner Head Road by Meadow Brook [Red Path (#328)]	Described by the Bar Harbor VIA in 1892 and by Jaques in 1893,[90] shown on Jaques 1894 diagram
1892	Eagle Lake road to Great Pond Hill thence via Duck Brook to Eden Street [Great Hill Paths from Woodbury Park (#303) and Cleftstone Road (#304)]	Described by the Bar Harbor VIA in 1892, shown on 1896 path map
ca. 1893	Eastern base of Newport Mountain, to Great Head with a branch to Schooner Head [White Path (#329)]	Described in Goddard in 1893[91], also by Jaques in 1893, shown on Jaques 1894 diagram
ca. 1893	Blue Path (#330)	Described by Jaques in 1893 and 1894,[92] open to horses, shown on Jaques 1894 diagram
ca. 1893	Brown Trail [Bowl Trail (#6), also later described as part of the Black Path]	Described by Jaques in 1893, shown on 1894 diagram, possibly described by Martin in 1874 and by the Bar Harbor VIA in 1892
ca. 1893	Red and White Path (#335)	Described by Jaques in 1893, shown on Jaques 1894 diagram

Year	Route and Path Number	Comments
ca. 1893	Yellow and White Path (#336)	Described by Jaques in 1893, possibly described by Drake in 1875, shown on Jaques 1894 diagram
ca. 1893	Blue and White Path (#337)	Described by Jaques in 1893, shown on Jaques 1894 diagram
ca. 1893	Yellow Path (#338)	Described by Jaques in 1893, shown on Jaques 1894 diagram
by 1893	Jordan Mountain Trail (#411) and upper end of Penobscot Mountain Trail/Spring Trail (#47)	Previously mentioned in 1871 by DeCosta, shown on 1893 Rand map
by 1893	Southwest Pass (#414)	Previously described by Martin in 1885, shown on the 1893 Rand map
by 1893	Asticou Trail (#49)	Previously mapped by Rand in 1881, described by Martin in 1885 as marked with blazes and red painted arrows, and shown on 1893 Rand map
by 1893	Sargent Mountain South Ridge Trail (#52)	Possibly described by Martin in 1885, shown on 1893 Rand map
by 1893	Aunt Bettys Pond Path (#526), southern (to summit) and northern (pond to road) ends of trail	Southern section possibly described by Martin in 1867 and DeCosta in 1871, southern and northern ends shown on 1893 Rand map
by 1893	Hadlock Brook Trail [Waterfall Trail] (#57)	Possibly used by DeCosta in 1871, shown on 1893 Rand map
by 1893	Brown Mountain Trail (#60) [Norumbega Mountain Trail]	Southern end used by Champlain Society in 1881, ascent possibly described by Martin in 1885, ascent of southern ridge shown on 1893 Rand map
by 1893	Southwest Valley Road/Path (#316)	Possibly described by Martin in 1867 and DeCosta in 1871, shown on 1893 Rand map[93]
by 1893	Great Notch Trail (#122)	Described as early 1800s logging route, shown on 1893 Rand map and 1896 path map, described as part of route #13 in 1915 path guide and 1916 island map
by 1893	Gilley Trail (#125)	Described as early 1800s logging route, shown on 1893 Rand map and 1896 path map, described as part of route #13 in 1915 path guide and 1916 island map
by 1893	Hunters Beach Trail (#67)	Shown on 1893 Rand map
by 1893	Cold Brook Trail (#117)	Shown on 1893 Rand map
by 1893	Jordan Pond Seaside Trail (#401)	Shown on 1893 Rand map, improved in 1901 by the Seal Harbor VIS
by 1893	Bracy Cove Road and walking path (#402)	Shown on 1893 Rand map
by 1893	Triad Pass from "Hadlock Farm" [Wildwood] to summit of Pemetic [Triad Pass, south (#418), Triad Pass Trail (#29), and Pemetic Mountain Trail (# 31)]	Shown on 1893 Rand map
by 1893	County Road cutoff and walking path (#425)	Shown on 1893 Rand map
by 1893	McFarland Path (#524)	Shown on 1893 Rand map, flat land section likely was a logging road from the 1870s but no documentation found
by 1894	Brown to Beehive Connector (#351) and West Beehive (#8) Connects between Brown Path, The Beehive, and Blue and White Path	Shown on 1894 diagram, described in 1915 and 1928 path guides but unnamed
by 1894	Wire Gate Path (#339)	Shown on 1894 diagram

Year	Route and Path Number	Comments
1895	From Kebo Club over Kebo, to side of Dry Mountain, across meadow to Otter Creek Road to land of Wm. Roberts [Kebo Mountain Trail (#21), Hemlock Trail (#23), Stratheden Path (#24), and Jesup Path (#14)]	Described by Jaques in 1895, connector trail between paths in "southern group" and "eastern group"
1895	Bracken Path Extension (#371)	Described by Jaques in 1895, shown on 1903 path map
1895	Bicycle Path (#331) and Bicycle Path connector (#372)	Built by George B. Dorr, started in 1893
1896	Jordan Pond House along east side of pond, through old carry to south end of Eagle Lake and west slope of Green Mountain, coming out at toll gate on Green Mountain carriage road [Eastern side of the Jordan Pond Path (#39), Jordan Pond Carry Path (#38), Eagle Lake Trail (#42), Toll House Path (#318)]	Described by Jaques in 1896, Jordan Pond Carry (#38), previously described in 1885 and 1891, shown on 1896 path map
ca. 1896	Jordan Pond, west side (#39) [Western side of Jordan Pond Path]	Shown on 1896 path map
1896	Bubble & Jordan Ponds Path [Pond Trail (#20)]	Shown on 1896 path map, described by Jaques in 1897, west end possibly described by Martin in 1874
1896	Around Bubble Pond on southwest side to Pond Trail (#373) as part of the original Pond Trail (#20)	Described by Jaques in 1896, shown on 1896 path map
re-built 1896	Over south slope Dry Mountain to connect with path running from Green Mountain Gorge to Otter Creek Road, meeting road just beyond Newport Mountain gorge [Ladder Trail (#64), Upper Ladder Trail (#334)]	Described by Jaques in 1896, possibly described by DeCosta in 1871, shown on 1896 path map
by 1896	Anemone Cave Path (no route specified, path constructed in the 1930s, see #369)	Popular since the mid-1800s, destination shown on 1896 path map
by 1896	Great Head Path (#2)	Popular destination since the mid-1800s, shown on the 1896 path map as a loop, starting and ending at a road (driveway) off of Ocean Drive, northeast of Sand Beach, and connecting across Ocean Drive to the Yellow and White Path (#336)
by 1896	Black and Blue Path (#353)	Shown on 1896 path map
by 1896	Red and Yellow Path (#355)	Shown on 1896 path map
by 1896	North Bubble Trail (#41)	Shown on 1896 path map, "Bubbles Path" described by Jaques in 1897 as existing but needing to be cut
by 1896	South Bubble Trail (#43)	Shown on 1896 path map
by 1896	Jordan Bluffs Trail (#457) to north side of Sargent Pond[94] [Southern end overlays current Jordan Cliffs Trail (#48). Northern end leads to Sargent Pond Trail (#456)]	Shown on 1896 path map
by 1896	Deer Brook Trail (#51)	Shown on 1896 path map with different northern terminus that current route.[95]
by 1896	Path to Woodbury Park (#302)	Shown on 1896 path map, no longer marked on 1926 path map
by 1896	Half Moon Pond Path (#312)	Shown on 1896 path map, eastern section described by Martin in 1885
by 1896	Curran Path (#315)	Possibly described as woods road by Martin in 1885, shown on 1896 path map

Year	Route and Path Number	Comments
by 1896	Dry Mountain Path Extension (#21, #332)	Shown on 1896 path map
by 1896	Peak of Otter, Otter Cliffs Path and spur (#340)	Shown on 1896 path map
by 1896	Otter Creek Road to notch below Huguenot Head (#341)	Shown on 1896 path map
by 1896	Southern section of Potholes Path (#342)	Shown on 1896 path map, described by Jaques in 1897, and possibly a route described by Martin in 1874
by 1896	Water Pipe Path (#361)	Shown on 1896 path map, improvements described by Jaques in 1897
by 1896	Day Mountain summit to Seal Harbor (#37, #421)	Shown on 1896 path map
by 1896	Path over Barr Hill and Redfield Hill to Jordan Pond (#403)	Shown on 1896 path map
by 1896	Barr Hill Path, eastern half, section of #404	Shown on 1896 path map
by 1896	Pine Tree Trail (#405)	Shown on 1896 path map
by 1896	Jordan Mountain South End Path (#409) and section of Jordan [Penobscot] Mountain Path (#47)	Shown on 1896 path map as forked at the lower end with the western fork leading to the "Five Corners" intersection on the Asticou Path. Another, more westerly fork would appear in 1911 leading to the stepping stones over Little Harbor Brook.[96]
by 1896	Burnt Bubble South End Path (#413)	Shown on 1896 path map, described as "around the Bubbles" and "across south end of Burnt Bubble to Southwest Pass" in 1915 path guide.[97]
by 1896	Wildwood connector path (#416)	Shown on 1896 path map
by 1896	Wildwood Farm Trail (#417)	Shown on 1896 path map
by 1896	East Triad Path (#419 and section Pemetic Mountain Trail (#31)	Shown on 1896 path map
by 1896	Ox Hill Path (#420) and from summit northeast to road	Shown on 1896 path map
by 1896	Shore Path in Seal Harbor (#427)	Shown on 1896 path map
by 1896	Little Hunters Brook Path (#438) and section of South Ridge Trail (#26)	Shown on 1896 path map
by 1896	Hunters Cove to South Ridge Trail connector (#439) From Hunters Beach to Route 3 opposite entrance to South Ridge Trail.	Shown on 1896 path map
by 1896	Otter Cove Road and walking path (#441)	Shown on 1896 path map
by 1896	Pemetic Mountain Goat Trail (#444)	Shown on 1896 path map
by 1896	Green Mountain Trail (#452)	Shown on 1896 path map as starting at the "Frenchman Camp Well" on Boyd Road, route altered (or mapped differently) after 1901 to connect with the end of the Wildwood Farm Road
by 1896	Schoolhouse Ledge Trail (#503)	Shown on 1896 path map
by 1896	Reservoir Trail (#504) [High Road Trail]	Shown on 1896 path map, labeled as High Road Trail on 1906 and later path maps
by 1896	Great [Long] Pond to Beech Hill (#602)	Shown on 1896 island map
by 1896	Seal Cove Pond to Seal Cove Road (#609)	Shown on 1896 island map
by 1896	Cutoff path (#614 and section of the Pines Path #611)	Shown on 1896 island map, described as route #5 in the 1915 path guide and 1916 island map
by 1896	Great Pond Trail/Road (#620)	Shown on 1896 island map

Year	Route and Path Number	Comments
by 1896	Tea House Path (section of #368) from Seal Harbor Road at Otter Creek Brook up brook to Dry Mountain Path	Shown on 1896 path map and described by Jaques in 1897 as a picturesque walk through attractive country
by 1896	North edge Jordan Pond, connecting Shore Path on east and west sides [section of Jordan Pond Path (#39)]	Shown on 1896 path map and described by Jaques in 1898 as connecting west side cut ca. 1890 and east side cut in 1896
by 1896	Seal Cove Pond to Bernard Mountain (#607)	Shown on 1896 path map, likely a logging route
1898	From Kebo Mountain over north ridge of Dry Mountain with connector to Gorge Path (#28) [Dorr Mountain North Ridge Trail (section of #21), Dorr Mountain Branch (#323)]	Described by Jaques in 1898, shown on 1899 path map

LAND PROTECTION AND PATH SYSTEM EXPANSION, 1900–1916

Herbert Jaques was one of a growing number of advocates for purchasing land for protection. This movement, initiated by the Champlain Society in the early 1880s, coalesced in 1901 with the founding of the Hancock County Trustees of Public Reservations. In the late summer of 1895, Jaques wrote the following letter, contained in the Bar Harbor VIA correspondence files and meeting notes, about the need to protect large tracts of land on Mount Desert Island for recreational, sanitary, and aesthetic purposes:

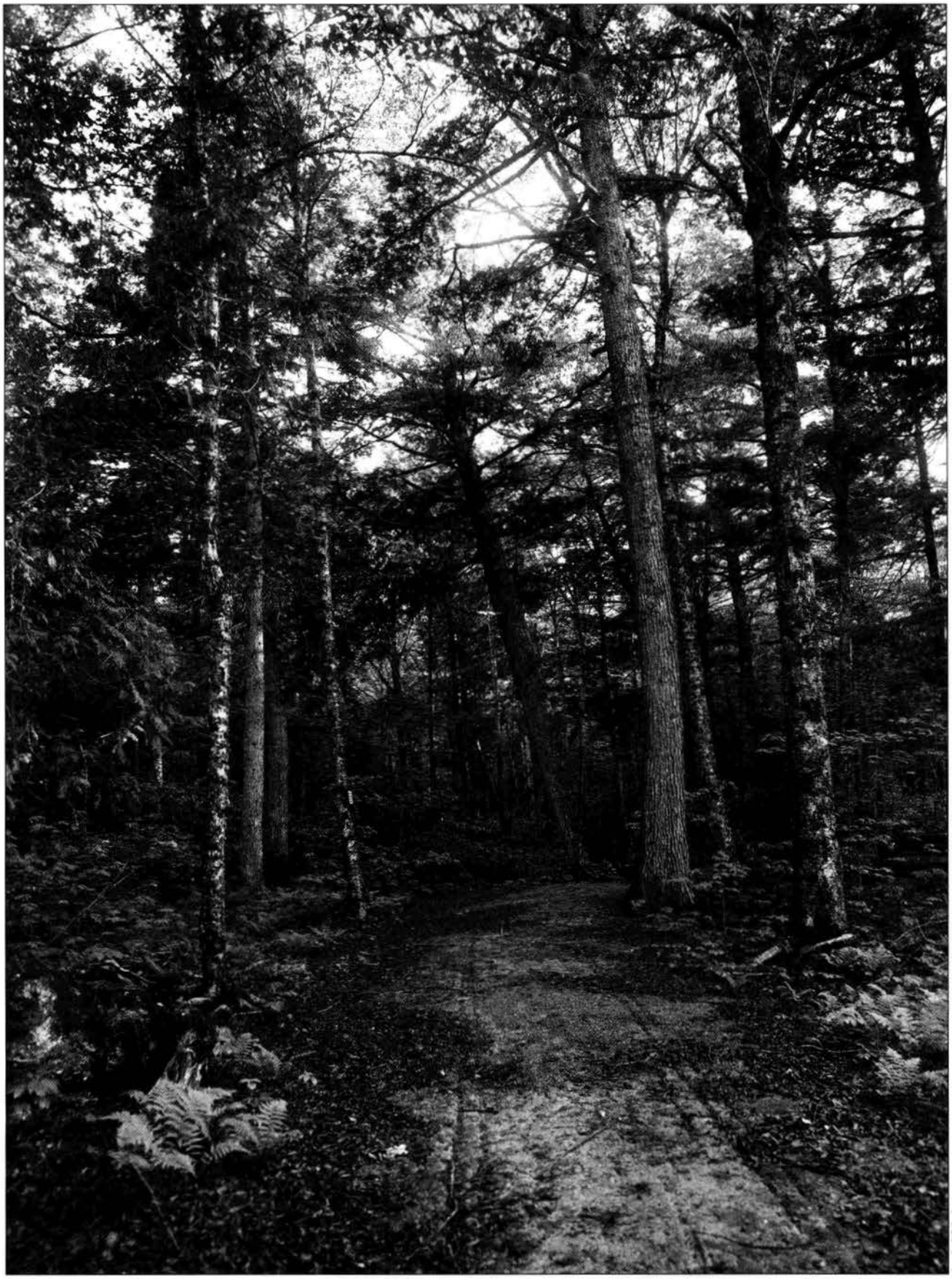
> An attempt has been made to purchase the tract of land lying between Newport [Champlain] and Peaked [Huguenot] Mountains but was not accomplished. This is an unusually beautiful piece of land and should by all means be saved from the axe; it is owned by the Rodick family who agree that it shall be kept intact, for the present at least, and they as well as Mr. Roberts are wholly in sympathy with your committee in trying to preserve this spot, which should be set aside and might well be called "Rodick Park," or some such name. Your committee would call the attention of the Society to the very great destruction of the forests caused by the cutting of firewood each year and urge upon it the importance of acquiring and preserving large tracts of wild land while there is yet time. For instance the superb birch grove on the way to Sargent's Mountain at the foot of McFarland's Hill and also the woods in the South West Valley which are being rapidly destroyed. In fact the whole country about Eagle Lake and a large portion about Jordan's Pond is liable to be destroyed, as far as the woods are concerned, in the near future. Can we not save this beautiful region both on account of its sanitary as well as its aesthetic value?

Another strong advocate for land protection was George Bucknam Dorr. Dorr first came to the island with his parents and brother in 1868 at the age of fourteen. Captivated by the island's scenery, the Dorr family immediately purchased a large piece of oceanfront property south of Bar Harbor by Cromwell Harbor and later built their elegant cottage "Old Farm." It was perhaps Dorr's early impressions of the island, undeveloped and accessible, that motivated him to apply his family's ample financial resources toward purchasing land in the Bar Harbor area that he felt should be protected. In the 1890s Dorr purchased land along Schooner Head Road, along Cromwell Harbor Brook, and the Great Meadow. On these undeveloped lands he built public paths for walking, bicycling, and pleasure drives for carriages. While using a substantial amount of his own funds, Dorr was a founding member of the Bar Harbor VIA and sought financial support from the Association.[98] Dorr was a member of the Roads and Paths Committee, though he never served as chairman.

In 1893, Dorr formed the Bicycle Path Committee to further his interest in building a route for pleasure cycling from Bar Harbor to a circuit around the Beaver Dam Pool. This route was also open to walkers (Fig. 24).[99] In 1899 Dorr initiated construction of a pleasure drive south of Bar Harbor connecting to the Otter Creek Road and the Harden Farm Road along the north side of the Great Meadow. Dorr called it "a beautiful, quiet drive for use with horses" bordering the meadow.[100] Dorr hoped the riding trails network would be expand, but instead shifted his efforts to land acquisition and walking paths.

> Around the [Beaver Dam] pool and winding among the ancient forest trees, I had built, a dozen years before, for my friends' and the public's use, a broad bicycle path, at a time when a new development of geared machines and rubber-tubed tires had given new popularity to the bicycle, and everyone who could was riding. My path found instant favor and people came down from the hotels and cottages in throngs to enjoy it, riding round and round, but not, as I had hoped they might, building others like it elsewhere to widen the opportunity and interest.[101]

Dorr's interest in walking paths through this area led to much additional work over the next twenty years. Dorr also served as Chairman of the Trees and Planting Committee from about 1907 and in this capacity



Acadia NP Archives

Fig. 24 Dorr Woods Bicycle Path. Construction began in 1893 when George Dorr formed the Bicycle Path Committee for the Bar Harbor VIA. Photograph dated June 3, 1895.

improved connections between sidewalks in the village of Bar Harbor and the woods paths to the mountains.

Beginning in 1894, several other conservation-minded individuals purchased or donated land to the Bar Harbor VIA to be used as public parks, including Glen Mary Park given to the Bar Harbor VIA in 1894 by Mrs. Mary Shannon, with adjacent land later donated by George Dorr and A. Thorndyke, and 36 acres around Fawn Pond given by Charles T. How in 1906. However, these gifts and subsequent ones to the Bar Harbor VIA were dispersed parcels. It was through the Hancock County Trustees of Public Reservations and the continued efforts of George Dorr that large tracts of connected land were purchased or donated for preservation.

THE HANCOCK COUNTY TRUSTEES OF PUBLIC RESERVATIONS

In 1901, Charles W. Eliot, President of Harvard University, father of Charles Eliot, and a member of the Northeast Harbor Village Improvement Society, wrote to George Dorr as a representative of the Bar Harbor VIA. Eliot sought a committee from Bar Harbor VIA to confer with committees from Seal Harbor and Northeast Harbor regarding "the organization of a board of trustees or commission to hold reservations at points of interest on this Island, for the perpetual use of the public."[102] As a result of this meeting, Eliot founded the Hancock County Trustees of Public Reservations (HCTPR), which he felt was necessary to ensure the economic vitality of the island's tourism industry. Modeled after an organization formed by his son in Massachusetts in 1891, the Trustees of Public Reservations, the purpose of the HCTPR was to:

> acquire, by devise, gift or purchase, and to own, arrange, hold, maintain or improve for public use lands in Hancock county, Maine, which by reason of scenic beauty, historical interest, sanitary advantage or other like reasons may become available for such purpose.[103]

As part of this vision, Eliot felt the walking paths constituted "an important security for the continued prosperity of the island."[104] Many members of the HCTPR were avid hikers and path builders associated with the village improvement associations and provided financial support to both organizations. Shortly after incorporation of the HCTPR in 1901, two small parcels were donated in Seal Harbor, one on the summit of Barr Hill overlooking the harbor and the other west of Ox Hill overlooking the Cranberry Isles. The latter served as the site of a commemorative tablet in honor of the seventeenth-century explorer Samuel Champlain, installed in 1904 and dedicated in September 1906 (Figs. 25 & 26). Shortly after the dedication a path was constructed to link this site to the existing path network.[105] Expansion of the path system during this period is documented on path maps printed in 1900, 1901, 1903, and 1906 (Appendix E). In some cases, protection of land by the HCTPR sparked the construction of new paths, while in others it ensured existing paths would be protected. George Stebbins of Seal Harbor, who served as the first treasurer of the HCTPR, lauded their work:

> The placing of these large tracts in such hands means the protection of the woods along our paths and trails, as well as along the sides of such roads as the one to Bubble Pond, 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. The protection against danger from fire, by the prevention of indiscriminate wood cutting on these tracts, is also a most important feature of the movement, and your committee hopes that it will receive the support of all those interested in preserving the natural beauties of the island.[106]

George B. Dorr was appointed the executive secretary of the Hancock County Trustees and was very active in arranging purchases and donations of land. In 1903 the organization was granted tax-free status by the Maine State Legislature. Beginning in 1908, the HCTPR began to acquire large parcels of land by both donation or purchase by HCTPR supporters. Mrs. Eliza Lothrop

Homans of Bar Harbor donated a tract of land including The Beehive and The Bowl. Mr. and Mrs. John Innes Kane, as well as Mrs. Kane's oldest sister, Mrs. Bridgham and her husband contributed towards the purchase of land on Dry [Dorr] Mountain.[107] In 1910 and 1911 a group from Seal Harbor purchased and donated a tract of 3,600 acres including land on Green [Cadillac] Mountain, Pemetic Mountain, and The Triad. Similarly a group from Northeast Harbor purchased and donated a tract of 1,700 acres including Sargent and Jordan [Penobscot] Mountains and most of the Bubbles.[108] The rapid expansion of the reservation during this period is documented on the path maps printed in 1909, 1911, 1913, and 1916 (Appendix E). This land later became the nucleus of Acadia National Park.



Maine Historic Preservation Commission, Dana Family Collection

Fig. 25 A crowd gathered for the dedication ceremony of the Champlain Monument, September 1906. The plaque, commemorating the seventeenth-century explorer Samuel Champlain, was placed on one of the first tracts of land acquired by the Hancock County Trustees of Public Reservations in 1904, a small parcel west of Ox Hill overlooking the Cranberry Isles.



Maine Historic Preservation Commission, Dana Family Collection

Fig. 26 The Champlain Monument in 1906 after the dedication at an overlook defined by large coping stones. A trail built from the monument in 1906 and 1915 connected to Day Mountain, Seal Harbor, and the island-wide path system. The monument was later moved to its present location along Route 3.

FORMATION OF THE JOINT PATH COMMITTEE, 1900

The network of paths expanded rapidly in the early 1900s with both the protection offered by the expanding reservation and the establishment of the Joint Path Committee in 1900, which was comprised of path committee chairmen from Bar Harbor, Northeast Harbor, and Seal Harbor. The Joint Path Committee established maintenance districts for each village, agreed on sign standards, and where additional paths were needed. Their work included sponsoring path construction on the western side of the island, lobbying against the use of automobiles on the island, and advocating for land protection. Efforts of the Joint Path Committee were supported by generous contributions from society members, expectations for a high level of craftsmanship, and a growing sense of ownership and pride in the path system as one of the best in the country.

In the early 1900s, the Bar Harbor VIA maintained the majority of the trails. Initially the Northeast Harbor VIS and Seal Harbor VIS built many short paths radiating from their villages, connecting with existing trails. As their skills and enthusiasm grew, their maintenance districts were expanded by assuming responsibility from the Bar Harbor VIA for trails in their areas and building many more miles of trails. By 1916 approximately 220 miles of paths were marked and maintained through the joint efforts of the path committees. The boundaries of each VIA/VIS district were clearly defined by the 1920s and described in a path guide published in 1928 (see Fig. 2).

BAR HARBOR VILLAGE IMPROVEMENT ASSOCIATION PATH WORK BY BATES, MITCHELL, DORR, AND BRUNNOW, 1900–1916

The Bar Harbor VIA built many of the most elaborate trails on the island in the early 1900s commencing with the leadership of Waldron Bates, and followed by S. Weir Mitchell, George Dorr, and Rudolph Brunnow. Waldron Bates (1856–1909) was an extremely energetic and dedicated path builder and also very involved in

developing standards for trail construction and mapping existing trails. Bates began exploring the island in about 1880 during his annual family trips to the Lynam Homestead at Schooner Head and later boarded at the Belmont Hotel in Bar Harbor.[109] Bates joined the Bar Harbor VIA in 1892 and became a member of the Roads and Paths Committee in 1896. Bates appears to have taken an immediate role in marking and building new trails, and mapping and maintaining existing trails. Following the resignation of Herbert Jaques in 1900, Bates became the chairman of the committee from 1900 until his death in 1909. He also served as the president of the Association from 1904 to 1905.

While Bates served as Bar Harbor VIA Path Committee chairman, 25 miles of new paths were added to the Bar Harbor district.[110] Path maps printed between 1900 and 1909 chronicle the expansion of the path system during this period.[111] His contributions can be roughly grouped into four geographical areas:

- Improved connections radiating from Bar Harbor; two trails starting at the Kebo Valley Club likely stemmed from his role in the initial construction of the golf course.[112]
- Extensions toward Hulls Cove to include Fawn Pond and Lakewood, an area donated to the Bar Harbor VIA by his uncle, Charles How.
- Improved access to Sargent Mountain from the north and west sides, including the Chasm Brook and Aunt Bettys Pond Paths.
- East-to-west and north-to-south connections south of Cadillac, Dorr, and Gorham Mountains, including the Canon Brook Path, Gorham Mountain [Black] Path, and many others.

Bates built several long paths across large tracts of uninhabited land, including a path from Aunt Bettys Pond to the base of Sargent Mountain, up Chasm Brook to the summit of Sargent, and a path from Bar Harbor to Lakewood and around Fawn Pond.[113] The path to Fawn Pond was laid out across a tract of land donated to the Bar Harbor VIA by Charles How in 1906. This was to be the first of several tracts given by How who had large real estate holdings in the vicinity of Bar Harbor. Bates rerouted a section of the path that was a rough old woods road and also erected a commemorative plaque on a boulder by Fawn Pond to recognize How's beneficent gift (Figs. 27 &28).[114]

The paths that established Bates's reputation as a premier path builder were routes along scenic rock ledges. A lawyer by training who practiced in Boston, Massachusetts, Bates was praised for his engineering and design skills. Bates had a keen interest in the island's geology and designed trails to lead to notable natural features and distant views. He described the path that he laid out in 1903 through the Giant Slide on Sargent Mountain as follows:

> The [trail] is on the western slope of Sargent's Mountain in a little brook which runs through big boulders, between high cliffs, opening up one of the remarkable



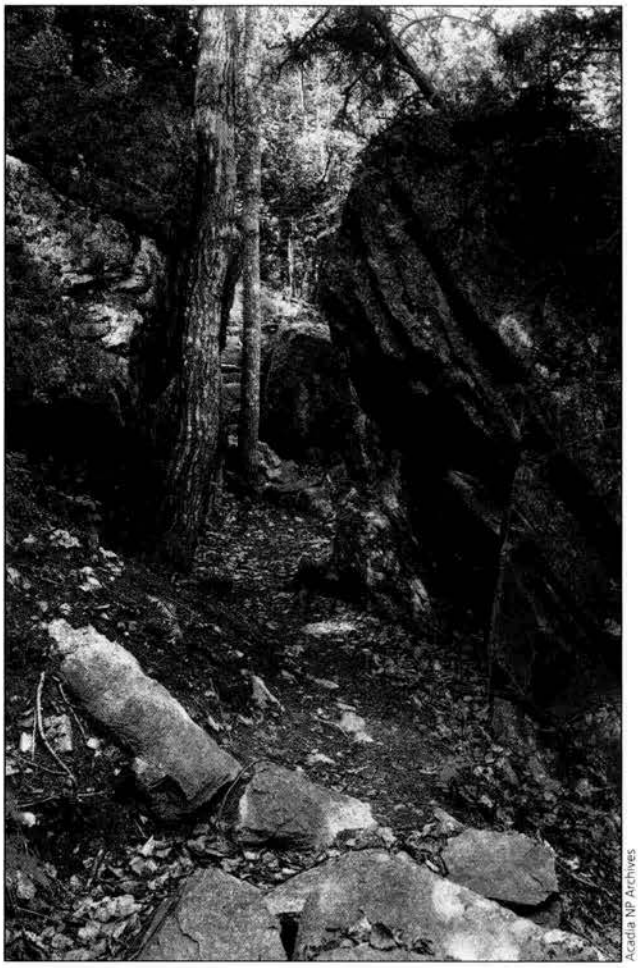


Olmsted Center, 1997

Figs. 27, 28 In 1902, Waldron Bates laid out the Fawn Pond Path over land owned by his uncle, Charles T. How. How donated 36 acres surrounding Fawn Pond to the Bar Harbor VIA in 1906. In recognition of this gift, Bates set a plaque on a ledge overlooking the pond, which is still present today (center of upper photograph). This parcel was transferred to Acadia National Park in the 1990s.

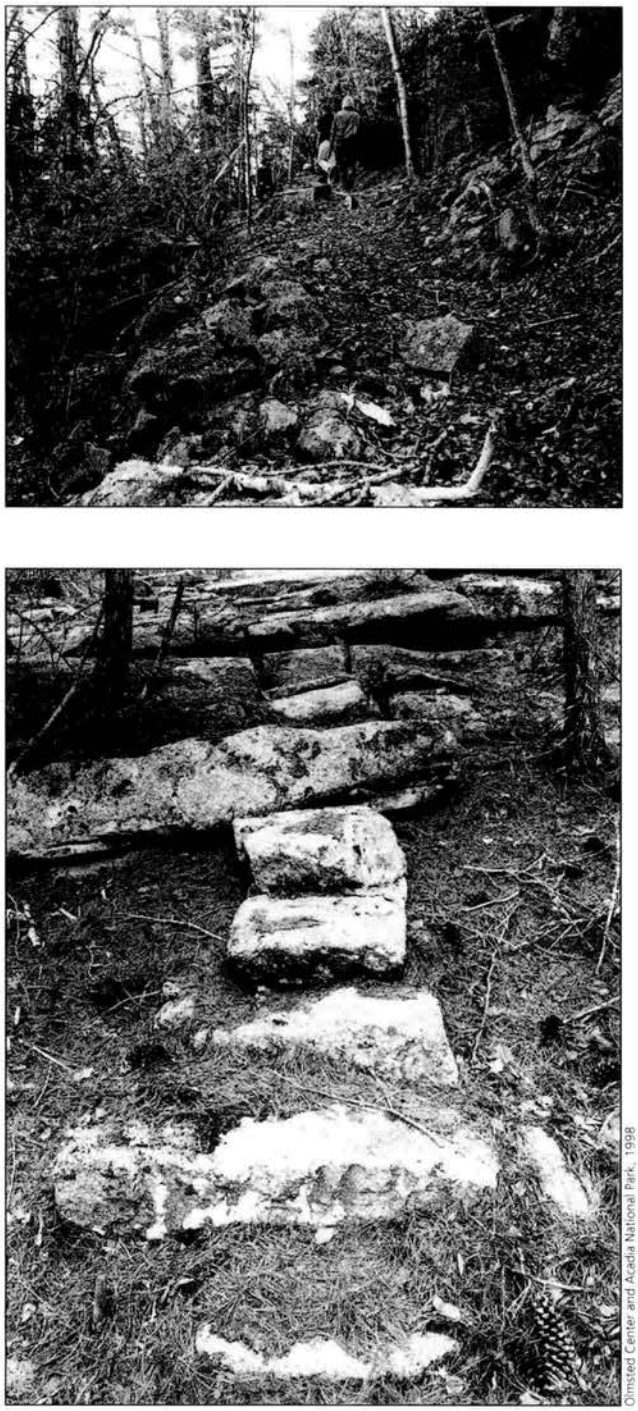
> bits of rock work on the Island, a great slab of granite cut by nature from the mountain side, which at some time slid off the mountain and now stands on edge by the bank of the brook, the upper end resting against the mountain slope, leaving a long gallery at the base, between the great sheet of granite and the mountain side, through which one can walk beneath this grand roof of stone.[115]

Similarly, the Eagles Crag Path (1905), the upper Potholes Path (1906), and the Cadillac Cliffs Path (1906), were laid out to connect between valleys and peaks while leading walkers through interesting rock formations. By moving stones, and by adding rough stone steps, rubble retaining walls, and cairns, Bates laid out a clear, comfortable walking path to wind up steep mountainsides, passing between boulders and along ledges. (Figs. 29, 30 & 31). Bates also directed the selective cutting of trees and understory vegetation to open up vistas. In tribute to his skill, the Bar Harbor VIA wrote:



Acadia NP Archives

Fig. 29 The Cadillac Cliffs Path, laid out by Waldron Bates in 1906, was admired by members of the Bar Harbor VIA for its "easy passage through the wonderful rock scenery that had offered in the past almost insurmountable obstacles to ordinary walkers." Slab-laid steps are barely visible behind the trees. Circa 1915 photograph.



Olmsted Center and Acadia National Park, 1998

Figs. 30, 31 Waldron Bates improved the walking tread by piling loose stones into rudimentary retaining walls for a level, cross-slope surface and adding rough, uncut steps up steep slopes and between rock ledges. Bates-style work is preserved on the Eagles Crag Foot Path (#343) above and Potholes Path (#342) below, which were constructed in 1905 and 1906.

> No one who has not walked with Mr. Bates or aided to lay out new paths, can conceive of the occasional difficulties and of the peculiar skill required in arranging some of our mountain trails so that they became easy for any good walker. His last success must ever keep him in memory of men grateful for the gifts of Nature, since in the Cadillac walk, which has now more than a local fame, he was enabled to lay out a track which makes quite easy the passage through the wonderful rock scenery that had offered in the past almost insurmountable obstacles to ordinary walkers. Another characteristic of this lover of nature is to be seen in the handling of the scenery of the Fawn Pond, the gift of Mr. Charles How. All around this beautiful piece of water a great deal of cutting was done of trees and bushes, admirably calculated to open views, and yet so carefully done as to leave no sense of Nature's having been rudely interfered with.[116]

Among Bates's important contributions were his instructions for work on paths, including standards for signs, birch pointers, cairns, and step construction (Fig. 32). These standards led to later references to the "Bates" style.[117] Beginning in 1905, sign lettering was burned into sign boards and varnished path maps were placed at important path junctions (Fig. 33). In his annual reports, Bates indicated that in some wet areas "pole bridges" were constructed and in other areas large stones were placed to aid in crossing. The trails built under the direction of Bates also contained sets of stone steps placed to aid walkers through steep areas or areas where they might lose their way. Steps were typically slab laid, uncut, varying in dimensions, and placed in short runs. While it is clear that Bates laid out many routes, little documentation has been found to date that would attribute the actual physical construction primarily to Bates or to Andrew Liscomb, who by this time had worked as the Bar Harbor VIA's Superintendent of Paths for over a decade. Table 8 lists trails built between 1900 and 1909 while Bates served as Path Committee Chairman, though no new paths were built in 1908 or 1909. These additions are also reflected on the 1909 path map (Fig. 34).

MEMORIAL TRAILS, PLAQUES, AND A SPECIAL PATH FUND

In February 1909 Bates died at the age of fifty-two from injuries sustained in a railway accident in Virginia. His loss was a shock to members the Bar Harbor VIA, who had relied on his leadership for the path system. At their annual meeting, a friend stated "no face was better known, no voice more familiar than his, for he labored devotedly, unselfishly, vigorously, in his field, for the advancement of this Town and island." Bates left $5,000 to the Bar Harbor VIA, bequeathed in trust for the maintenance of trails. The gift was invested in bonds and yielded $250 a year toward trail maintenance. In memory of Waldron Bates, many people contributed toward a plaque to be placed on the Cadillac Cliffs Walk, which they considered the "best illustration of engineering skill in path making." The bronze plaque, designed by New York sculptor and summer resident, William Ordway Partridge, was placed at the southern end of the Cadillac Cliffs in 1910, and stated "1856–1909, Waldron Bates, In Memoriam, MCMX, Pathmaker" (Fig. 35).[118]

Dr. S. Weir Mitchell, Bates's successor as chairman of the Bar Harbor VIA Path Committee, felt that the Chasm Trail, one of the last trails built by Bates, should be a memorial trail in his name. He proposed improv-



Maine Historic Preservation Commission, Dana Family Collection

Fig. 33 Signs on the summit of Sargent Mountain, 1907. The middle sign, "Somes Sound," is the oldest. Bates added two signs for the "Giant Slide" and "Chasm Brook" trails, both built in 1903.

GENERAL INSTRUCTIONS FOR WORK ON THE PATHS

At the beginning of the season, put the paths in good order; mark well with cairns, pointers, and signs; cut off carefully and close to the tree low branches protruding into the path; where necessary to cut down trees or bushes, take pains to cut them close to the ground so that stubs shall not be left sticking up that might trip any one using the paths; put brush out of sight. Usually leave the mowing of the paths until July.

Check off on the Path Map each path immediately after it has been gone over, and note the date on the margin of the map, drawing a line from the path to the note in the margin.

Always try to improve the paths, particularly by repairing small defects at the time obse for example, take out a root or loose rock, loose step, put up a new pointer, rebuild a cairn, etc.

Note in a book carried for the purpose any new construction work and any signs needed. Do new construction work in the autumn.

Build the cairns as shown in the accompanying pictures: two large stones with an opening between in line with the direction of the path, across these one flat stone, and on top of this one long stone in line with the direction of the path. Use large stones and set them firmly in place.

Cut the pointers from hard-wood trees, maple by preference, large, with blunt ends back and front, and with the back part forked, and so place them that no part of a pointer shall be nearer the ground than 6 ft. 6 in., and put them up thus ⟍ and not thus ⟋

Make the signs with both ends pointed and with the lettering burned in. When the position of a sign is determined, cut off one end so that the other end shall point in the desired direction.

Before putting up a sign or a pointer, consider the situation from all sides.

Where there is a sharp turn in a path, put up two pointers on the same tree or build three cairns.

Where paths meet or cross in the woods, put up a pointer or a sign for each diverging path, usually all on the same tree, and another pointer on each path on nearby trees.

Where paths meet or cross on ledges, build a large pile of stones at the intersection and place a cairn on each diverging path about ten feet from the pile of stones.

Drain wet places or put in stepping-stones, or place cedar-pole bridges on the ground. Where such bridges are required along wood roads, place the bridges at the side of the road, not in the road, and provide them with hand rails where necessary.

Where the Association paths cross or meet wood roads or paths not shown on the Path Map, define the Association paths very clearly and put up extra pointers.

Always remove and put out of sight, tin cans, papers and remnants of luncheons.

See that the waterproofed and varnished Path Maps mounted on cloth, placed at a few important points on the paths, are renewed from year to year. Place signs, at a few important points on the paths, worded as follows:

B. H. V. I. A.

The land-owner has a right to close this path.

Do not injure trees nor shrubs.



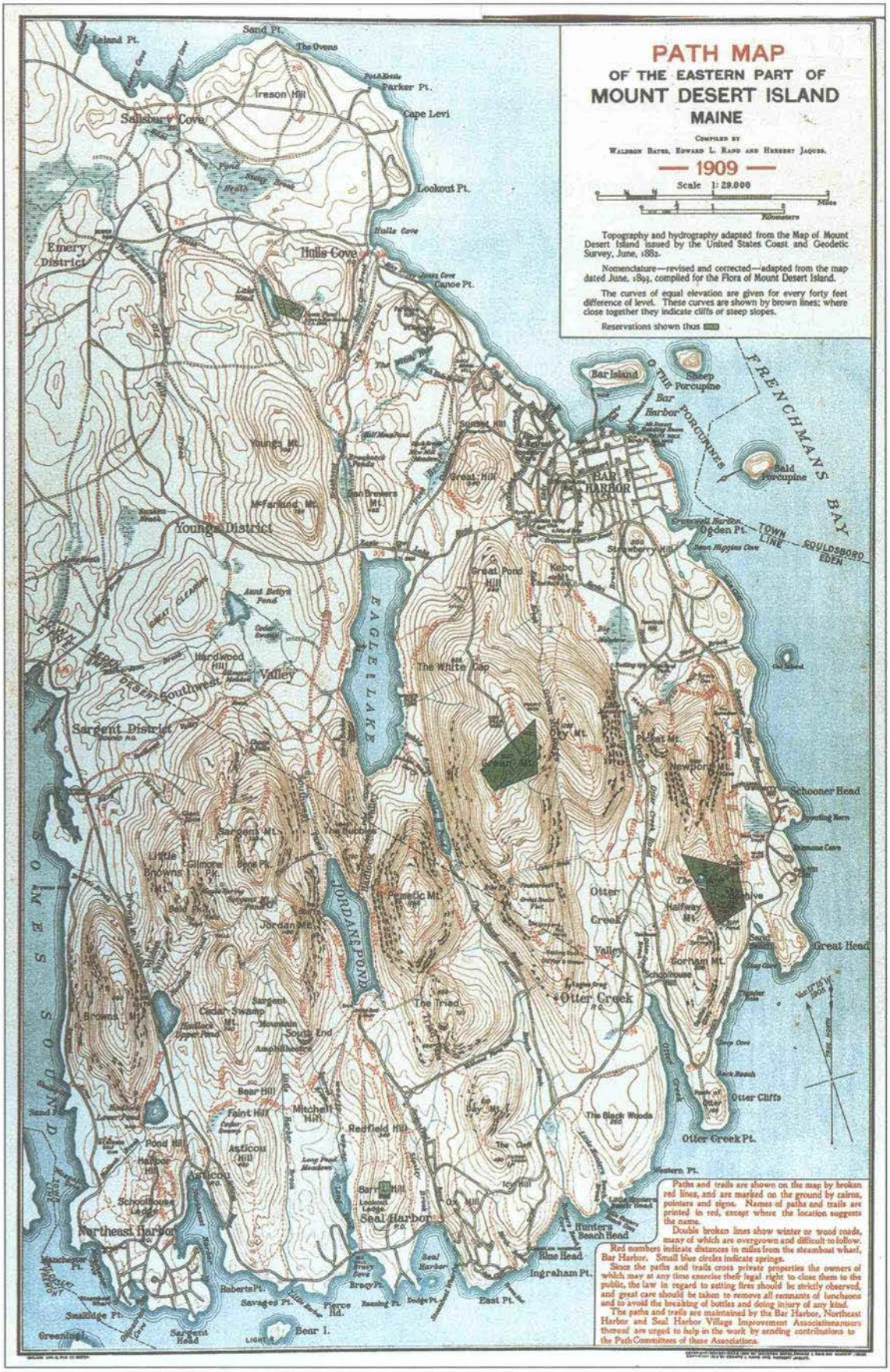
EXAMPLE OF CAIRNS IN THE WOODS
CADILLAC CLIFFS PATH



EXAMPLE OF STEPS—GIANT SLIDE TRAIL

Bar Harbor VIA

Fig. 32 Waldron Bates's "General Instructions for Work on Paths," printed in the *Bar Harbor VIA Annual Report* in 1906. These included directions for construction, maintenance, and marking of trails. Cairns were built from several stones: a gap between two elongated, parallel stones indicated the trail direction. Three cairns clustered together marked a sharp turn. Uncut, slab-laid steps, typical of the Bates style, on the Giant Slide Trail.



Acadia NP Archives

Fig. 34 Path map of the eastern part of Mount Desert, updated in 1909, shows the many paths added by Bates between 1900 and 1907. Four tracts of land shaded green are protected by the Bar Harbor VIA and Hancock County Trustees.

ing the trail and marking it with a memorial plaque.[119] Mitchell created a special path fund for the work, contributing $50 himself. The Chasm Trail, renamed the Waldron Bates Memorial Path, is the first "memorial" trail and the original focus of a "special path fund" that would later be used to fund other special trail work. An avid hiker, Mitchell served as chairman of the Path Committee from 1909 until 1911 and remained on the committee until his death in 1914 (Fig. 36). When Mitchell died in 1914, the Bar Harbor VIA wrote, "He found renewed strength, refreshment, and inspiration in his walks over the wooded slopes of the island. He did a great deal to make these beautiful paths well known, often taking his friends or even strangers up the mountains or into the woods; and no more delightful companion could be imagined, full of eager interest in all kinds of information about the island and its natural wonders."



Acadia NP Archives

Fig. 35 In 1910 a bronze plaque placed beneath an overhanging ledge at the southern end of the Cadillac Cliff Path honored Waldron Bates, one of the island's premier pathmakers. The Bar Harbor VIA rerouted the section of path near the plaque and built steps to lead walkers by the memorial. Circa 1915 photograph.



Bar Harbor Times, November 7, 1914, and Bar Harbor VIA records

Fig. 36 Dr. S. Weir Mitchell, a physician, author, and public speaker, considered himself one of the island's early rusticators, having come from Philadelphia to Northeast Harbor in 1863. He was a leader in the effort to exclude automobiles to preserve the island's bucolic setting. Mitchell advocated for a path to be named in memory of Waldron Bates. It was energetic individuals, passionate about hiking, such as Mitchell who contributed to the popularity and stewardship of the path system.

Between 1913 and 1916, six additional memorial trails were added to the system with funds provided by summer residents. These were built while Rudolph Brunnow served as Path Committee chairman for the Bar Harbor VIA. However, he attributed the work to George Dorr, who by this time 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. Dorr's interest in establishing a national park stemmed from a 1913 attempt by the Maine legislature to annul the Hancock County Trustees. This threat prompted Dorr to take increasing leadership responsibilities and to lobby for protection by the federal government. Dorr's proposal, presented to President Woodrow Wilson and Secretary of the Interior Franklin Lane in the spring of 1914, was deferred due to the discontiguous boundary line.[120] Thus Dorr returned to Bar Harbor to acquire more land to strengthen the justification for federal protection. As part of this endeavor, Dorr worked on the development of the Sieur de Monts Spring area as the core of the park and path connections between this area and the surrounding mountains. Several of these connectors were built between 1913 and 1916 as memorial paths. Dorr then included photographs of these paths taken by noted landscape photographer George R. King in his 1916 proposal to President Wilson to illustrate the striking beauty of the reservation.[121]

Dorr started the Kane Path from The Tarn to Canon Brook Path in 1913 with funds donated by Annie Cottenet Schermerhorn Kane [Mrs. Kane] in memory of her husband, John Innes Kane. John Kane had been a member of the Bar Harbor VIA Path Committee and served as chairman in 1911, but died in 1913. Completed

in 1915, the path was seen as "an important part of the projected system of paths leading from the Village through Great Meadow and the Harden Farm district to the mountains."[122] Construction involved the placement of large flat stones along the shore of The Tarn, laid tightly to create a pavement-like walking surface. In the talus slope above the west side of The Tarn,

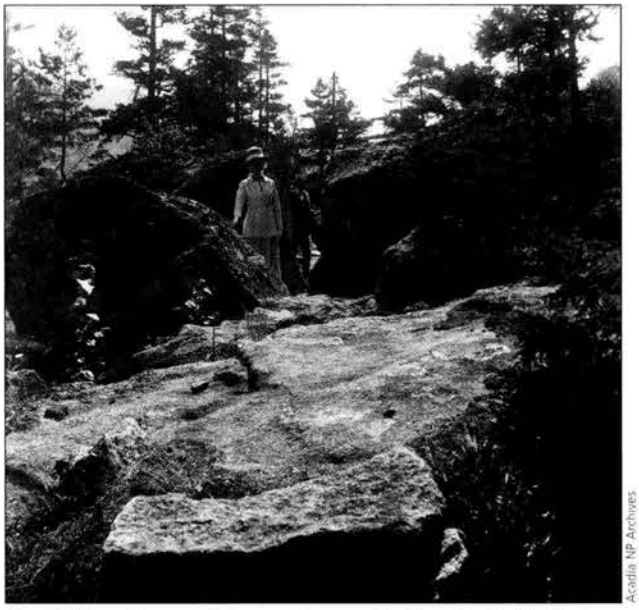


Fig. 37 Mrs. Kane and George Dorr on the Kane Path, the first of several memorial paths constructed between 1913 and 1917 in the Sieur de Monts Spring area under the leadership of Dorr. Circa-1916 photograph.



Fig. 38 The Kane Path, built along the western shore of The Tarn, connected the Ladder Path and Canon Brook Path with the Sieur de Monts Spring area. Large flat stones, currently described by the trails crew as "stone pavement," became a popular construction technique for a level, rustic, elegant, and durable walking tread. Circa-1916 photograph.

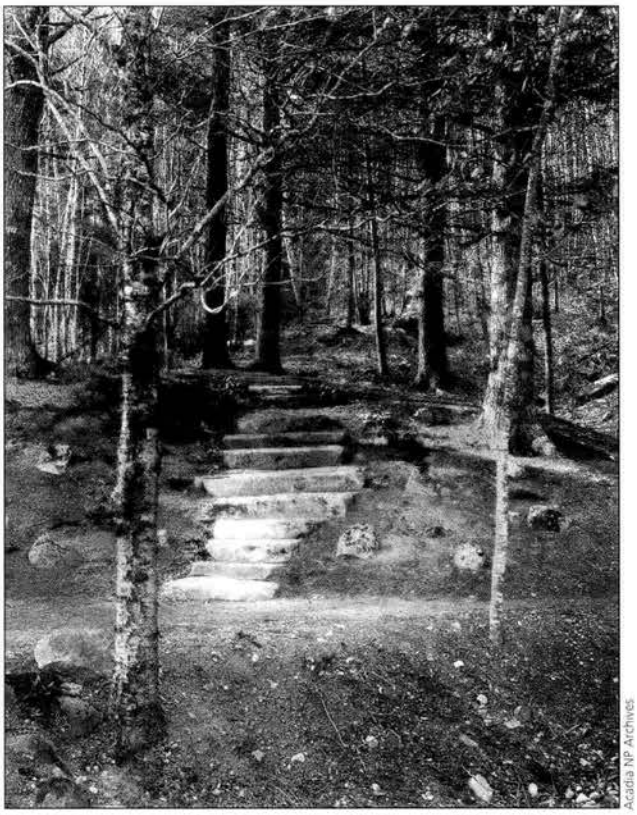


Fig. 39 Entrance to Kurt Diederich's Climb, a trail funded by Mrs. Hunt Slater in memory of her nephew. Most memorial trails included a plaque or engraved stone. For this trail, the longest of the granite steps up the hillside is inscribed with the trail's name. Unfortunately, the lack of retaining walls and iron pins resulted in considerable shifting of the steps. Circa-1920 photograph.



Fig. 40 Kurt Diederich's daughter, who was about six years old at the time of her father's death, is several years older and resting on steps along Kurt Diederich's Climb, a memorial path funded by her great-aunt, Mrs. Hunt Slater. Circa-1920 photograph.

tumbled rocks were rearranged to create a pavement-like tread through the talus, and rough-cut steps were placed through interesting rock formations (Figs. 37 & 38). A commemorative plaque and engraved boulder were set near the beginning of the northern end of the path.

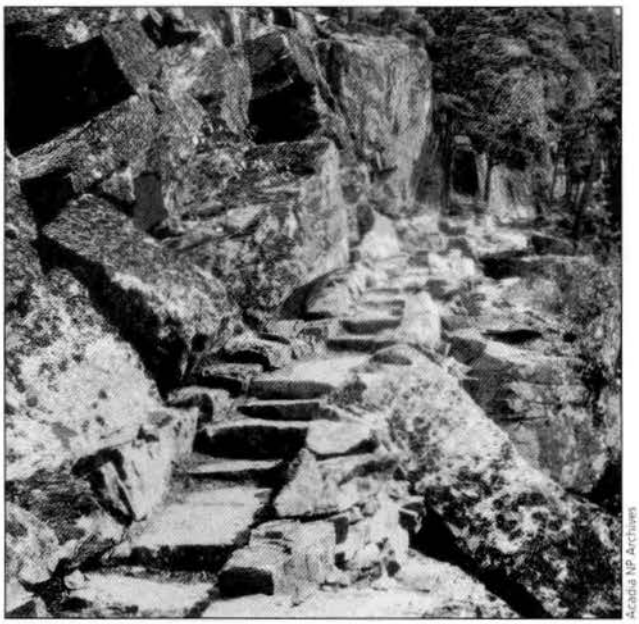
Also started in 1913 and completed in 1915, Mrs. Hunt Slater funded the construction of Kurt Diederich's Climb, in memory of her nephew who died in 1913 during surgery.[123] When initially constructed, Kurt Diederich's Climb was described as ascending from The Tarn at the Kane Path to Sieur de Monts Crag, then descending to the road a little bit beyond the Sieur de Monts Spring[124] (Figs. 39 & 40). Subsequent construction of the Schiff Path and Emery Path resulted in the renaming of the northern half of Kurt Diederich's Climb as the Homans Path.

The Beachcroft Path was also completed in 1915. Funded by Anna Warren Ingersoll Smith [Mrs. C. Morton Smith], the widow of the late C. Morton Smith, the Beachcroft Path began at the Sieur de Monts Spring and Tarn area and ascended Pickett Mountain [Huguenot Head] to connect with trails on Newport [Champlain] Mountain.[125] Like the Kane Path, large flat stones were set to allow for comfortable footing up the side of the mountain (Figs. 41 & 42). Mrs. Smith contributed additional funds in the 1920s to further improve the path.



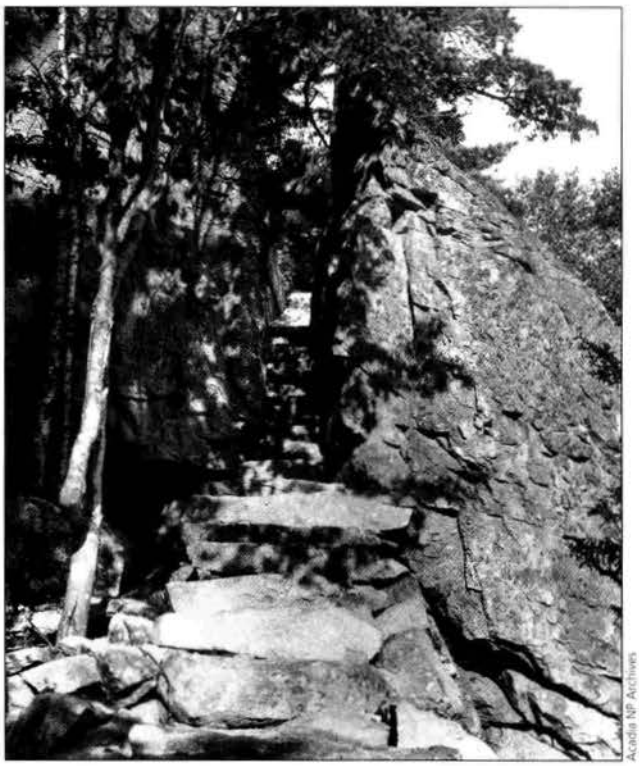
Bar Harbor Historical Society

Fig. 41 Postcard, circa 1920, of original entrance to the Beachcroft Path at Otter Creek Road/Route 3, north of The Tarn.



Acadia NP Archives

Fig. 42 Circa 1920 photograph of the Beachcroft Path, a memorial path funded by Mrs. C. Morton Smith, which provided an easy ascent of Picket Mountain [Huguenot Head] with long sections of rock paving, and fairly uniform, overlapping cut granite steps set firmly with extensive retaining walls. The trail was built in 1915 and later improved and endowed with a maintenance fund in 1926.

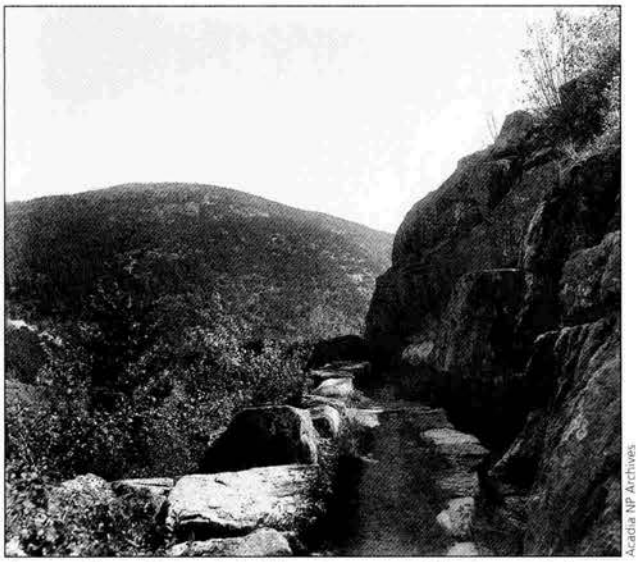


Acadia NP Archives

Fig. 43 The Homans Path was built in 1916 and named in recognition of Eliza Lothrop Homans, the first major land donor to the Hancock County Trustees of Public Reservations. Similar to the Emery Path, the Homans Path offered a comfortable tread of cut, set granite steps to ascend from the Sieur de Monts Spring area to the Crag for spectacular views. Unlike any other paths on the island, the Homans Path was embellished by creating stone archways for walkers to pass under as show in this circa 1920 photograph. Though there is little documentation on the construction of the trail, dimples at the corners of the large boulders suggest the use of a derrick to set them in place.

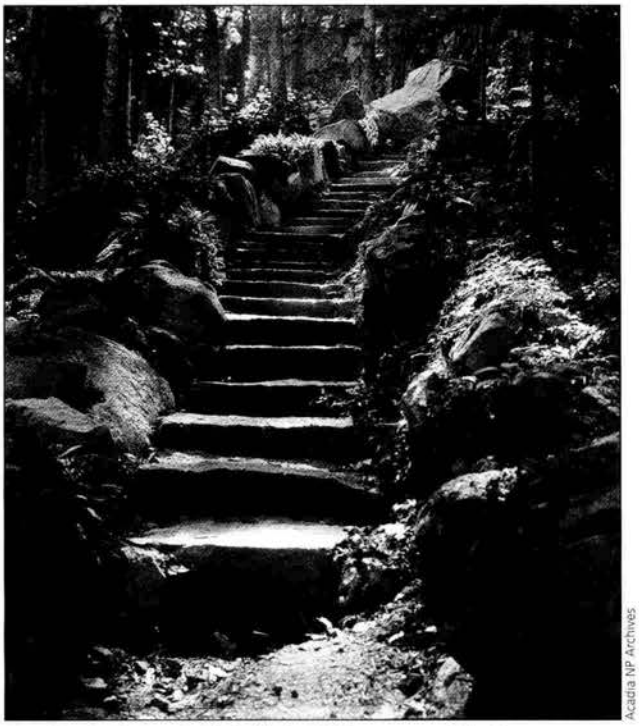
In the years following the designation of the reservation as a National Monument in 1916, George Dorr laid out the Homans Path, Emery Path, Jesup Path, Wild Gardens Path, and Cadillac Path. The Homans Path, which may have been built between 1913 and 1915 as part of Kurt Diederich's Climb, is first named on the 1916 path map and mentioned in the 1916 Bar Harbor VIA annual report. The route, which included archways for walkers to pass through and a long series of cut steps, was named for Mrs. Eliza Lothrop Homans, who died in 1914 and was the first large land donor to the Hancock County Trustees of Public Reservations (Fig. 43).[126] At the same time the Emery Path was completed, ascending from the Spring House at Sieur de Monts Spring, and joining the Homans Path and Kurt Diederich's Climb along the Sieur de Monts Crag. The Emery Path was built with funds provided by Mrs. Alfred Anson in memory of her first husband, John Emery (Figs. 44 & 45). Once the Emery Path was complete, the Homans Path became a parallel but less accessible route for hikers traveling to and from Sieur de Monts Spring. As the Spring area became a center for activity and parking, use of the Homans Path diminished. The Homans Path was not described in the 1928 Path Guide issued by the VIA/VIS joint path committee and was deleted from park service maps in the 1940s.

Dorr laid out the Jesup Path, Wild Gardens Path, and Cadillac Path to connect to Bar Harbor. Dorr envisioned these three "garden paths" as pedestrian gateways to the park, each passing through botanically interesting areas. To establish these connections, Dorr donated his own land through the Wild Gardens of Acadia Corporation.[127] Of these three paths, the Jesup Path, named for Morris K. and Maria DeWitt Jesup, well-known philanthropists and summer residents, was to serve as the primary entrance path.[128] Dorr felt this was "the best foot path connection that could be obtained from Bar Harbor to the mountain trails, the Gorge and the Spring."[129] The path extended from Cromwell Harbor Road, near the Building of the Arts through the Great Meadow, crossing the Hemlock Road, leading to the Sieur de Monts Spring and on to The Tarn (Figs. 46, 47 & 48). The Wild Gardens Path followed a parallel route, extending through the Great Meadow, along the west side of stream from The Tarn, then winding back toward Bar Harbor over Little Meadow Hill, past Beaver Dam Pool and through Mount Desert Nurseries to Compass Harbor Pond



Acadia NP Archives

Fig. 45 Like earlier path builders, Dorr routed the Emery Path through rock formations. The path leads walkers comfortably along exposed ledges of what Dorr named the "Sieur de Monts Crag." Large stones, part of the outer retaining wall shown above, rest upon a crib of iron pins, invisible to walkers as seen in circa 1920.



Acadia NP Archives

Fig. 44 The Emery Path, built in 1916, was possibly George Dorr's favorite memorial trail. He used this circa 1922 image extensively in early park brochures to publicize the beauty of the island-wide trail system. Long sections of evenly cut steps, set with large retaining walls, provided an easy ascent from Sieur de Monts Spring to the Crag.

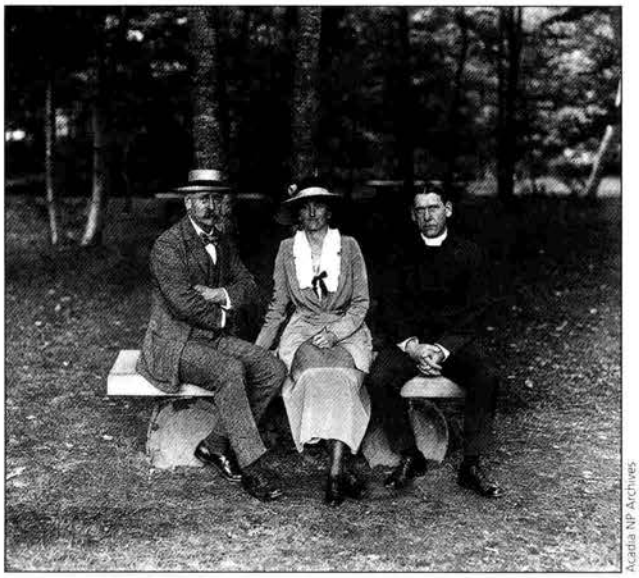


Fig. 46 George Dorr and Mrs. and Dr. Drury resting on a simple bench along the Jesup Path near Sieur de Monts Spring in circa 1920.

on the Dorr estate (Figs. 49 & 50). The Cadillac Path to Green [Cadillac] Mountain led walkers from the Bar Harbor Athletic Field, along Cromwell Harbor Brook to connect with the Stratheden Path to Sieur de Monts Spring and the Gorge Path up Cadillac Mountain.[130] The funding sources for these paths is not well documented and may have been covered by Dorr who was keenly interested in the trails radiating from Bar Harbor to Sieur de Monts Spring (Fig. 51). The flurry of memorial trail construction halted during World War I but resumed in the mid-1920s.

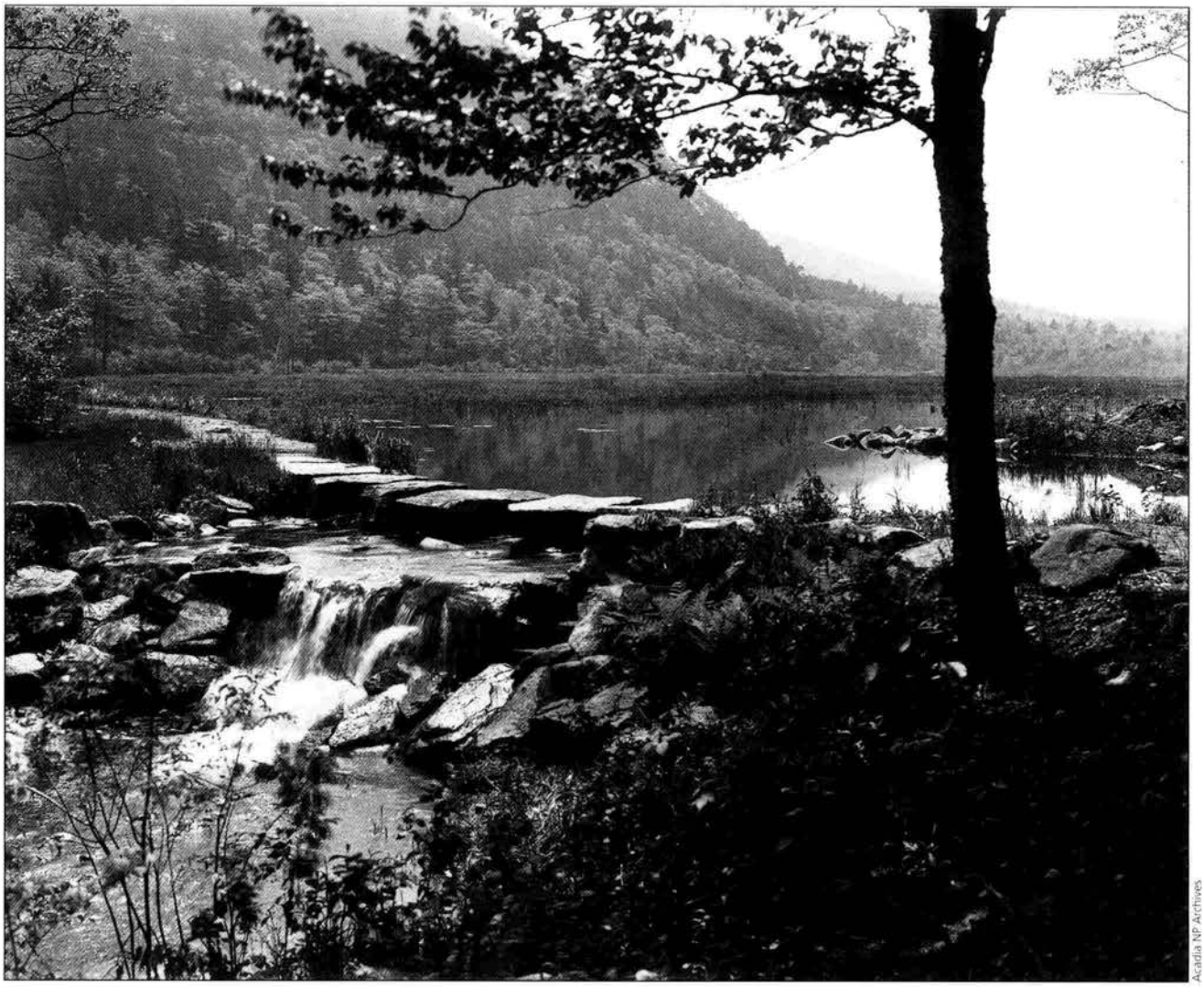
The last memorial trail added to the network that radiated from Sieur de Monts Spring area was the Schiff Path, named for Jacob Henry Schiff (1847–1920), an internationally known banker and philanthropist who



Fig. 47 A crowd gathered for a ceremony at Sieur de Monts Spring in circa 1916. With the completion of seven radiating memorial trails, the Sieur de Monts Spring area became the nucleus of the park. A line of stone paving leads from the spring to the memorial trails.

funded many trail construction projects.[131] This path provided a vital link between the Sieur de Monts Spring and the summit of Dry [Dorr] Mountain. As early as 1915, a path from Sieur de Monts Crag to the summit of Dry [Dorr] Mountain was anticipated; however, construction was delayed until the 1920s and was possibly directed by Dorr in his role as park superintendent rather than by the VIA.[132]

Dorr credits Andrew Liscomb as the landscape designer responsible for the layout and construction of the Sieur de Monts Spring area. With over twenty years' experience as the Superintendent of Paths, Liscomb led a crew of skilled trail builders and masons, as evidenced by the work that is still present. The work under the direction of Bates was simple and rustic compared to the highly crafted work on the memorial trails. Dorr and Liscomb chose routes that were tightly winding and narrow among boulders, but sweeping and open along ledges and through talus fields. They used larger stones, with more cuts, and tightly fitted steps, coping stones, retaining walls, and stone pavement. Long sections of stone pavement, flat stones laid in a row to serve as a continuous stone treadway, are one of the most distinctive features introduced during construction of the memorial paths, particularly on the Kane and Beachcroft Paths. Iron was used sparingly on the Beachcroft and Homans Paths, but extensively on the Emery Path to hold steps, coping stones, and retaining walls.



Acadia NP Archives

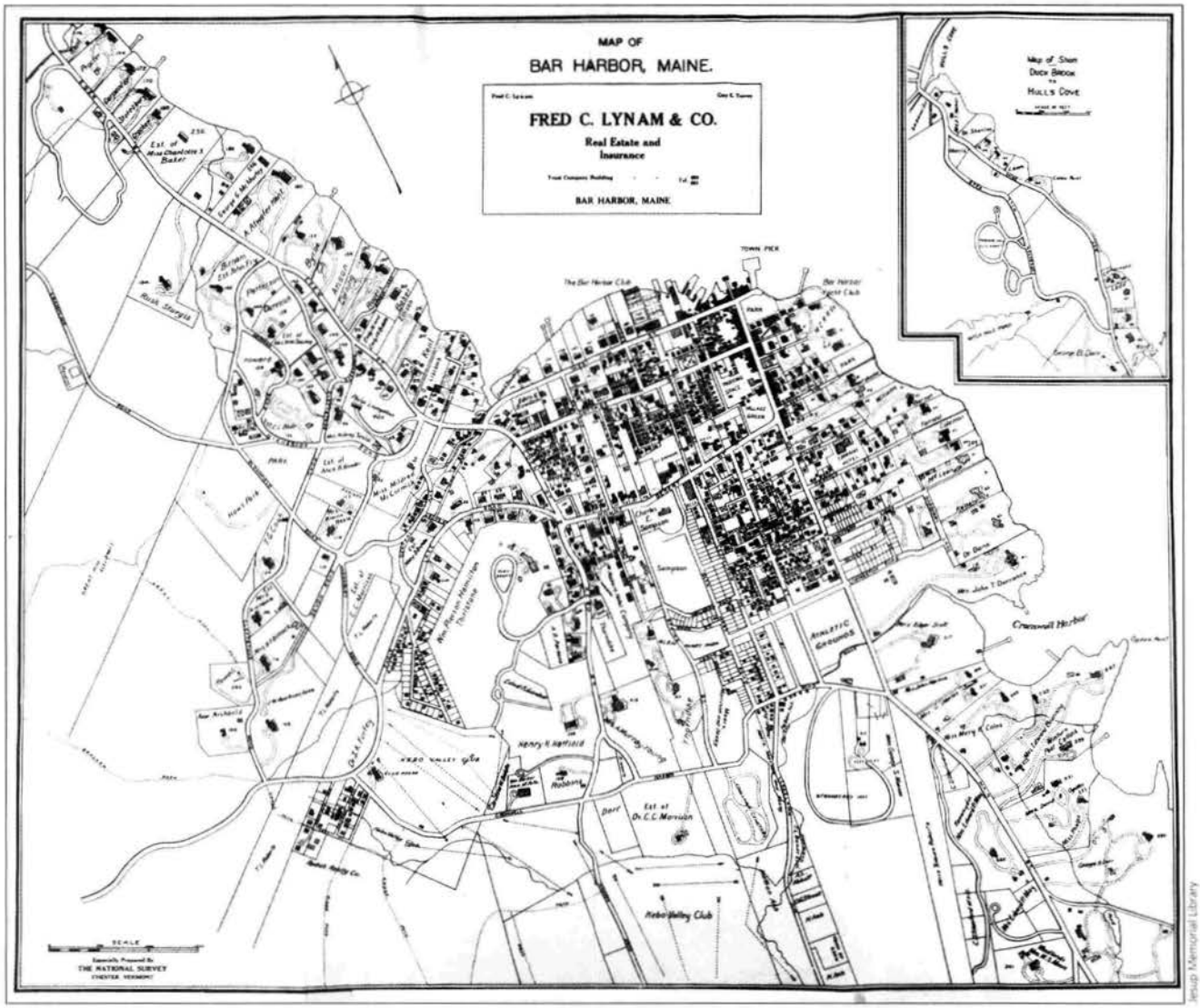
Fig. 48 Circa-1916 photograph at the northern end of The Tarn, where the Wild Gardens Path converged with four memorial trails, the Kane Path, Beachcroft Path, Kurt Diederich's Climb, and Jesup Path. Large stepping stones, set across the pond outlet, created a picturesque scene.





Bar Harbor Historical Society

Figs. 49, 50 The Wild Gardens Path extended from Compass Harbor Pond on Dorr's estate to the base of Newport [Champlain] Mountain, around Beaverdam Pool to The Tarn. The path was later extended north, past Sieur de Monts Spring and through the Great Meadow. The path was laid out to lead walkers through botanically interesting areas. The photograph above was titled, "Compass Harbor Pond. At the entrance to the Wild Gardens Path to Newport Mountain," and below titled, "Beaverdam Pool. A bird and plant sanctuary on the Wild Gardens Path."



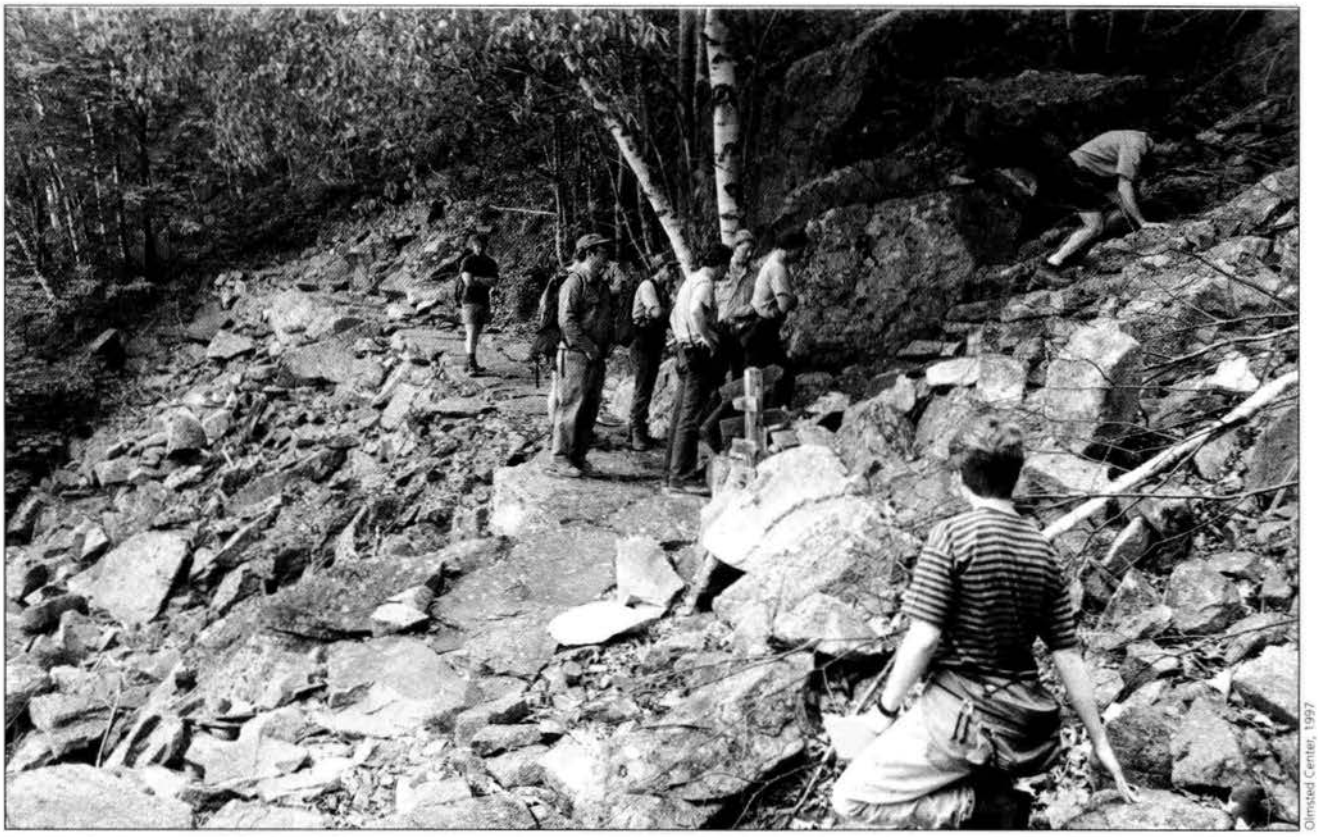
Jesup Memorial Library

Fig. 51 Real estate map for Bar Harbor showing trails radiating from Bar Harbor and the Kebo Valley Club including the Kebo Mountain Path, Gorge Path, connector to the Cadillac Mountain North Ridge Trail, Bracken Path, and Great Hill Paths. Also shown are the Building of the Arts (lower center), a nearby parcel owned by Dorr (to the southeast), Dorr's estate (lower right), and a parcel owned by Dorr near Witch Hole Pond (upper right).

Though specific trails are not listed, Dorr noted that a mile and a half of new level trail in the Otter Creek Gorge system was constructed with a donation of $4,500 and that most of the funds were spent on drain construction. He also noted that a mile-and-a-quarter path constructed to the summit of Dry Mountain cost $3,000 and mostly entailed rock construction.[133] Dorr estimated the cost of good trail construction at fifty cents a foot, whether on level ground or on a mountain, and defined proper trail work as follows:

> In the woods there is usually a good deal of clearing and cutting to be done in connection with such paths, and burning of brush under safe conditions. In the valleys, a good deal of drainage besides, or deep fill to lift the path out of water in the valley-bottom, with bridging of streams, and provisions for lesser water-courses. On the mountains there is a great deal of rock construction. In either situation, the cost never drops, if the work be well and permanently done, under $1,000 per half mile, and seldom rises about $1,500, path-side care included....
>
> A remarkable system of rough Indian and mountain paths, affording the best climbing in Eastern America and opening wonderful inland and ocean views, has long existed on the island... It has an extent of at least 120 miles, all told, and is as various as the mountain groups it traverses. Sprung up in hap-hazard fashion and at various times from 1850 on, it all needs intelligent revision and coordinating. Some paths should be abandoned, others built. And nearly all require some work, often a great deal, to make them safe and pleasant while, at the same time, retaining their wild and simple character.[134]

Dorr also noted that construction of a good trail system required careful study of the opportunities before work could commence, and constant supervision once work was underway. Dorr estimated that he spent $10,000 on trails since he began working on land acquisition with the Hancock County Trustees of Public Reservations.[135]



Olmsted Center, 1997

Fig. 52 The Orange and Black Path [on the section that is now the Champlain East Face Trail], laid out under the direction of Rudolph Brunnow in 1913, led walkers through geologically interesting areas including fissures, talus slopes, ledges, and boulders. A remarkable section of stone pavement curves in a 90-degree arc across a talus slope, with enormous slabs. A stone bench was destroyed by a rockslide in the 1970s.

LADDER TRAILS BY RUDOLPH BRUNNOW

While Dorr expanded the trail network in the Sieur de Monts Spring area, Rudolph Ernest Brunnow (1858–1917) was simultaneously involved in the construction of several of the most rigorous trails on the island. Brunnow served as Bar Harbor VIA Path Committee chairman from 1912 to 1917. During this time he laid out the Precipice Paths up The Beehive and Newport [Champlain] Mountain, a loop past the Great Cave near The Precipice, and the Orange and Black Path [a section is now the Champlain East Face Trail]. These routes, carefully designed to lead walkers through boulder fields and up precipitous cliffs, testify to the skill of Brunnow for laying out remarkable trails, much like the talents of his predecessors, Herbert Jaques and Waldron Bates. Like Dorr's memorial trails, Brunnow's trails held to high standards of construction with long rows of cut and uncut steps, yet contained much more ironwork.

Like Jaques, Brunnow concentrated most of his trail construction on Newport [Champlain] Mountain near his summer cottage "High Seas" north of Schooner Head. Brunnow named the Orange and Black Path, built in 1913, after the school colors of Princeton University, where he was a Professor of Semitic Philology.[136] The path paralleled the White Path but offered much more dramatic views and directed walkers through interesting geological features including fissures, talus slopes, ledges, and boulders. A viewpoint above Schooner Head was made accessible by a set of steps and railing, later known as the "hanging steps" (Figs. 52, 53 & 54).[137] Brunnow laid out the route but credits Andrew Liscomb, the Bar Harbor VIA's Superintendent of Paths, for supervising the construction work.

The Precipice Path and Little Precipice Path or Beehive Path were funded by the Bar Harbor VIA, though Brunnow also donated his own funds. Both trails were immediately popular as the iron rungs and ladders

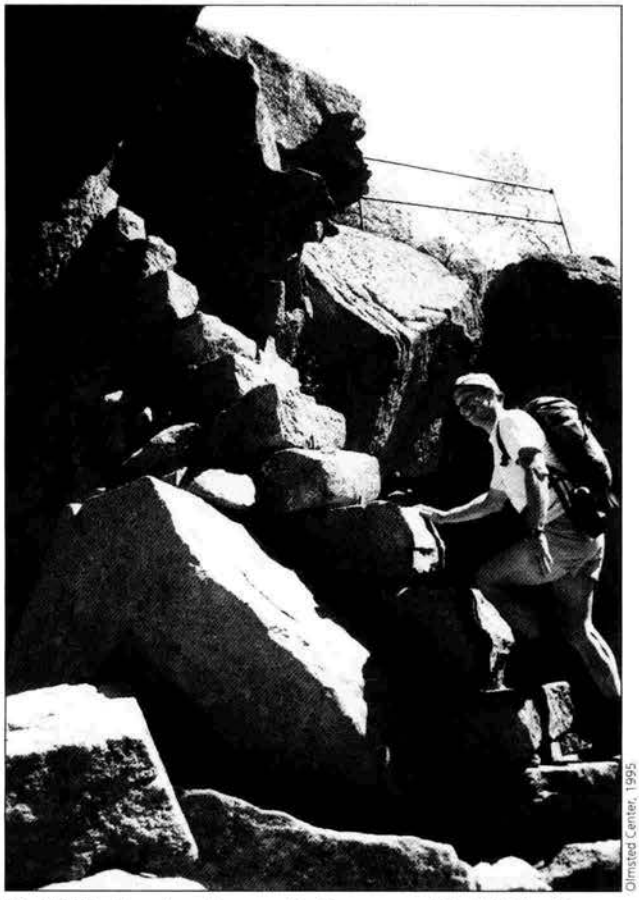


Fig. 53 The hanging steps on the Orange and Black Path. The iron railing above lines an overlook; iron pins hold the slab laid steps.

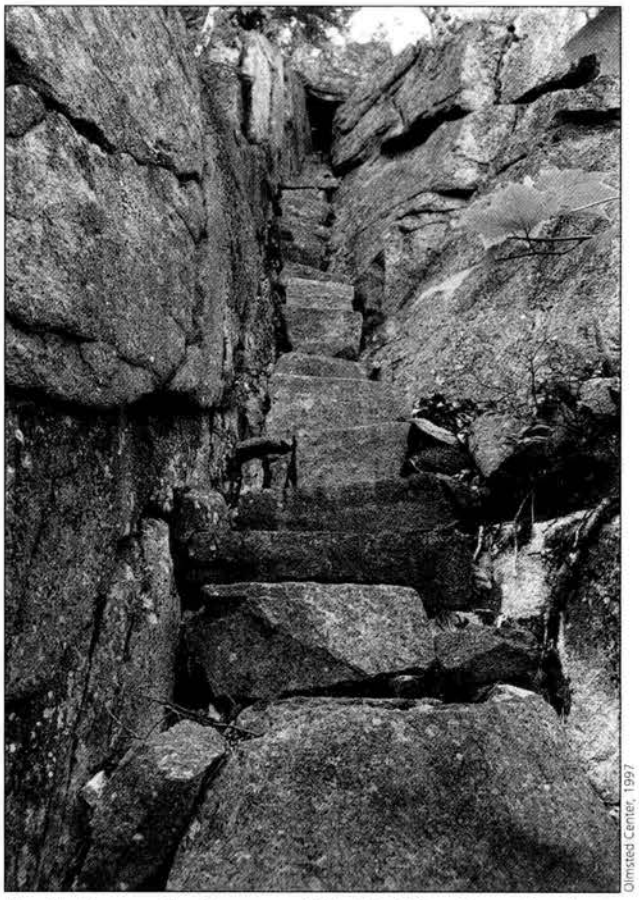


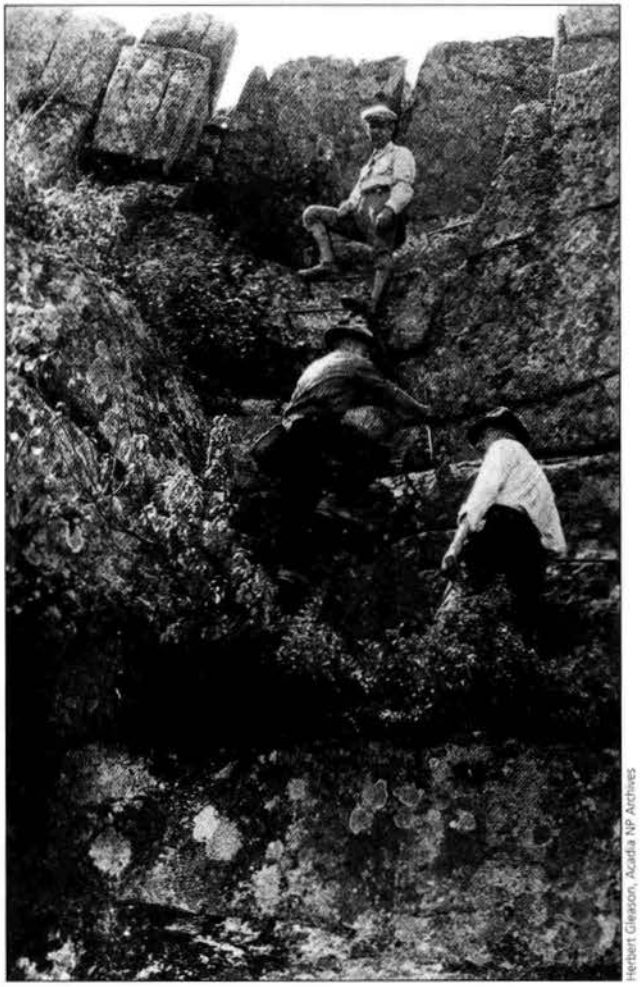
Fig. 54 Steps on the Orange and Black Path [on the section that is now the Champlain East Face Trail], wedged between boulders to wind through ledges and fissures.

allowed for relatively easy ascent of the otherwise daunting cliffs (Figs. 55 & 56). The Precipice Trail was referred to as the "Alpine Path" because of its similarity to those ascending the Alps and "the most like the paths of the mountains of Switzerland to be found on this side of the Atlantic." The relative safety of the climb was described in the *Bar Harbor Times* in 1914:

> Up the sheer face of the precipices the path leads, precipitously enough in any place along its stretch, now running along as any ordinary path and now forcing the climber to ascend by means of spikes driven into the cliff in double rows to form a ladder with hand rails on either side. This path is absolutely safe, but care should be taken not to throw down any stones, as they might start a landslide. The path is rather dangerous in the early spring when the frost is liable to dislodge stones and cause them to roll down the mountain side, but after the frost is out and the ground is settled back into place, the path is absolutely safe, and women as well as men enjoy clambering over it.[138]

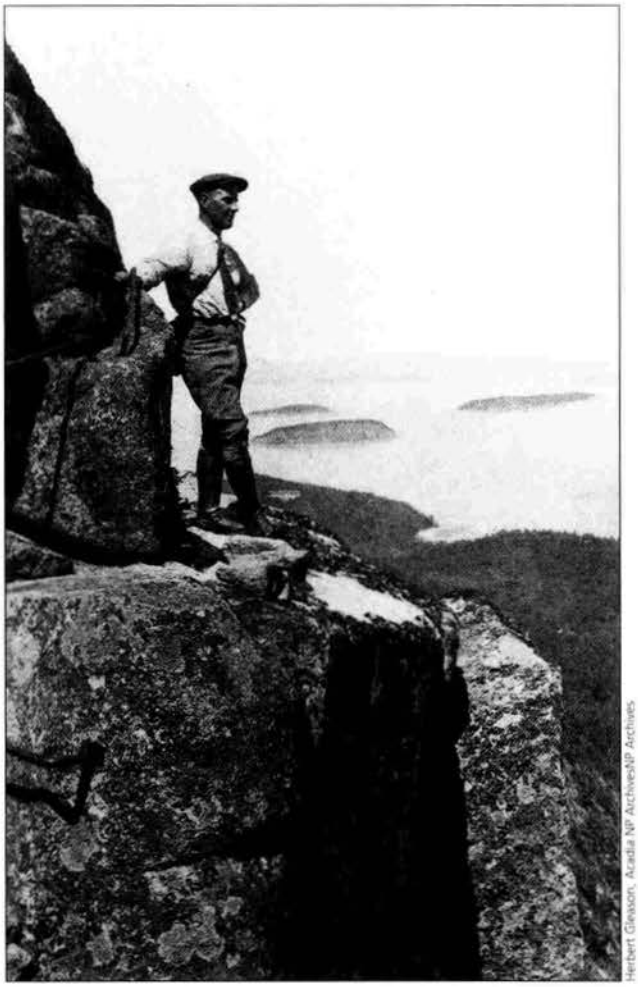
A caution regarding spring thaws was not unfounded, since sections of the Orange and Black Path and Precipice Path have been subsequently lost and rebuilt due to rockslides.

At the time of construction of the Precipice Path, Professor Brunnow also proposed that a rustic teahouse be constructed "in the pretty little forest just below the summit on the eastern side." The structure was never built. Ironically, Herbert Satterlee, who constructed a teahouse on Great Head, criticized Brunnow's ladder trails. He complained that he and his wife had long



Herbert Gleason, Acadia NP Archives

Fig. 55 Photograph of Stephen Mather (Director of the National Park Service), George Dorr (Park Superintendent), and Benjamin Hadley (Assistant Superintendent) in circa 1920, using rungs on the Precipice Path.



Herbert Gleason, Acadia NP Archives/NP Archives

Fig. 56 Stephen Mather, first Director of the National Park Service in circa 1920, at a vantage point with hand railing on the very exposed route of the Precipice Path.

enjoyed viewing eagles at an eyrie on The Beehive, but once the ladder trails were put in, the eagles were frightened off by climbers. Satterlee also thought that such trails were a danger to inexperienced climbers and distasteful to experienced climbers.[139] Brunnow's contributions to the trail system were cut short when he died suddenly from pneumonia in the spring of 1917, leaving behind some of the most challenging, controversial, and highly crafted trails in the Bar Harbor system as shown in Drawing 7 and summarized in Table 8.

NORTHEAST HARBOR VILLAGE IMPROVEMENT SOCIETY PATH WORK, 1897–1916

By the time the Northeast Harbor Village Improvement Society (VIS) was formed in 1897, there were already many trails in the vicinity of Northeast Harbor. Some were used, and probably marked, by the Champlain Society in the 1880s, such as the paths along the Lower and Upper Hadlock Ponds, the paths up Sargent Mountain and Asticou Hill [Eliot Mountain], and the path to Jordan Pond. Guidebooks by DeCosta and Martin, written in the 1870s and 1880s, described rough routes up Brown [Norumbega] and Sargent Mountains, which were well trodden by the 1890s. Other paths were built by the Bar Harbor VIA under the leadership of Waldron Bates, including the Giant Slide and the Chasm Brook Paths. In addition, several paths appear on the 1893 Rand map or the 1896 path map with no earlier documentation as to when or by whom they were cut. By 1900, the Asticou Trail served as the major pedestrian thoroughfare between Northeast Harbor, Jordan Pond, and other villages on the eastern side of the island (Figs. 57 & 58).

Like the Bar Harbor VIA, the Northeast Harbor VIS established finance, entertainment, sanitary, roads, paths, and trees committees. James Gardiner served as the first chairman of the Committee of Roads, Paths, and Trees from 1897 to 1910.[140] During this period path-building was carried out with the same enthusiasm as in the Bar Harbor area. A network of trails was cut over Schoolhouse Ledge and to the mountains to the north. The first trail in the Schoolhouse Ledge network was marked from the ledge to Hadlock Pond with wooden arrows and was immediately popular. Soon an excess of trails around Schoolhouse Ledge created "a perfect labyrinth," and many trails were subsequently abandoned.[132] Gardiner's involvement in path construction is unclear, as he only mentions one woods path in his annual reports. This was a broad path constructed from the Union Chapel to the golf course that was later known as the Quarry Trail.[141]

In 1909, the town of Mount Desert took over responsibility for constructing and maintaining sidewalks and roads. This allowed the Northeast Harbor VIS to concentrate on the maintenance of wood paths. From 1910 through 1913, William S. Grant, Jr. served as chairman



Bar Harbor Historical Society

Fig. 57 Circa 1920 postcard of steps on the Asticou Trail north of Asticou Hill [Eliot Mountain] heading toward Northeast Harbor.

of the Committee on Trails and Paths. In his 1911 annual report Grant expresses his dismay about the trail damage caused by wood harvesting. He describes the impact on the trails as "depriving them of shade and in some cases making it difficult to follow the trail through the brush and debris that are carelessly left behind." Grant recognized the efforts of the Hancock County Trustees of Public Reservations and the importance of land protection to both preserve the natural scenery and insure access to mountain summits and other natural areas. It appears that no new paths were constructed under his direction.

Dr. Joseph Tunis served as chairman of the committee from 1913 until 1920. Tunis embarked on an ambitious program of trail construction and trail improvement. Five new trails were added to the Northeast Harbor district in 1914 and a large section of the existing Water Fall Trail was relocated (Drawing 7 and Table 8). With the removal of the automobile ban in 1915, bridle paths and sidewalks were built for separation from unwanted automobile traffic. Tunis was actively involved in the Joint Path Committee projects and trail standards. As a precursor to an island-wide path guide, the Northeast Harbor VIS in 1914 produced a booklet entitled "Paths and Trails of Northeast Harbor and Vicinity." The guide describes paths leading to Schoolhouse Ledge, around the Hadlock Ponds, up Brown [Norumbega] Mountain, Asticou Hill [Eliot Mountain], Sargent Mountain, and Jordan Pond. The guide also includes selected walks through other parts of the island. By 1916 the Northeast Harbor VIS had an active path building and maintenance program.



Maine Historic Preservation Commission

Fig. 58 Circa 1920 postcard of stepping stones across Little Harbor Brook on the Asticou Trail.

SEAL HARBOR VILLAGE IMPROVEMENT SOCIETY PATH WORK, 1900–1916

The Seal Harbor Village improvement Society (VIS) was incorporated in 1900. At this time, existing footpaths included remnants of old logging roads and a few paths used by early rusticators, such as the Seaside Path from the Seaside Inn to Jordan Pond. A small boardinghouse in the 1870s, the Seaside Inn was expanded in the 1890s to become one of three large hotels in Seal Harbor that could accommodate a total of two hundred guests.[142] Guests enjoyed strolling along the coast and to nearby mountains and lakes, including Jordan Cliffs, Jordan Pond, Pemetic Mountain, The Triad, Day Mountain, the Day Mountain Caves, Tilting Rock, and Ox Hill above the village (Fig. 59). Beginning in 1890, the Bar Harbor Village Improvement Association also built paths to Seal Harbor to improve pedestrian connections between the two villages.

From the inception of the Seal Harbor VIS, there was an active Roads and Paths Committee.[143] The purpose of the committee, as stated in the bylaws, was to "improve, so far as funds permit, the conditions of the roads, paths, sidewalks and signposts, and to attend to the preservation of trees and plants." Early path work focused on trails in and around the village. In 1901, through the Joint Path Committee, a maintenance dis-

trict was defined for the Seal Harbor committee. This district was later expanded as the Seal Harbor VIS built more trails and raised more funds for trail maintenance. Path Committee chairmen John Van Santvoord and Joseph Allen were particularly energetic path builders. Between 1900 and 1917 approximately 20 miles of paths were added to the system, most of which connected with preexisting mountain paths.[144]

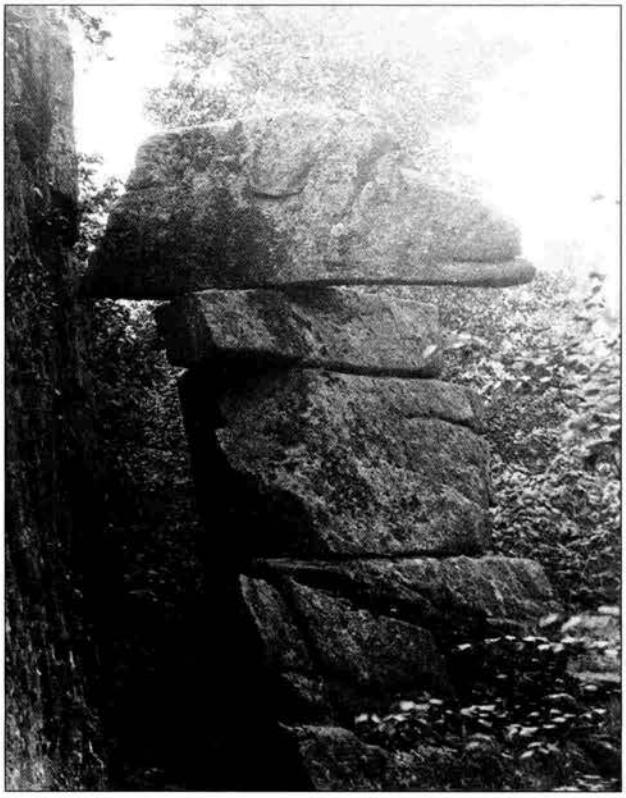


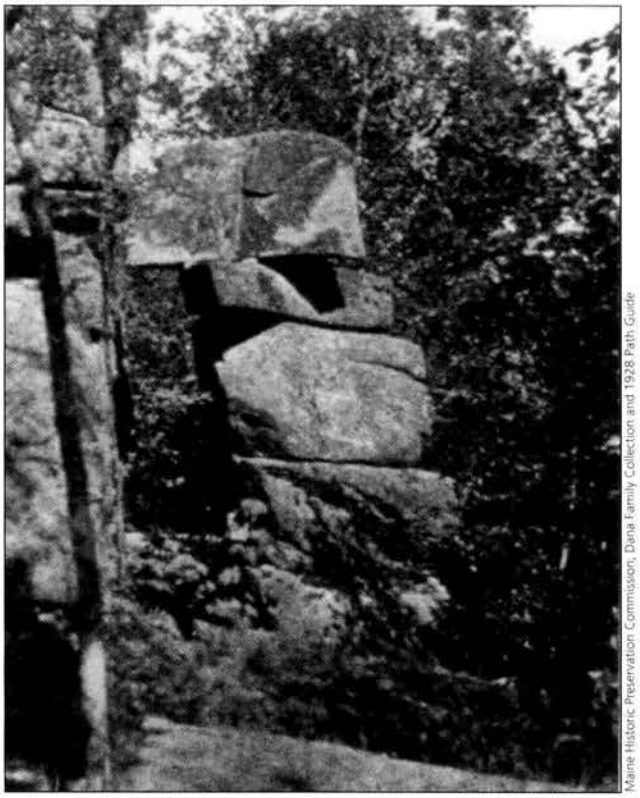
Bar Harbor Historical Society

Fig. 59 The Seaside Inn (right) and cottages once dominated the center of the village of Seal Harbor. Paths radiated from the village along the shore and up streams to inland ponds and mountain summits. A small stacked cairn marking the path up Ox Ledge is visible in the foreground of this circa-1900 postcard.

LIMITED VERSUS EXPANDED TRAIL SYSTEM

Edward Lothrup Rand served as the first chairman of the Path Committee from 1900 to 1907. As described earlier, Rand was part of the Champlain Society formed in 1880 and co-authored *Flora of Mount Desert* in 1894. As chairman, Rand supervised two local men, Paul and Sanderson Cushman, and oversaw the cutting of a limited number of new paths including new routes to the Jordan Pond House and Tilting Rock on Day Mountain (Figs. 60 & 61).[145] As in other parts of the island, the paths were marked with pointers and cairns (Fig. 62). The Seal Harbor VIS may have placed the stepping stones on the Asticou Trail and also placed them across the inlet at the southeast corner of Jordan Pond.[146] Simple wooden bridges were built over streams and coves (Figs. 63 & 64). Paths were





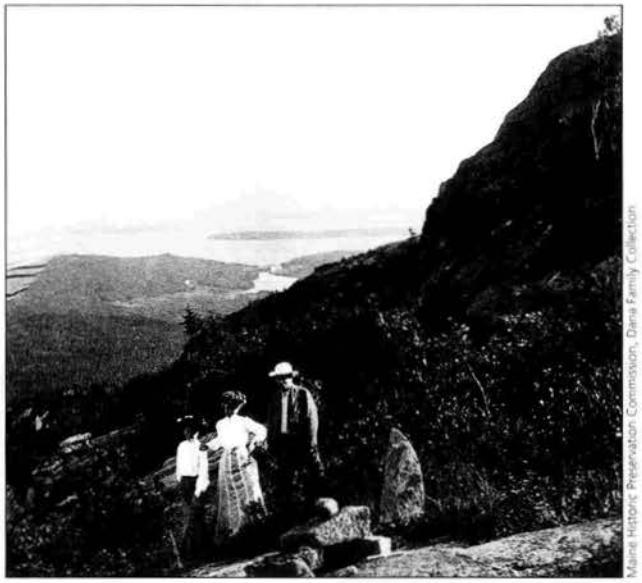
Maine Historic Preservation Commission, Dana Family Collection and 1928 Path Guide

Figs. 60, 61 One of the first paths marked by Edward Rand and the Seal Harbor VIS was to "Tilting Rock," a rock formation not far from Seal Harbor on the southeast side of Day Mountain. The image above shows the rock formation circa 1900, courtesy of the Dana Family Collection. The image below from the 1928 path guide shows the rock formation after it was toppled by vandals in 1922 and reset by members of the Seal Harbor VIS.

cut through the woods and in some cases lined with boulders (Fig. 65). With a gentler terrain than the Bar Harbor and Northeast Harbor districts, many woodland paths were surfaced with gravel or simply unconstructed, marked paths through the woods (Figs. 66, 67 & 68).

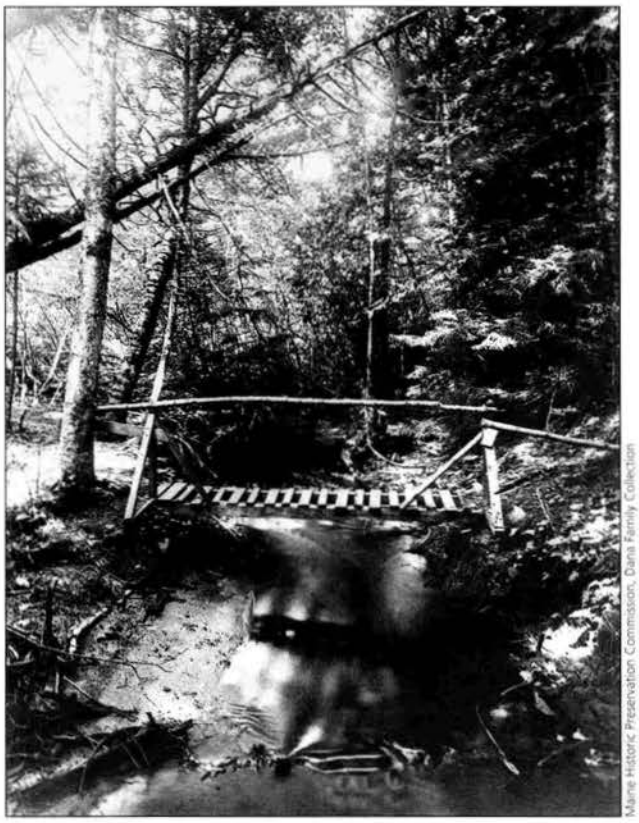
In his annual reports, Rand cited many problems encountered in maintaining the path system. The Pond Trail needed to be relocated to keep it out of the brook. The path around Jordan Pond and along the Jordan Stream required a large amount of construction work to eliminate wet areas. Cairns and signs were frequently vandalized and required replacements. Walkers complained about the confusion caused by a great number of unmarked trails and woods roads. To address these concerns, Rand advocated standardized signs and an updated path map. By 1903 Rand felt that the path system was so extensive that no more trails were necessary "unless to meet some real need."[147]

The Goat Trail up Pemetic, though popular, was deemed by Rand to be "an expense out of proportion to its utility." In both his 1906 and 1907 Path Committee reports, Rand pointed out the tremendous expense of repairs necessary to prevent washouts and "careless" use of the path. It is likely that some of his frustration stemmed from the damage to vegetation caused



Maine Historic Preservation Commission, Dana Family Collection

Fig. 62 A 1907 photograph showing two styles of cairns, possibly taken on Jordan Bluffs with Long Pond and Sutton Island in the distance. Early cairns in the Seal Harbor path district were comprised of stacked cairns or a single vertical stone resembling a shark's fin (center). By 1906 the "Bates style" cairn, resembling a small pagoda, marked the entire trail system (foreground and left, in distance).



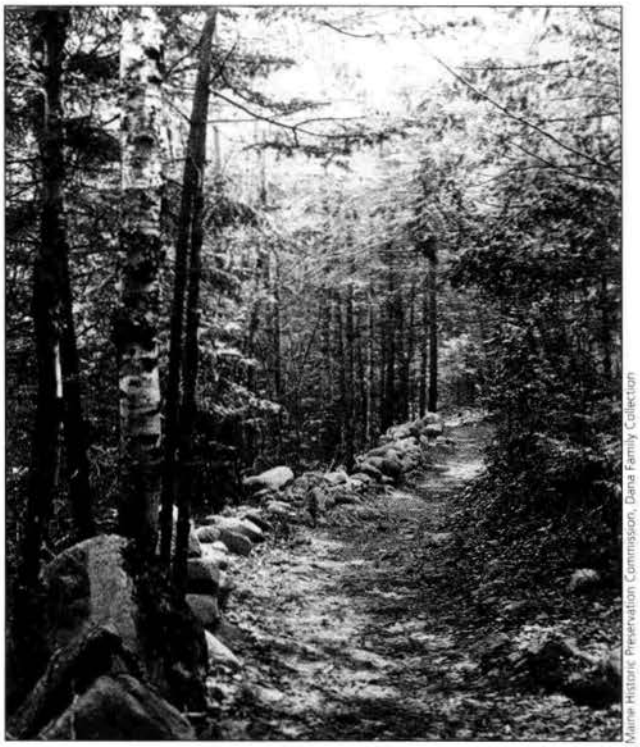
Maine Historic Preservation Commission, Dana Family Collection

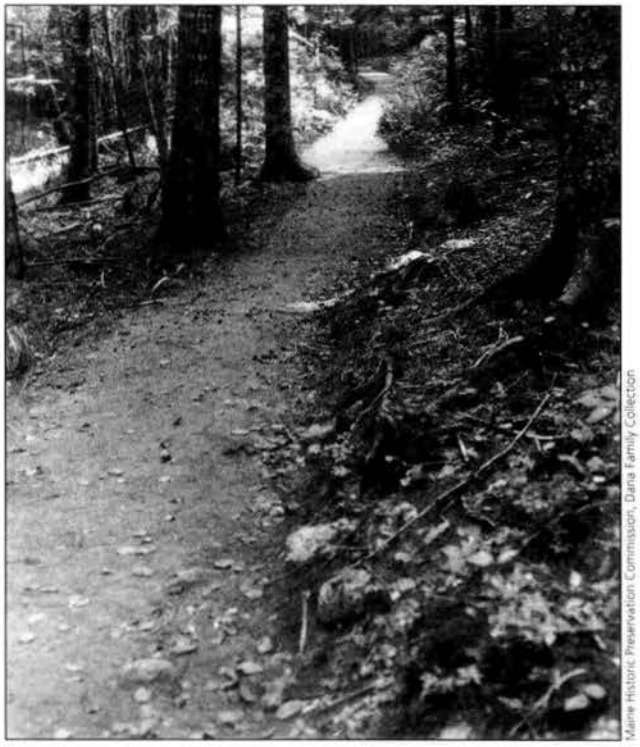
Fig. 63 Circa-1904 photograph of one of several bridges along the Jordan Stream Path between little Long Pond in Seal Harbor and the Jordan Pond House (#65). The path was built in 1901 but rerouted and improved many times. This bridge may have lasted for about fifteen years.



Maine Historic Preservation Commission, Dana Family Collection

Fig. 64 Circa-1908 photograph of a bridge built of cut boards and rough-hewn logs along the rocks near Seal Harbor.


Maine Historic Preservation Commission, Dana Family Collection


Maine Historic Preservation Commission, Dana Family Collection

Figs. 65, 66 The Seaside Path served as the primary pedestrian thoroughfare between Seal Harbor and the Jordan Pond Tea House (#401). The Seal Harbor VIS path committee applied much of their annual maintenance to removing roots and rocks to create a smooth walking tread and piling rocks along the edge. A circa 1907 view above shows stone piling method that would not allow flow of water off the trail, resulting in puddles, trail widening, and erosion. A circa 1908 photograph by Charles Townsend below shows a section of more careful trail construction, including placement of stones along the side of the trail with gaps for drainage and a raised gravel walking tread.


Maine Historic Preservation Commission

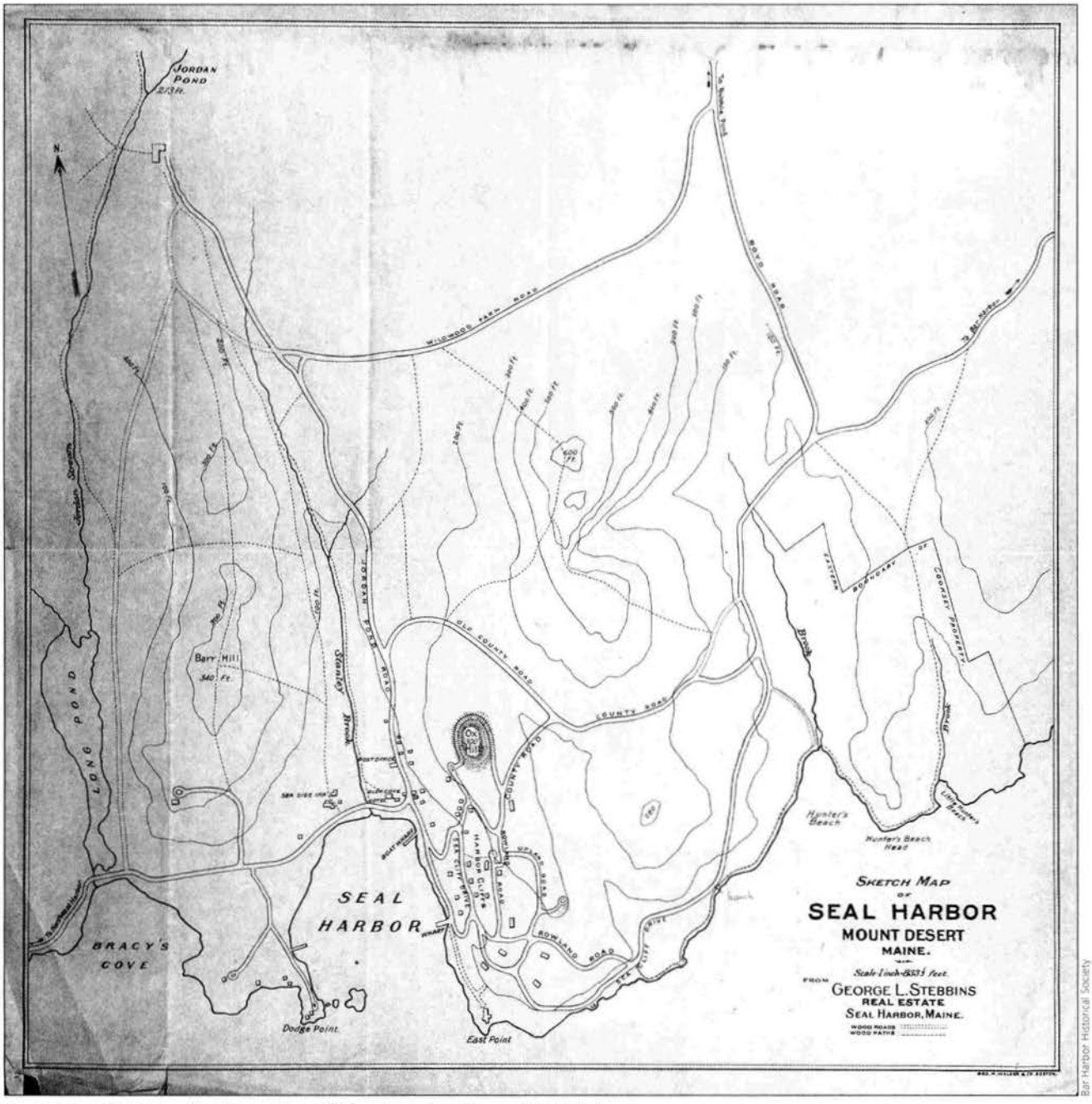
Fig. 67 Circa-1920 photograph of the Seaside Path shows a gravel-surfaced section of trail.


Maine Historic Preservation Commission, Dana Family Collection

Fig. 68 Walking party resting along a path cut through the woods with no constructed tread, near Seal Harbor in 1907.

by walkers, a concern fully articulated earlier in his 1880s Champlain Society reports.[148] Protection of the island's flora may have been part of his reason for not constructing new trails in the years 1904 to 1907. Rand resigned at chairman in 1907 as a result of a disagreement about trail work carried out in his absence. Several years later he rejoined as committee member.

John Van Santvoord became Seal Harbor VIS Path Committee chairman in 1907 following Edward Rand's resignation. During his six-year tenure, several new paths were constructed. Mr. McCrea carried out most of the trail work. He began working on the paths for the Seal Harbor VIS in about 1907 and served as the primary workman for the next fifteen years. Van Santvoord and committee member Frank Damrosch oversaw the construction of long trails through previously remote areas. As shown on a circa-1911 map of Seal Harbor, several paths radiated from the small village (Fig. 69). In the 1911 report for the Path Com-



Bar Harbor Historical Society

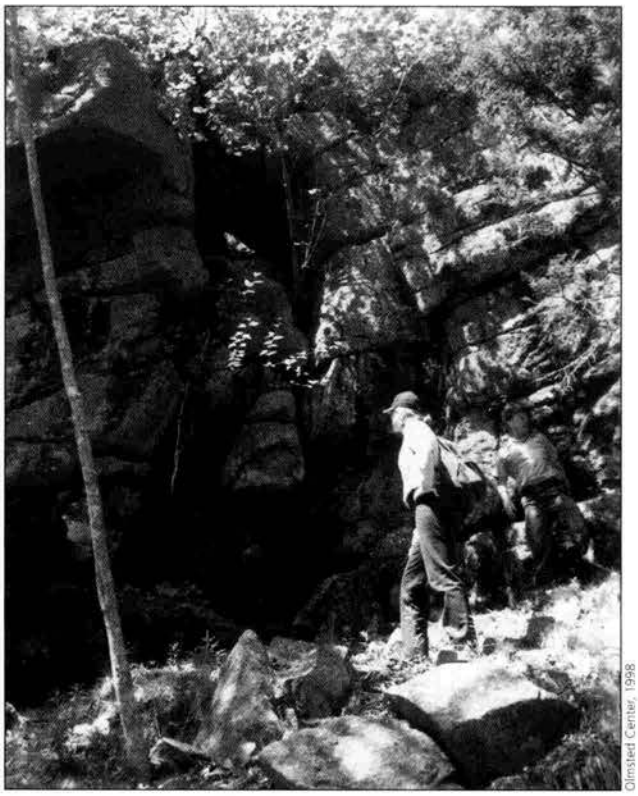
Fig. 69 Circa-1911 map showing paths radiating from the village of Seal Harbor.

mittee, Damrosch noted the need to further expand the trail system.

> There are still scores of beautiful views, and interesting trails, which should be made accessible to our summer residents, and these will be made available as rapidly as the funds at the disposal of the committee will permit.[149]

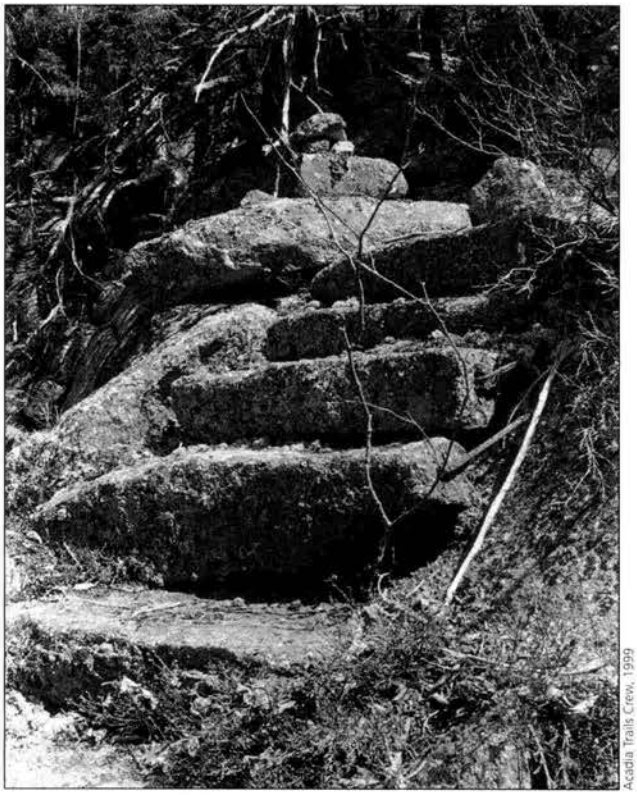
In 1911, a path almost 3 miles long was laid out and constructed from Sargent Mountain down the Harbor Brook Valley and later named the Amphitheatre Trail. A path over 1 mile long to the caves on Day Mountain included a ladder to climb through the cave (Fig. 70). The entrance of the cave was enlarged to make it more accessible. The trail to Little Hunters Beach was extended 2 miles to the east, along the coast to Otter Creek. The Seaside Path was extended to Jordan Pond along a path called the White Lyon Path. Much effort was expended on the improvement of the Seaside Path to eliminate wet areas. In 1912 Van Santvoord began laying out a trail along the cliffs of The Triad on land that had recently been deeded to the Hancock County Trustees of Reservations. The trail was completed after Van Santvoord's death in 1913, and named in his memory with a commemorative plaque (Fig. 71).

Joseph Allen followed John Van Santvoord as Seal Harbor VIS Path Committee Chairman after having been a member of the committee since 1906. Allen served as president of the Seal Harbor VIS during the years 1914 to 1916 and 1921 to 1923, and as chairman of the Path Committee for thirty years from 1914 until his death in 1945. Energetic and extremely committed to the path system, Allen constructed many new trails and made alterations to improve the system. Allen's contributions will be described in greater detail in the next chapter. Drawing 7 and Table 8 summarize path work carried out by the Seal Harbor VIS between 1900 and 1916.



Olmsted Center, 1998

Fig. 70 Path to the Day Mountain Caves under the cliffs of Day Mountain, described in 1911 by Frank Damrosch, member of the Seal Harbor VIS Path Committee. The entrance of the cave was enlarged to make it more accessible. As described in the 1915 path guide, two ladders were installed to allow walkers to climb up through the cave to the top of the ledges and on up to the summit of Day Mountain. The ladders have been removed and a carriage road now passes above the top of the caves.

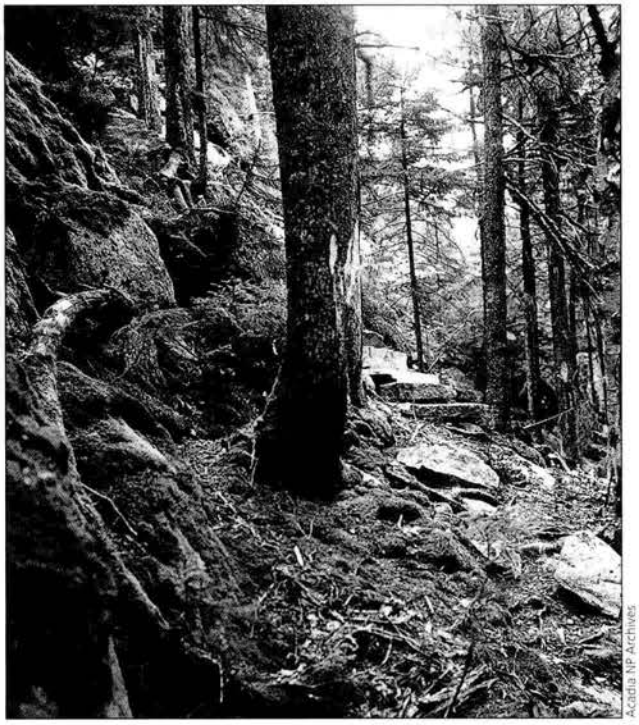


Acadia Trails Crew, 1999

Fig. 71 Shortly after the death of John Van Santvoord, his successor as Path Committee chairman, Joseph Allen, initiated a commemorative circuit trail over East, Middle, and West Triad. Dedication of the trail in 1916 included a bronze plaque on the summit of East Triad. The trail contains extensive runs of steps, including steps held with iron pins as shown above. This method of pinning steps was used extensively on this trail but not elsewhere on the island path system.

SOUTHWEST HARBOR VILLAGE IMPROVEMENT ASSOCIATION PATH WORK, 1906–16

The Southwest Harbor Village Improvement Association, incorporated in 1914, recognized the need to integrate the interests of year-round and summer residents and visitors.[150] The organization's stated purpose was "the active cooperation of the permanent citizens with the summer residents and visitors in making such use of the remarkable natural advantages and beauty of the place as to render it a more delightful village to live in and visit." By 1914 there was already an extensive network of trails on the western side of the island including trails to all the major peaks (Fig. 72). Many of these trails were early logging roads that had fallen into disuse, while others had been used by tourists since the mid-1800s. In the early 1900s several trails were marked by path committees from the eastern side of the island as well as by local residents. In the 1915 path guide, forty paths were described on the western side of the island. These were marked on the 1916 path map with corresponding numbers.



Acadia NP Archives

Fig. 72 The Moss Trail extended from Little Notch on the West Peak of Western Mountain over the North Summit [Knights Nubble] to the Great Notch Junction. The trail is now marked as part of the Bernard Mountain South Face Trail. This circa-1916 photograph shows a series of cut, overlapping steps supported with shims.

Walter Buell served as the first Path Committee chairman for the Southwest Harbor VIA and improved existing trails and constructed several new trails. To date few of the records of the Southwest Harbor VIS have been located. However, information about these trails was occasionally included in the reports of the other path committees. The 1914 *Northeast Harbor Path Guide*, prepared by the Northeast Harbor VIS, describes a recently completed trail, "beginning to the left of Man of War brook, ascending Dog [St. Sauveur] Mountain, skirting Echo Lake, ascending Robinson [Acadia] Mountain, and returning to point of entry [from water]." The guide also recommends a hike to the rustic summer house at the summit of Western Mountain, built by the Kaign [Kaighn] family in about 1892.[151] In the 1915 *Seal Harbor Annual Report* Joseph Allen describes trails improved under the direction of Walter Buell:

> These trails can be conveniently reached by boat landing at Man o' War Brook in Valley Cove; and at the Southwest Harbor Steamboat Wharf. They have been clearly marked with permanent signs. These were located and built largely by the personal efforts and skill of Mr. Buell and his committee from Southwest to whom this committee desires to express its very cordial appreciation for their excellent work.

Specific routes mentioned included:

- Beech Mountain and Long Pond
- Dog Mountain and Robinson Mountain
- Echo Lake and Beach Cliff
- Western Mountain and East Peak

At this time many of the trailheads on the west side of the island were located at boat landings, including Man o' War Brook, Connors Cove, and the Southwest Harbor steamboat landing. These trails extended inland along early roads to lakes or directly ascended mountains. During this period, the creation of a public reservation on the eastern side of the island had only limited impact on the work of the Southwest Harbor VIA. Dorr indicated in a 1917 report that some work

was begun on trails in the newly acquired sections of the park west of Somes Sound, but most land on the western side of the island remained in private hands up until the 1920s.[152] Period plans illustrate the configuration of the trail system by 1916 (Drawing 7 and Table 8).

ISLAND-WIDE STANDARDS AND THE 1915 PATH GUIDE

With the incorporation of the Southwest Harbor VIA, the Joint Path Committee established in 1900 was expanded in 1914 to include Southwest Harbor. At this time the committee included George Stebbins from Seal Harbor and the four path chairmen: Rudolph Brunnow from Bar Harbor, Dr. Joseph Tunis from Northeast Harbor, Joseph Allen from Seal Harbor, and Walter Buell from Southwest Harbor. Resolutions adopted at the first meeting of the four Path Committees in 1914 were to:[153]

- adopt a standardized sign—wooden varnished signs with letters cut in and painted red, referred to as "Bates" signs;
- place steel signs on summit and ridge trails to eliminate the need for annual replacement;
- submit an updated path map to Edward Rand, editor of the island-wide map;
- develop a separate bridle path system to discourage equestrian use of the footpaths; and
- produce a path guide for the island.

In 1915 the Joint Path Committee published a comprehensive guide for the island's walking paths, *A Path Guide of Mount Desert Island, Maine*. The committee also decided that the numbered trails on the path map would correspond with sign markers on the trails to assist both trail workmen and hikers.[154] It appears that this system was adopted only on the western side of the island. On the 1916 path map, each trail is numbered to correspond with trail descriptions in the 1915 guide (Figs. 73 & 74, also Appendix E).

The 1915 path guide and 1916 path map clearly illustrate the remarkable productivity of the village improvement associations, sparked by the Bar Harbor VIA in the 1890s and multiplied by the efforts of committees in Northeast Harbor, Seal Harbor, and Southwest Harbor. While much of their early work involved recutting and improving existing trails, they were also proficient path makers. Skilled mountaineers such as Waldron Bates set early precedents for trail construction that were matched and improved upon by S. Weir Mitchell, Rudolph Brunnow, George Dorr, John Van Santvoord, Joseph Allen, and Walter Buell. Physical construction and maintenance were to be carried out by each district's superintendent of paths and other hired laborers. The skilled work of these individuals, including Andrew Liscomb in Bar Harbor, and the Cushman brothers and "path man" McCrae in Seal Harbor, was frequently praised in the path committee annual reports. The system was enriched with memorial trails and commemorative plaques placed in memory of path users, builders, and donors.

The trails offered access to the remote and scenic parts of the island and an escape from the musicales and lawn parties in the villages.[155] It was this nostalgia for the rusticator's experience that propelled many summer residents, including Charles W. Eliot and George Dorr, to protect the path system through the creation of a public reservation. The preservation of land, through the Hancock County Trustees of Public Reservations, offered assurance to path builders that their work would be preserved in perpetuity. At the same time, the political vulnerability of this local organization, combined with outstanding qualities of the protected resources, provided ample justification for a national park as was pursued by Dorr.

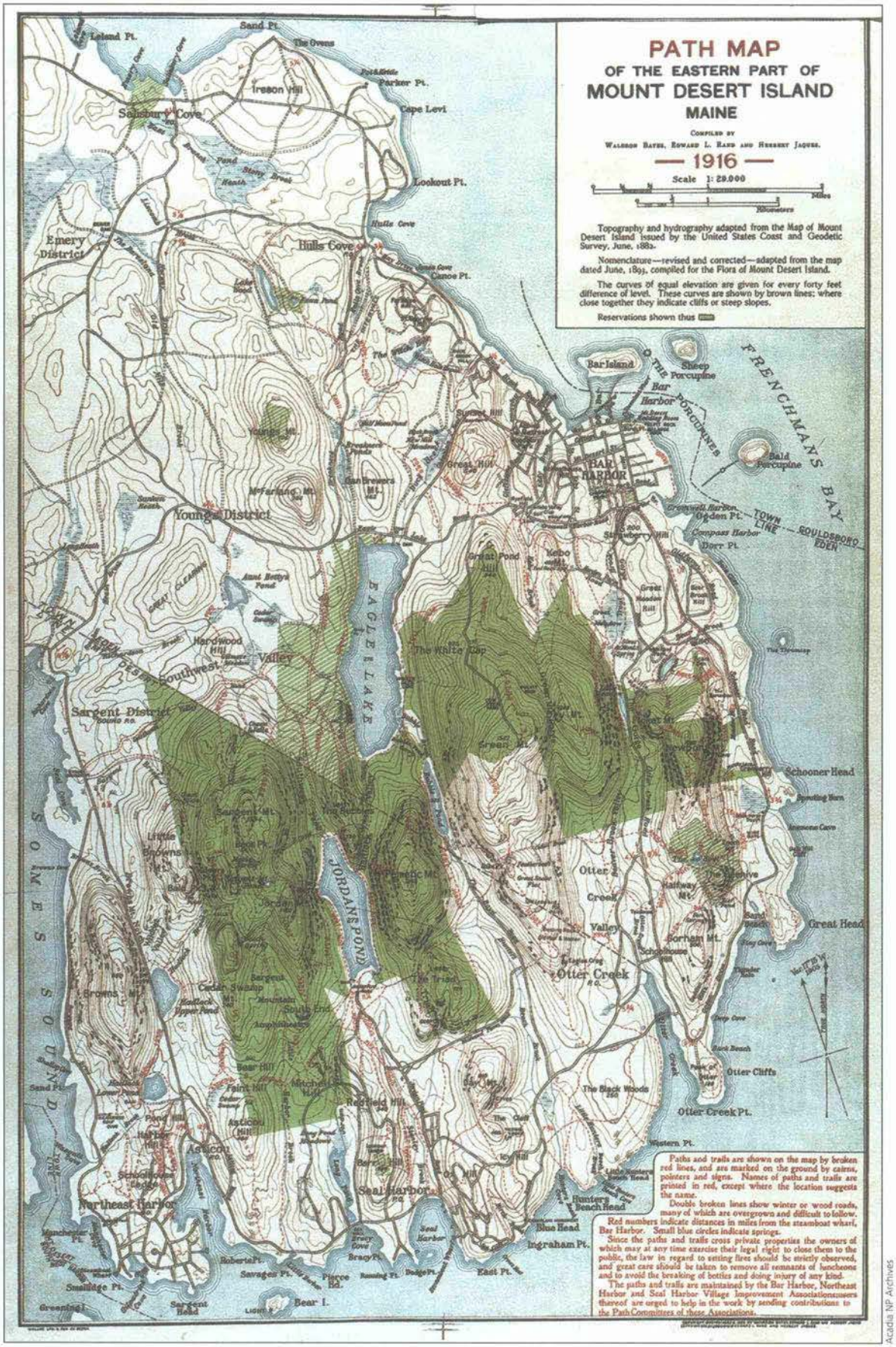


Fig. 73 Path map of the eastern part of Mount Desert, updated in 1916.

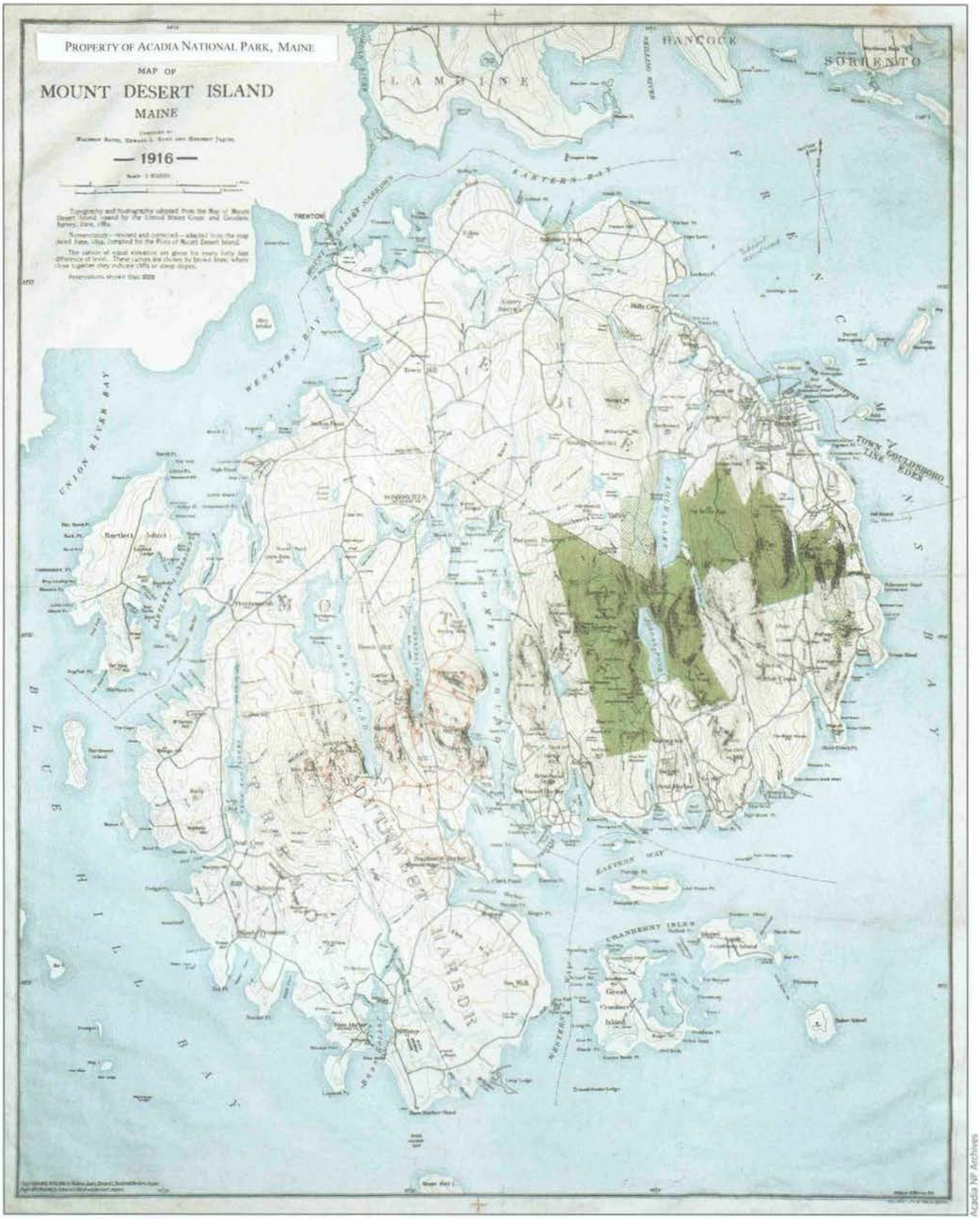
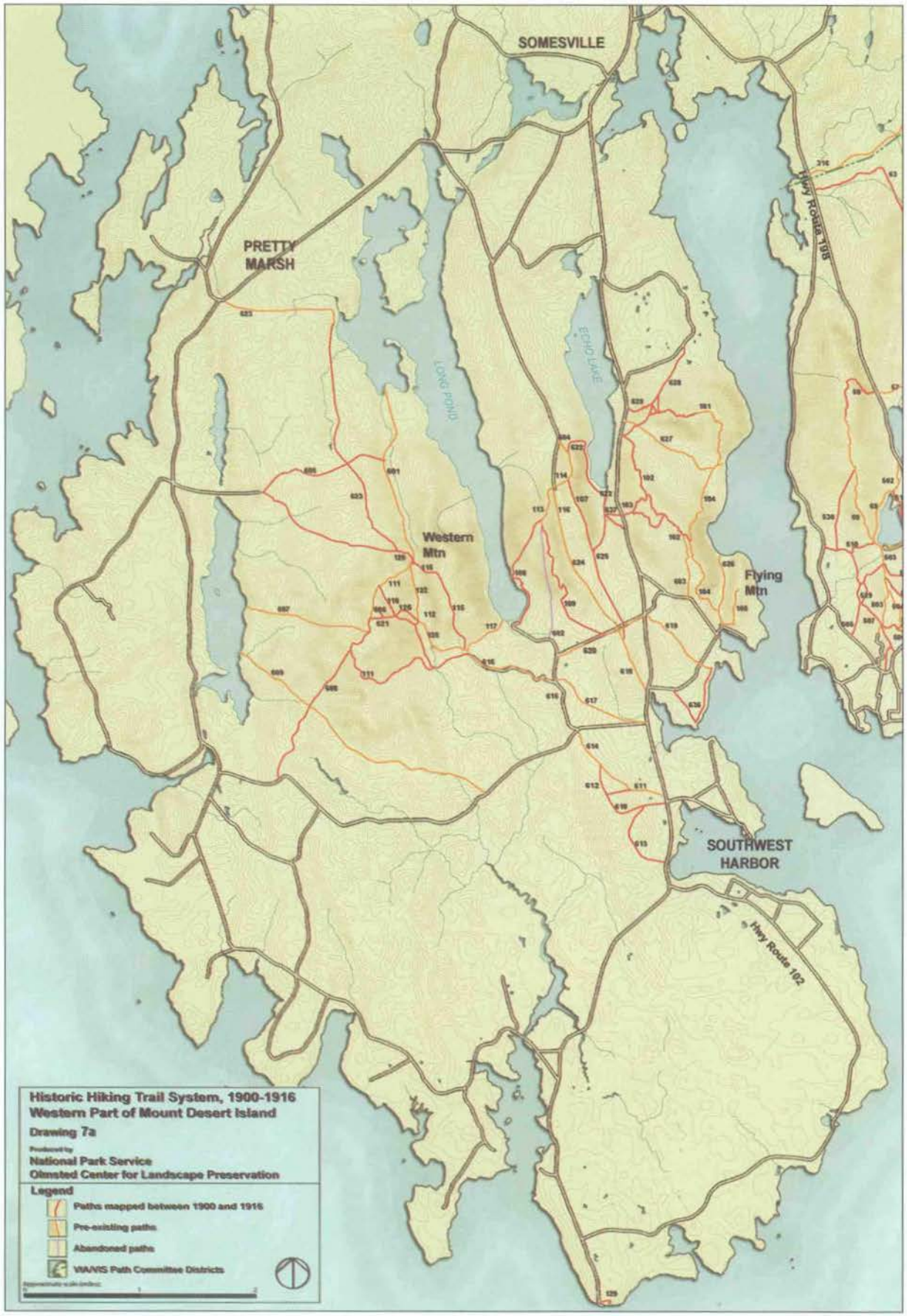
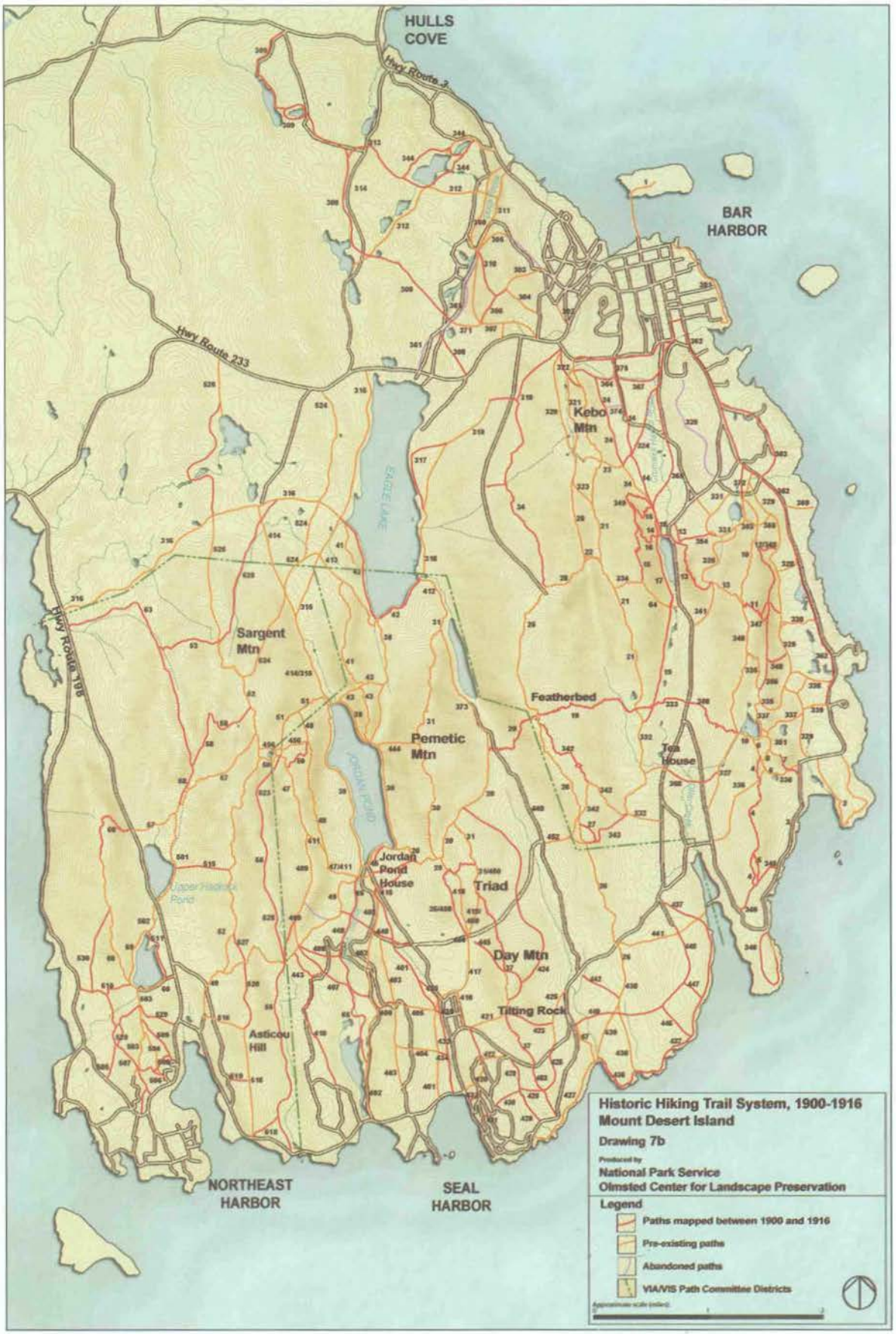


Fig. 74 Map of Mount Desert Island updated in 1916 showing paths and woods roads on the east and west sides of the island.



Drawing 7a Paths constructed by the Southwest Harbor VIA and the Joint Path Committee between 1900 and 1916.



Drawing 7b Paths constructed by the Bar Harbor, Northeast Harbor, and Seal Harbor Village Improvement Path Committees between 1900 and 1916.

Table 8. Summary of Path Work, 1900–1916, by VIA/VIS District: Bar Harbor, Northeast Harbor, Seal Harbor, and Southwest Harbor

BAR HARBOR VIA PATH WORK, 1900–1916		
Year	**Route and Path Number**	**Comments**
1900	Aunt Bettys Pond Path Extension from base of Sargent Mountain to Aunt Betty's Pond (middle section of #526)	Described by Bates in 1900,[156] connection between northern and southern sections shown on 1900 path map
1900	Canyon Brook Path (#19), section of Pond Trail (#20) and Canyon Path up east slope of south ridge of Green Mountain (#333)	Described by Bates in 1900, shown on 1900 path map as a new trail
1900	Connector between sidewalk along Schooner Head Road to bicycle path and mountain paths [Bicycle Path Connector (#372)]	Described by Dorr in 1900[157] as a pleasant shaded foot path, shown on 1901 path map
by 1900	Great Hill Path (#306)	Shown on 1900 path map as a new trail
by 1900	Great Hill to Duck Brook (#310)	Shown on 1900 path map as a new trail
by 1900	Kebo Brook Path (#364)	Shown on 1900 path map as a new trail and described by Bates in 1907
1901	From Upper to Lower Hadlock Pond (#502)	Likely preexisting route. Described by Bates in 1901, a connector trail built in cooperation with the Northeast Harbor VIS Path Committee, shown on 1901 path map. Route may have followed Champlain Society Trail used in 1881.
1901	Otter Creek Gorge to beginning of new road built by town of Otter Creek last year [1900] on west side of watershed to creek (eastern end of #19 and connector to #332)	Described by Dorr, may be a bridle path, 2.5–3 miles in length, shown on 1901 path map
by 1901	Penobscot East Trail (#50)	Shown on 1901 path map
by 1901	Little Meadow Hill [Hemlock Hill], later part of Wild Gardens Path (#354)	Shown on 1901 path map, described by Dorr in 1914 and shown as relocated on 1913 path map
by 1901	Green and Black Path (#358)	Shown on 1901 path map, connected with Canyon Brook Path for east–west route
by 1901	Path along Schooner Head Road from Bar Harbor to Red Path (#362)	Shown on 1901 path map
1902	Kebo Valley Club to Toll House (#319)	Described by Bates in 1902, shown on 1903 path map
1902	Fawn Pond Path (#309)	Described by Bates in 1902, shown on 1903 path map
1903	Chasm Brook Trail (#525)	Described by Bates in 1903, shown on 1903 path map
1903	Sargent Brook Trail [Giant Slide Trail and Pulpit Rock Trail (#63 and #53) connecting to Hadlock Brook Trail (#57)]	Described by Bates in 1903, shown on 1903 path map, with connection to Chasm Brook (#53) on 1906 path map.
ca. 1903	Green [Cadillac] Mountain North Ridge Trail (#34)	Shown as a path parallel to the road on 1903 path map, short sections are relocated in 1925–31 during motor road construction
ca. 1903	Connecting path to Eagle Lake (#308)	Shown on 1903 path map
ca. 1903	North section of path along eastern shore of Eagle Lake (#317)	First appears on 1903 path map
ca. 1903	Gorge Path to Kebo, west side (#320)	Shown on 1903 path map, included in Peabody's 1890 diagram of paths

Year	Route and Path Number	Comments
ca. 1903	Eastern half of Tea House Path (#368)	Shown on 1903 path map, western part in on 1896 path map
1904	Connector trail between Sargent Brook Trail [Giant Slide] and Chasm Brook Trail at Aunt Bettys Pond Path [Sargent Mountain North Ridge Trail (#53)]	Described by Bates in 1904, shown on 1906 path map
1905	Eagles Crag Path (#27 and #343) [Lower path later called Eagles Crag Foot]	Described by Bates in 1905, shown on 1906 path map
1906	Cadillac Cliff Path and south end of Black Trail to Otter Creek and Thunder Hole [Gorham Mountain Trail (#4), Cadillac Cliffs Trail (#5), Cadillac Cliffs to Thunder Hole (#345), and Cadillac Cliffs to Otter Creek/ Black Path (#346)]	Described by Bates in 1906, shown on 1906 path map
1906	Path extended over Peak of Otter to Otter Cliffs Path (#340)	Described by Bates in 1906, shown on 1906 path map, connects to earlier road and trail section to form loop
1906	Section of Potholes Path (#342) Extension of Potholes across Great Snake Flat north to Featherbed	Described by Bates in 1906, shown on 1906 path map
1906	From Witch Hole Path to Fawn Pond Path (#313)	Described by Bates in 1906, shown on 1906 path map
1907	Kebo Mountain from Kebo Valley Club (#322)	Described by Bates in 1907, shown on 1909 path map
1907	Loop around Fawn Pond, addition to the Fawn Pond Path (additional section of #309)	First section built in 1902 by Bates, extension described by Bates in 1907, included placement of a plaque for Charles How at Fawn Pond, shown on 1909 path map
1910	Witch Hole Pond Loop (#344) Around the property of Mrs. Davis, from Paradise Hill Road around the west side of Witches Hole to join the Witch Hole Path	Described by Mitchell in 1910,[158] shown on 1911 path map
rebuilt 1910	Waldron Bates Memorial Path/Bates Chasm Path (#525)	Laid out by Bates in 1903 as the Chasm Brook Trail. Improved and renamed under the direction of Mitchell as described in 1910.
1913	Top of Cadillac Cliffs [Upper section of Gorham Mountain Trail (#4)]	Laid out by Mitchell and Madison Taylor in 1911, built in 1913 as described by Brunnow, shown on 1917 path map
1913	New approach to the Cadillac Cliffs Path so as to lead to the Bates Memorial Tablet, section of Black Path [Gorham Mountain Trail (#4)]	Described by Brunnow in 1913[159] but no visible change on path map
1913	Orange and Black Path (#348) [section of the Champlain East Face Trail (#12)]	Described by Brunnow in 1913, shown on 1913 and 1916 path maps as "Yellow & Black" and 1917 path maps as "Orange & Black"
ca. 1913	Old Farm Road, Sols Cliff Path (#363)	Shown on 1913 path map
ca. 1913	Connection from the Kebo Mountain Path to the Harden Farm Path [Section of Stratheden Path (#24)]	First appears on the 1913 path map, possibly built by Dorr
ca. 1913	Gorge Road Path (#365) and Sieur de Monts Spring–Tarn Connector (#18)	First appears on the 1913 path map, possibly built by Dorr as part of Wild Gardens Path
ca. 1913	Wild Gardens Path, west end (#324) Through Great Meadow, west of Trout Brook to Sieur de Monts Spring	Shown on 1913 path map, described in 1915 path guide, described by Dorr in 1917 pamphlet, no longer marked on 1926 path map

Year	Route and Path Number	Comments
1914	Echo Point Trail (#356)	Described by Brunnow in 1914, shown on 1916 path map, described in the 1928 path guide
Relocated 1914	Widening of path from the Bicycle Path on Little Meadow Hill to the Gorge Road Part of the Wild Gardens Path (#354)	Described by Dorr. Path is shown on 1901–11 maps as over "Hemlock Hill" to Little Meadow [Tarn], but mapped differently on 1913 and later maps
1915	Kane Path [Tarn Trail (#17)]	Funded by Mrs. John I. Kane, described by Brunnow in 1914, completed and dedicated in 1915, attributed to Dorr, shown on 1913 path map, labeled on 1916 path map
1915	Beachcroft Path (#13)	Funded by Mrs. A. Morton Smith, described by Brunnow in 1914 and 1915, western end connected with existing path between Picket and Newport Mountains, attributed to Dorr, shown and labeled on 1916 path map
1915	Precipice Path (#11)	Described by Brunnow in 1915, shown on 1916 path map
1915	Cliff Trail/Path to Great Cave (#347)	Shown on 1916 path map as part of the Precipice Path. Described as part of the Precipice Path in the 1915 Path Guide. A sign at the base of the trail installed in the 1930s but still evident in 1950s stated "Cliff Trail."[160]
1915	Kurt Diederich's Climb (#16)	Funded by Mrs. Hunt Slater in memory of her nephew, described by Brunnow in 1915, attributed to Dorr, shown and labeled on 1916 path map
1915	Homans Path (#349)	Constructed by Dorr in 1915 as part of Kurt Diederich's Climb, source of funding may have been Dorr, mentioned by Brunnow in 1916, shown and labeled on 1916 path map
1916	Little Precipice Path [Beehive Trail (#7)]	Described by Brunnow in 1916, shown on 1916 path map
1916	Emery Path [Dorr Mountain East Face Trail (#15)]	Funded by Mrs. Alfred Anson, constructed under the direction of Dorr as described by Brunnow in 1916, shown and labeled on 1916 path map
1916	Jesup Path (#14 and unmarked section #375)	Shown on 1916 path map, described by Dorr in 1917 pamphlet
1916	Cadillac Path (#367)	Shown on 1916 path map, described by Dorr in 1917 pamphlet

NORTHEAST HARBOR VIS PATH WORK, 1900–1916		
Year	**Route and Path Number**	**Comments**
1900	Union Chapel to Golf Grounds [Quarry Trail (#505)]	Two miles of broad path, described by Gardiner in 1900, shown on 1901 path map
by 1900	Upper Hadlock Pond to Cedar Swamp Mountain (#515)	Shown on 1900 path map as a new trail
ca. 1901	Little Harbor Brook Trail (#55)	Shown on 1901 path map
ca. 1901	Harborside Inn Trail (#506)	Shown on 1901 path map
ca. 1901	Golf Club Trail (#507)	Shown on 1901 path map
reopened ca. 1901	Water Pipe Trail (#510) between the Golf Links and Lower Hadlock Pond (formerly the Champlain Society Trail)	Shown on 1901 path map
ca. 1901	Little Harbor Brook to the Eliot House (#518)	Shown on 1901 path map
ca. 1901	Path to the Thuja Lodge [Eliot Mountain Trail #519)]	Shown on 1901 path map, rough path laid out by Joseph Curtis, improved by Charles Savage in the 1920s–50s.
extended 1903	Brown Mountain Summit to Upper Hadlock Pond, later named the Brown Mountain Goat Trail (#60)	Shown on 1903 path map but mapped as a winding route to the north of the current route
ca. 1903	Pond Hill Trail (#529)	Shown on the 1903 path map, may also be route described in 1914 guide as "by Power House at Asticou Corner"
ca. 1903	Four new spur trails on Schoolhouse Ledge (no #s)	Shown on 1903 path map, these disappear on later maps as there were too many trails cut in this area
1906	Skidoo Trail (#509) [Hill Top Walk]	Shown on the 1906 path map and labeled " Hill Top Walk." Described by Tunis in 1914 as having 23 rustic stone steps and numerous more than along woods path to Lower Hadlock Pond.
1914 extended 1915	Eastern, upper end of Maple Spring Trail (#58) Extended in 1915 further up the gorge to east of Gilmore Peak	Described by Tunis in 1914 and extension in 1915, shown and labeled on the 1916 path map, see 1926 map for addition of lower half of trail
1914	Lower Hadlock Pond, east side (#511) 1914 guide notes it is "now possible to make a complete circuit of the [Lower Hadlock] pond"	Shown on 1916 path map. In 1916, 200 feet of this trail was relocated to allow the existing route to be part of a bridle path from Vignoles stable to Lower Hadlock Pond.
1914	Golf course to Brown Mountain (#530) 1914 path guide describes as a "rough trail"	Shown on 1916 path map
1914	Asticou Ridge Trail (#520) 1914 path guide describes as a "rather rough."	Section south of summit shown on 1893 Rand map, section north of summit shown on 1916 path map, also described by Martin in 1885
reroute 1915	Water Fall Trail [Hadlock Brook Trail (#57)]	First shown on 1893 Rand map, rerouted by Tunis in 1915, described by Weekes of the Bar Harbor VIA in 1919, no change in route visible on path maps until later. See 1916 path map for early alignment.

SEAL HARBOR VIS PATH WORK, 1900–1916		
Year	**Route and Path Number**	**Comments**
1900	Shore Path, Seal Harbor (no #) From bridge between the Seaside and Glen Cove Hotels to Pinkhams Wharf	Now a sidewalk, described by Rand
improved 1900	Barr Hill Path (#404) From Seaside Inn to top of hill near church	Extended and improved, described by Rand in 1901, shown on 1896 path map
improved 1901	Seaside Inn to Jordan Pond (#401)	Improved, described by Rand, northern end extended on 1901 path map
1901	Jordan Stream Path (#65) From Jordan Pond to Long Pond Meadows	Described by Rand, shown on 1901 path map
1901	Notch Trail (#406)	Shown on 1901 path map
1901 improved 1909	Path over Mitchell Hill (#407) to "Five Corners" intersection on Asticou Trail and the South End Path. Route described by Van Santvoord as "from Jordan Stream over Mitchell Hill joining the Asticou Path at 'South End' sign."	Shown on 1901 path map, described by Rand in 1902 and Van Santvoord in 1901
1901	Squirrel Brook Trail (#408) A branch path to Northeast Harbor Trail	Shown on 1901 path map, described by Rand in 1902
1901	Cutoff between Pond Trail and Seaside Trail (#415)	Shown on 1901 path map, described in 1915 path guide
1901	Trail to Tilting Rock (#423)	Shown on 1901 path map, described in 1915 path guide
1901	Pipeline Path (#448)	Shown on 1901 path map
1901	Dane Trail (#445)	Shown on 1901 path map as northwestern end of trail over Day Mountain summit
1901	Around Hunters Beach Head to Little Hunters Beach (#436)	Shown on 1901 path map, described by Rand in 1902
1903	Little Hunters Beach path from Boyd Road (#442)	Described by Rand in 1903, shown on 1903 path map
1903	Jordan Pond House to Stepping Stones (#45) Route now part of self-guided Jordan Pond Nature Trail	Described by Rand in 1903, shown on 1903 path map
reroutes 1903, 1908	Jordan Stream Path (#65)	Route dates to 1901, reroute described by Rand in 1903, shown on 1903 path map, reroute in 1908 described by Van Santvoord, eliminated two bridges
extended 1903	Seaside Trail extended north to Jordan Pond House, called the White Lyon Path (#401)	Described by Rand in 1903, shown on 1903 path map
1903	Stanley Brook Path (#433)	Described by Rand in 1903, shown on 1903 path map
1903	Stanley Brook–Seaside Path upper connector (#435) From junction of Jordan Pond Road and Otter Creek Road across Brook Valley to Seaside Inn Path	Described by Rand in 1903, shown on 1903 path map
1906	Seal Harbor Village Path (#431)	Shown on 1906 path map
1906	Seal Harbor Village Path (#432)	Shown on 1906 path map
1906	Champlain Monument Path or lower end of Day Mountain Path (#453)	Shown on 1906 path map, built in conjunction with the placement of the Champlain Monument on a tract of land owned by the HCTPR
reroute 1908	Jordan Stream Path (#65)	Route dates to 1901, reroute described by Van Santvoord, eliminated two bridges
ca. 1909	Birch Brook Trail (#429) From Route 3 to Cooksey [Sea Cliff] Drive	Shown on 1909 path map
ca. 1909	Cross Trail from Birch Brook to Upland Road (#430)	Shown on 1909 path map

Year	Route and Path Number	Comments
1911	Amphitheatre trail in Harbor Brook Valley Amphitheatre Trail (#56), south section (#528), north section (#523)	Described by Van Santvoord, shown on 1911 path map, Middle section (#56) extended to Hadlock Brook Falls via Birch Spring in 1917
1911	Path to caves on Day Mountain (#424)	Short path to caves shown on 1911 path map, 1911 Seal Harbor VIS report describes that cave entrance was enlarged
1911	Extension of Champlain Monument Path to Day Mountain Trail (south section of #37)	Described by Van Santvoord in 1911, shown on 1913 path map
1911	Stanley Brook–Seaside Path lower connector (#434)	Shown on 1911 path map
1911 and 1914 reroute	New connector between South End Trail (#409) and Little Harbor Brook. Reroute of steep section of Jordan shoulder from Asticou Trail (eastern connector shown as closed on 1900 map and later no longer mapped).	Shown on 1911 path map, reroute described by Allen in 1914
1912	Shore path from Little Hunters Beach to Otter Creek (#437)	Described by Van Santvoord in 1912, shown on 1913 path map
relocated 1912	Ascent of East Triad (#418 and #419)	Southern end of trail relocated to accommodate new owners of Wildwood Farm, the Danes, shown on 1913 path map
1914	West [East] Triad south to Wildwood Farm Road (#31 or part of Van Santvoord Loop, see below)	Described by Allen in 1914, shown on the 1916 path map
1915	Champlain Monument Path to Seal Harbor Tennis Courts (#428)	Described by Allen in 1915, shown on the 1916 path map
1915	West Side of Long Pond (#410)	Described by Allen in 1914 and 1915, shown on the 1917 path map
1915	Van Santvoord Trail [Sections of Triad Path, east (#419), Pemetic Mountain Trail (#31), Hunter's Brook Trail (#35)—collectively this memorial trail is referenced as #450]	Described by Allen in 1914–17, plaque placed in 1916, shown on 1916 path map
1915	Cedar Mountain Cutoff (#527)	Described by Allen in 1915, shown on 1917 path map
1915	Black Woods Trail (#440)	Described by Allen in 1915, shown on 1916 path map
1915	Cross Trail, south of Mitchell Hill (#443)	Described in 1915 path guide, shown on 1917 path map
1915	Trail to Western Point (#446)	Described by Allen in 1915, shown on 1916 path map
1915	Trail to Otter Cove (#447)	Described by Allen in 1915, shown on 1916 path map
extended 1916	Ox Hill Summit to Day Mountain (#421)	Trail extended from Ox Hill to Day Mountain, shown on 1916 path map
extended 1916	Valley Trail/Day Mountain Caves to Pond Trail (#424)	Short section to caves first shown on 1911 path map, long extension described by Allen in 1916, shown on 1916 path map
by 1916	Champlain Monument Cutoff (#426)	Shown on 1916 path map, connecting #428 and #425

WESTERN SIDE OF THE ISLAND AND SOUTHWEST HARBOR VIA PATH WORK, 1900–1916		
Year	**Route and Path Number**	**Comments**
by 1906	Beech Mountain Loop Trail, eastern half (#113)	Likely used in the late 1800s. Shown on 1906 path map, described as part of route #25 in 1915 path guide and 1916 island map
by 1906	Beech Cliff Loop Trail (#114)	Area described by Tracy in 1855, DeCosta in 1871, and Martin in 1885. Shown on 1906 path map, described as part of route #25 in 1915 path guide and 1916 island map
by 1906	Pine Hill to Deep [Great] Brook (#605)	Shown on 1906 path map
by 1906	Kaighn Trail (#606) From the Spring Trail (#621) along Bernard Mountain ridge	Shown on 1906 path map, described in 1915 path guide as "From Spring Notch north over Middle Summit, past Kaighn Summer House, to Little Notch."
by 1906	Oak Hill to Bernard Mountain (#608)	Shown on 1906 path map
by 1911	Sluiceway Trail (#110) [Upper half above Lookout Point called the Little Notch Trail]	Shown on 1911 path map, described as route #16 in 1915 path guide and 1916 island map
by 1911	Section of Western Mountain Trail (#120)	Shown on 1911 path map, described as route #22 in 1915 path guide and 1916 island map
by 1911	Spring Trail (#621)	Shown on 1911 path map, described as route #17 in 1915 path guide and 1916 island map
by 1911	Pretty Marsh Trail [Center Trail] (#623)	Shown on earlier maps as logging road. Shown on 1911 path map, described as route #21 in 1915 path guide and 1916 island map
by 1911	Echo Lake Trail (#622) From Beech Cliff Trail (#114), north of Beech Cliff, down to Echo Lake and to Beech Cliff Trail south of Canada Cliffs (#107, 625)	Shown on 1911 path map, described as route #28 in 1915 path guide and 1916 island map
by 1911	Beech Cliff Trail (#625, 107 and 114) From Beech Cliff Road, near Somesville Road, over Canada Cliffs to Beech Cliff	Shown on 1911 path map, described as route #27 in 1915 path guide and 1916 island map
1915	Robinson Mountain Trail [Acadia Mountain Trail (#101)] (eastern half of trail shown on earlier maps)	Described by Allen in 1915, described as a new path in 1914 Northeast Harbor guide, described as routes #36, #37, and #39 in 1915 path guide and 1916 island map
1915	Dog Mountain Trail [St. Sauveur Trail (#102, 104)]	Described by Allen in 1915, described as a new path in 1914 Northeast Harbor guide, described in 1915 path guide and shown as routes #31, #32, and #33 on 1916 island map
1915	Ledge Trail (#103 and #121)	Described as route #34 in 1915 path guide and 1916 island map, possibly described by Allen in 1915
ca. 1915	Beech Mountain West Ridge Trail (#108)	Described as route #25 in 1915 path guide and shown on 1916 island map
ca. 1915	Beech Mountain South Ridge Trail (#109)	Described as route #26 in 1915 path guide and 1916 island map
ca. 1915	Bernard Mountain South Face Trail (#111)	Described as routes #18, 19 and 20 in 1915 path guide and 1916 island map[161]
ca. 1915	Razorback Trail (#112)	Described as route #23 in 1915 path guide and 1916 island map, originally from top of East Peak Trail, near East Peak (Mansell Mountain summit) over Razorback rock formation to Great Notch. Current route on 1926 path map

Year	Route and Path Number	Comments
ca. 1915	East Peak Trail [Mansell Mountain Trail] (#115)	Described as route #23 in 1915 path guide and 1916 island map, upper end described as Razorback Trail (#112)
ca. 1915	Cold Brook Trail (#117)	Described as route #12 in 1915 path guide and 1916 island map
ca. 1915	Church Lane/Path (#610)	Designated as walking path #1 in 1915 path guide and 1916 island map
ca. 1915	Pines Path (#611)	Designated as "The Pines" walking path # 2 in 1915 path guide and 1916 island map
ca. 1915	Cross Road/Path (#612)	Designated a walking path #3 in 1915 path guide and 1916 island map
ca. 1915	Woods Road/Path (#613)	Designated a walking path #4 in 1915 path guide and 1916 island map
ca. 1915	Dole Trail (#619)	Designated a walking path #10 in 1915 path guide and 1916 island map
ca. 1915	Canada Cliffs to Dog Mountain Connector (#637)	An extension of the Ledge Trail (#103) leading west toward Canada Cliffs. Designated a walking path #34 to #28 in 1915 path guide and 1916 island map
ca. 1915	Quarry Trail (#628) From the Quarry to the Acadia Mountain summit then heading back to the Quarry 0.1 mile east of the summit.	Designated a walking paths #38 in 1915 path guide and 1916 island map
ca. 1915	Somesville Road/Path (#629)	Designated a walking path #39 in 1915 path guide and 1916 island map
ca. 1916, 1926	Town Slip Paths (#636)	Routes from Town Slip to Norwood Road shown on 1916 island map but not numbered. Route to Dole Slip shown on 1926 path map.

CREATION OF A NATIONAL PARK, 1916–1932

The establishment of the Sieur de Monts National Monument in 1916 that later became Lafayette National Park in 1919 and Acadia National Park in 1929, ushered in a new era for the island's path system. When established, the 5,000-acre park contained a small fraction of the island-wide trail system that by this time covered over 200 linear miles. The village improvement societies' path committees continued to be very active, maintaining and building new trails both on private and federal property. This was beneficial to the fledgling park since it had neither staff nor funds for maintenance. However, disagreements arose as the park developed visitor facilities. The expansion of Rockefeller's carriage roads system, the construction of a park motor road system, and changes in the names of mountains sparked protests from path users and path committee chairmen.

Concurrently, the construction of new summer cottages and the inflow of money to the island began to decline. Many of the activities of the path committees were suspended during American involvement in World War I between 1917 and 1918. After the war, new trail construction resumed yet not with the same fervor, as path committee members felt the system complete. The paths built during this period followed precedents of exceptional quality set by Waldron Bates, Rudolph Brunnow, George Dorr, and others. By this time, the path superintendent for the Bar Harbor VIA, Andrew Liscomb, had many years of experience. Path construction included the skillful use of stone and iron for flat tread, steps, walls, and bridges.

The memorial path system, initiated with the Waldron Bates Memorial Path along Chasm Brook in 1909, expanded as many of the founding members of the summer cottage community were laid to rest. A fitting tribute was to construct and name a path in memory of a family member. In 1924 a memorial trail was endowed with a maintenance fund. During the next six years, four other individual trail endowments followed. As the park's first superintendent, George Dorr introduced new names for many of the island's major peaks to call attention to earlier historical figures. Green Mountain was referred to as Cadillac, Newport as Champlain, Picket as Huguenot Head, Dry as Flying Squadron, Jordan as Penobscot, Brown as Norumbega, Little Brown as Parkman, Robinson as Acadia, and Dog as St. Sauveur. While Dorr's names were proliferated by National Park Service publications, locals retained the earlier names, which resulted in considerable confusion for many years.

SUPERINTENDENT GEORGE B. DORR

George Dorr's efforts to protect the natural beauty of Mount Desert Island began in the 1890s with his acquisition of undeveloped land in the Bar Harbor area. With no clearly defined career, Dorr became increasingly devoted to land protection. This pursuit was channeled through his active involvement in the Bar Harbor VIA and Hancock County Trustees. In July 1916 President Wilson approved the designation of a 5,000-acre tract as Sieur de Monts National Monument. Dorr was appointed the park's first superintendent. This role was perfectly suited for Dorr, who had both a plan and a course of action for expanding and improving the park. Dorr envisioned the park as a sanctuary, at once preserving and exhibiting wildflowers and wildlife of the Acadian region. He felt that the park, particularly the Great Meadow area, could be laid out to further the art of landscape gardening.[162] Prior to the park's official designation as a National Monument, Dorr built several paths leading from Bar Harbor into the park as described in the previous chapter. Within the area designated as a park in 1916, Dorr reported that over 100 miles of rough trail already existed. Few of the trails, however, were in good condition, and some routes in cliff sections were quite dangerous. Dorr believed that the park, once fully developed, should offer between 200 and 300 miles of trails, plus 50 miles of bridle paths, all of a "permanent and well-built character."[163]

While Dorr saw footpaths as an important element of the park, he noted that each mountain was so deeply

divided from its neighbors that it formed its own distinct landscape and would require separate development of roads or paths.[164] Dorr also envisioned greater access and enjoyment of the park via carriage and motor roads.

IMPACT OF PARK CARRIAGE AND MOTOR ROADS

In 1910 John D. Rockefeller, Jr. (1874–1960) purchased 150 acres on Barr Hill overlooking Seal Harbor and later acquired adjacent parcels, including Little Long Pond. Many existing paths maintained by the Seal Harbor VIS crossed Rockefeller's land, and he allowed continued access to them. Rockefeller, a lover of horses, carriages, and road building, began constructing carriage roads on his Seal Harbor property in 1913.[165] The first roads ran along the east side of Barr Hill, and the east and west sides of Little Long Pond, crossing several paths. The carriage road on the east side of Little Long Pond, which had been marked as a walking path by the Seal Harbor VIS, was formerly a road from Bracey Cove to Jordan Pond and thus was easily converted to a carriage road.

During the early years of Rockefeller's carriage road construction on his own land, there were no objections raised by the Seal Harbor Roads and Paths Committee. Rockefeller in fact joined the Seal Harbor VIS in 1910, became a member of the Roads and Paths Committee in 1917 and an officer of the Society in 1926. He also contributed generously to the special path fund for construction and maintenance. His early carriage roads were lauded by Path Committee chairman and neighbor Joseph Allen, who saw the roads as easy walking routes that offered connections to existing footpaths.

However, Rockefeller envisioned a much larger carriage road system that would extend throughout the mountains, connecting the villages. Accomplishing this required crossing land held by the Hancock County Trustees of Public Reservations. His request coincided with the 1915 termination of the automobile ban, when there was a great interest in a separate network of bridle paths. With the support of Charles W. Eliot and George B. Dorr, Rockefeller gained approval from the Trustees to build roads over HCTPR property at his expense with no legal rights. This allowed him to build roads to Jordan Pond and to connect with the Northeast Harbor bridle paths.

A year later when the Sieur de Monts National Monument was established, there were many pedestrian paths leading to and through the new park, but the park was difficult to access by horse or automobile (see Fig. 73). During the park's first ten years, Dorr worked closely with Rockefeller on a plan for expanding the park and adding carriage and motor roads. For much of the work, Rockefeller purchased large tracts of land and built roads on his own land before donating it to the park. These alterations are chronicled on maps printed in 1917 through 1932 (Appendix E).

Some of the routes selected required the relocation of sections of path, such as the Curran Path along the west shore of Eagle Lake.[166] Most of his carriage roads, however, were not laid out over existing paths, but did travel beside, and often crossed paths. As his plans became increasingly clear, many walkers realized the potential impact of Rockefeller's roads on areas that they considered most remote. This issue came to the forefront in 1920 when Rockefeller began to construct a carriage road through the Amphitheatre Valley, considered by walkers to be one of the most wild and beautiful areas on the island. The ensuing debate was symbolic for the division it created between those who felt natural areas should be inaccessible and protected from human interference, and those who felt these areas should be accessible and appreciated by all. George Wharton Pepper, a Philadelphia lawyer and Northeast Harbor summer resident, opposed the carriage roads and wrote to Rockefeller:

> The Amphitheatre, is as yet unbroken forest—a wilderness of tree tops. Pierce this with a road or roads and its character will vanish. Not merely will its beauty be marred when viewed from the heights, but the sense of remoteness which now gives it charm will be replaced by the realization of accessibility. This means that Park

> will be over-developed and the due proportion of Wilderness destroyed.... If the Amphitheatre is pierced my own interest in the Eastern part of the island will to a great extent evaporate. I have loved the place for thirty years. There are many lovers of the Island and admirers of yours who feel as I do.[167]

Conversely, both Rockefeller and Dorr believed that rustic-style carriage roads and bridle paths would enhance the natural landscape setting for all to appreciate. As a result of this controversy, Rockefeller halted construction on the carriage road through The Amphitheatre. However, ten years later, in 1930, he proceeded with construction of what he deemed to be a vital link in the carriage road system, thereby severing the Amphitheatre Path in two locations.

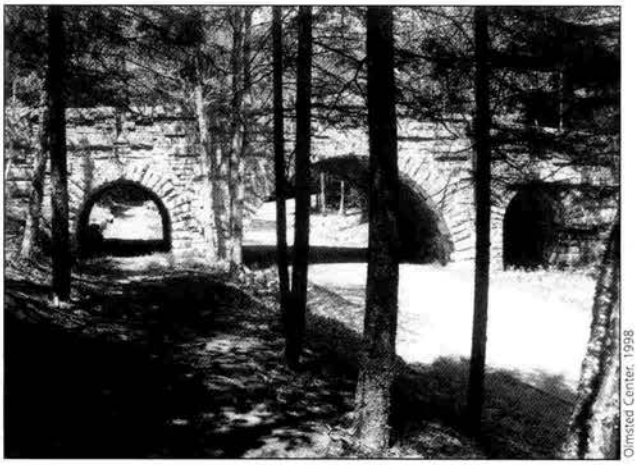
The motor roads had a much larger impact on the walking path system than the carriage roads. Built over or adjacent to trails and cutting across others, the motor roads divided up large tracts of wilderness into accessible areas. The first motor road, completed in 1927 from Eagle Lake to Jordan Pond, connected Bar Harbor with Seal Harbor. This road cut through a remote and botanically rich area known for orchids along the Pemetic Mountain Goat Trail.[168] The road up Cadillac Mountain, completed in 1932, crossed the North Ridge Trail six times, necessitating major rebuilding of the path. The Ocean Drive Road overlaid sections of footpaths, and the road along Otter Cove was built adjacent to the shore path from Little Hunters Beach to Otter Creek. Despite the efforts of George Wharton Pepper, the village improvement association path committee chairmen, and others, carriage and motor road construction moved forward.

Rockefeller's efforts resulted in 50 miles of park carriage roads by the 1940s and 26 miles of park motor roads by the 1950s. Although the carriage and motor road network throughout the eastern half of the island were disruptive to the preexisting path system, there were benefits. Most notably, Rockefeller purchased and donated nearly 10,000 acres for the park, thereby protecting the land traversed by paths. Rockefeller also funded the reconstruction of paths where they were crossed by carriage roads and motor roads and incorporated the system into his design. Elements included steps and retaining walls to accommodate changes in grade, or in some cases archways under bridges to allow trails to cross under the carriage roads (Fig. 75). Rockefeller worked cooperatively with Dorr to build much of the road infrastructure, parking lots, and trailheads ostensibly needed for a functioning park. Major alterations to the trail system caused by carriage and motor road construction are noted as they fit into the chronology of trails built and maintained by the village improvement associations.[169]

BAR HARBOR VILLAGE IMPROVEMENT ASSOCIATION PATH WORK, 1917–32

After the establishment of the National Monument, the Bar Harbor VIA Path Committee continued to care for over 125 miles of trails in its district. The path maintenance program required approximately $600 a year and was funded by a combination of special donations for path work and the $250 generated annually from the Waldron Bates trust of $5,000. Donations diminished considerably during the World War I years, but increased again in the early 1920s.

When Rudolph Brunnow died suddenly from pneumonia in the spring of 1917, Leonard Opdycke served



Olmsted Center, 1998

Fig. 75 Triple arched Stanley Brook Bridge allows Rockefeller's carriage road to cross over the Seaside Path (left), Stanley Brook Motor Road (center), and Stanley Brook (right). Steps connect the Seaside Path and carriage road (not shown).

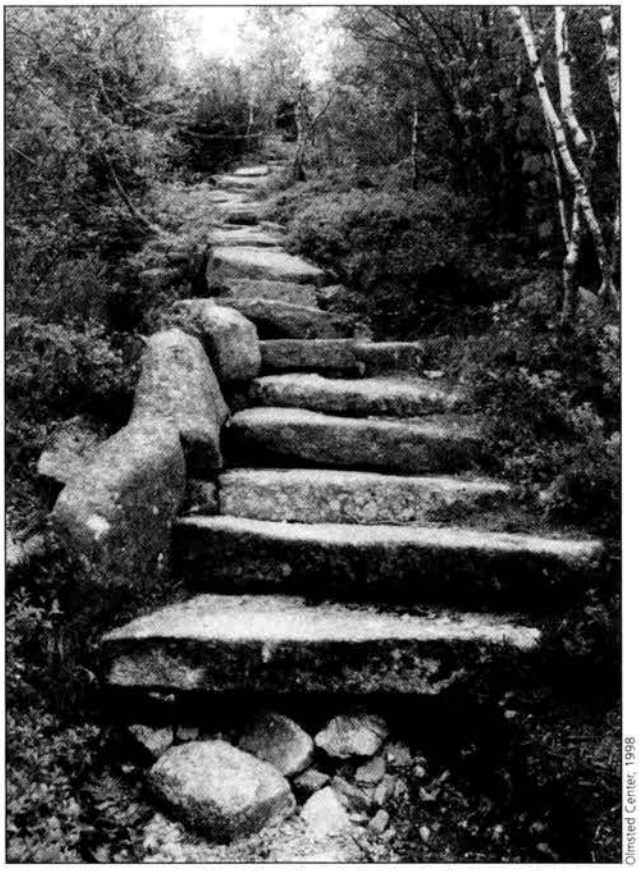
as the Bar Harbor VIA Path Committee chairman for the remainder of the year.[170] No new paths were constructed, but modifications were made to existing paths, most of which were still on private land. The entrance to the path up Great Hill was relocated eastward along the Cleftstone Road so as to not interfere with the construction of the Rowell's new home. A new gate and turnstile were built on the Old Green Mountain Road where it crossed through Mr. Puffer's farm, to keep his horses from straying when walkers left the gate open.

ROUTINE MAINTENANCE AND NEW CONNECTOR TRAILS BY FREDERIC WEEKES AND HAROLD PEABODY

Frederic Delano Weekes served as chairman from 1918 to 1923. Reports prepared by Weekes were extremely detailed, describing signs, pointers, bridges, steps installed, and trees removed for each path. His descriptions illuminate the degree to which the paths were modified through routine maintenance, particularly the addition of steps, bridges, and retaining walls necessary to stabilize the condition of the trails. For example, in 1918, 150 feet of corduroy bridges were built on the trails. On the Cadillac Mountain North Ridge Trail, 177 steps were constructed (Fig. 76). In 1919 a handrail was fastened in along the South Bubble Mountain Climb.[171] Two new flights of steps were built on the trail from Duck Brook to Witch Hole Pond. Improvements along the Duck Brook Path included replacing log retaining walls along the stream bank, the addition of sixty-eight stepping stones near the brook, and rebuilding a bridge. Vandalism and winter storms took a toll on signs and markers. Each year approximately fifty signs and two hundred pointers were replaced. The colored-path system, initiated by Jaques, received ongoing maintenance of fresh colored paint blazes. Each fall the iron railings and ladders on the cliff trails were given two coats of paint to prevent deterioration and rust during the winter.

By 1920, the park boundaries included all of the major mountain peaks with the exception of Brown [Norumbega] Mountain.[172] Park Superintendent Dorr offered to take over maintenance of the Bar Harbor VIA trails on Newport and Dry Mountains. Weekes welcomed this arrangement because he felt it would allow the VIA to concentrate funds on the further development of trails in the "North District," the area to the northwest of Bar Harbor including Witch Hole Pond. Weekes lamented that the North District was not as well connected to the village as the Sieur de Monts Spring area and spoke highly of Dorr's path work.

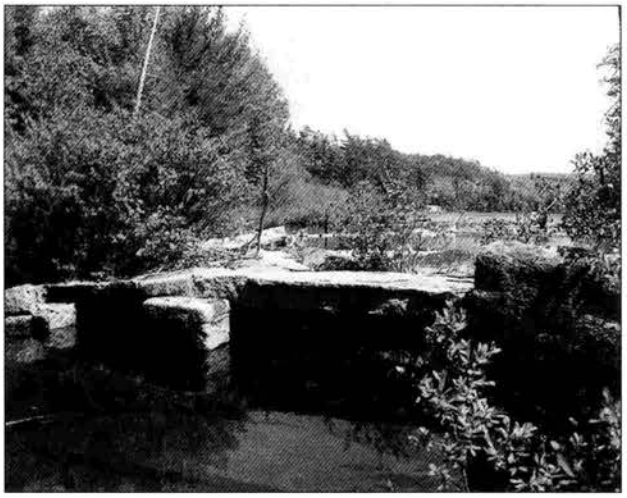
> The path committee cannot but call attention to the zeal and efficiency of Mr. George B. Dorr in his good judgment of adding to the Jessup [sic] Path a series of other trails. One of the charms of the Sieur de Monts Spring District as a result is its increased accessibility to the Village of Bar Harbor by means of various well laid out and convenient paths that he as Superintendent has recently completed.[173]

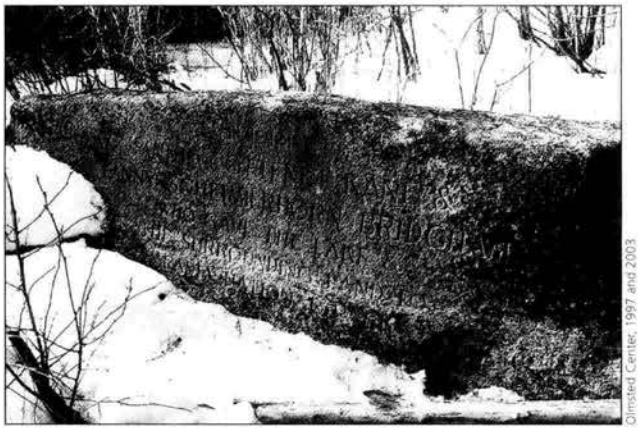


Olmsted Center, 1998

Fig. 76. Steps on the Cadillac Mountain North Ridge Trail, constructed in 1918 and supervised by Bar Harbor VIA Path Committee chairman Frederic Weekes. Andrew Liscomb, Bar Harbor VIA Superintendent of Paths from 1891 to 1931, most likely carried out the work.







Olmsted Center, 1997 and 2003

Figs. 77, 78, 79. The "Kane & Bridgham Memorial Bridge" built between 1926 and 1929 at the outlet of Lakewood, as designed by Beatrix Farrand, landscape architect and Seal Harbor summer resident. Circa-1929 photograph (top) courtesy of Acadia National Park. Due to beaver dams, the water level has risen approximately 2 feet since the completion of the bridge in 1929. Ice action has toppled the bridge but the pieces remain (center). An engraved boulder commemorates the land donors (bottom).

Weekes oversaw a large amount of work on the trails in the North District. During his tenure, many stepping stones and bridges were added to these trails, including the Duck Brook Path, Fawn Pond Path, and paths to Half Moon Pond and Witch Hole Pond. Vegetation was cut around the ponds to improve views of the water. Most trails in this area were mowed along the sides. In 1923 Weekes extended the path around the west side of Lakewood and reopened a path from the New Mill Meadow to Duck Brook and Witch Hole Pond that had fallen into disuse. Weekes encouraged landowners between Bar Harbor and the North District to allow paths to cross their lands. In 1923 Mrs. Henderson deeded land, including the Duck Brook Path and the Witch Hole Path, to the Hancock County Trustees of Public Reservations.[174]

Weekes recommended that several roads in poor condition be marked and maintained as walking paths. These included the Breakneck Road to Hulls Cove, and on the western side of the island, the road leading to Long Pond from Southwest Harbor, and the road along the top of Beech Hill to Beech Cliff.[175] A natural spring along Breakneck Road was excavated and lined with stones to provide fresh water for walkers. Ironically, over the next five years Rockefeller's carriage and motor road system would add new roads to the North District area and overlay many of paths that Weekes had improved. Table 9 summarizes path work carried out while Weekes was chairman.

Harold Peabody assumed the chairmanship of the Path Committee upon the resignation of Frederick Weekes at the end of 1923 and remained in this position through 1932. Many changes occurred during Peabody's nine-year tenure. The Path Committee separated from the Roads Committee. Five trails were endowed with maintenance funds. The Bar Harbor VIA joined with thirty-nine other member organizations in the New England Trails Conference. Peabody also led efforts to prevent the construction of motor roads through park lands and co-authored an island-wide path guide.

LOSS OF TRAILS BY BEAVER FLOODING

In the mid-1920s, Harold Peabody reported the increasing difficulty of maintaining paths around the ponds due to the rise in water levels and damage caused by beaver dams. Reintroduced to the park by the State Fish and Game Commission in 1921 and 1922, the beaver population had rapidly proliferated to a degree that necessitated trapping and shipping them off island.[176] Beavers were particularly a problem for paths built around Lakewood, Fawn Pond, and Witch Hole Pond. Much of the Witch Hole Pond Path was rerouted in 1924.

Between 1926 and 1929, a "rustic bridge" was built along the Lakewood footpath at the north end of the pond and dedicated as the "Kane & Bridgham Memorial Bridge." The simple but elegant granite block bridge was designed by noted landscape architect and Seal Harbor summer resident Beatrix Farrand (Figs. 77, 78 & 79).[177] Nearby, a bronze plaque mounted on a boulder read, "In memory of Annie Cottenet Kane & Fanny Schermerhorn Bridgham, who gave the lake and surrounding land to Acadia National Park." Located at the outlet of the pond, the bridge site required constant removal of beaver dams. After several years of active beaver control projects, energy waned. Beaver dams eventually caused the water level to rise at Witch Hole Pond, Fawn Pond, Lakewood, and many other small ponds and streams with adjacent paths. Some trails were rerouted while others fell into disuse. At Lakewood beaver dams flooded the Kane & Bridgham Memorial Bridge, causing winter ice to topple the large coping stones. The remnants of the bridge that are still visible illustrate the dramatic change in water level, which also covered much of the footpath that circled the lake.

ENDOWED PATHS

Memorial path construction, initiated earlier in the century by Waldron Bates, Dr. S. Weir Mitchell, and George Dorr, became popular again in the mid-1920s. The A. Murray Young Path and Gurnee Path, initiated in 1924 and in December of 1926, respectively, were completed during Peabody's tenure, though orchestrated by George Dorr. In 1918 Dorr had requested $2,640 from NPS Assistant Director Horace Albright for a 1-mile path through "Indian Pass...the most important pass on the island," which had no footpath through it and would require difficult construction.[178] Whether park service funds were directed toward the project is unknown. In 1924, however, Marie Hunt Young funded construction of the path in memory of her late husband. Mrs. Young furnished nearly $1,000 for trail construction, paid for a memorial tablet, and endowed the trail with a $1,000 trust, from which the interest, approximately $50 a year, would be used for annual maintenance. At the 1926 annual meeting, the Bar Harbor VIA resolved:

> That the grateful thanks of the Village Improvement Association be, and hereby is, extended to Mrs. A. Murray Young for her generous gift of One thousand dollars. It is understood that the same shall be invested and only the income used each year to keep in good repair the A. Murray Young Path up the South Gorge between Green and Dry Mountains starting at the Canon Brook Path; and that all unexpended balance of income shall be kept each year and carried over to the next year.

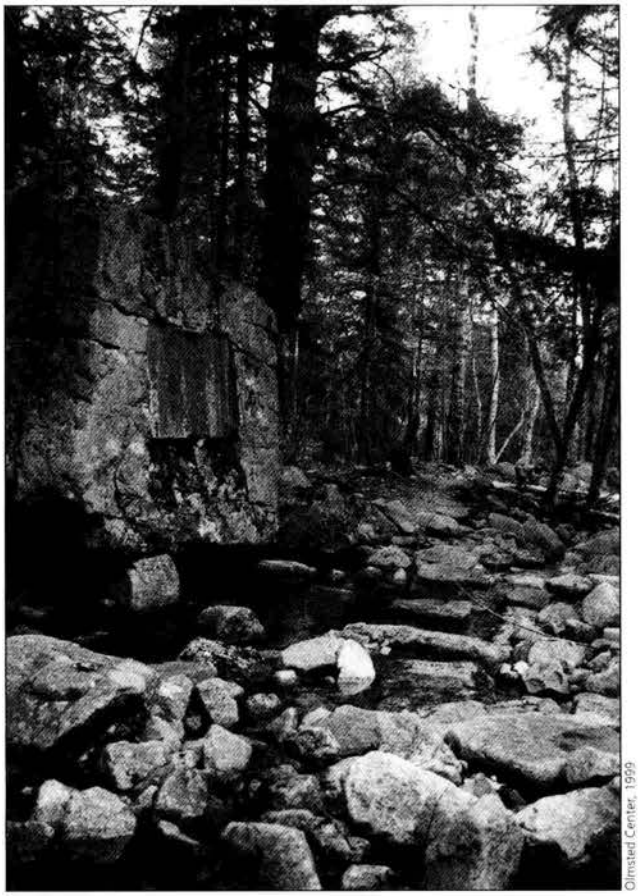
Like earlier memorial paths, the A. Murray Young Path contained extensive stonework, including almost continuous stone pavement for the length of the trail, step stones across the stream, and a commemorative plaque placed in a boulder by a stream crossing (Fig. 80).

In 1924, construction began on a long-sought-after path above the Bay Shore drive from the Fabbri garage to near Hulls Cove. The path cost approximately $2,000 to build and was funded through a special donation by Augustus Gurnee.[179] Construction work extended over two years because of the difficult terrain and was completed shortly after Gurnee's death in 1926. Gurnee's daughters, Miss Bell Gurnee, Mrs. H. H. Thorndike, and Mrs. F. L. V. Hoppin, contributed a $1,000 endowment.[180] The annual interest, approximately $55 a year, was to be applied to the maintenance of the Gurnee Path (Fig. 81). The Gurnee

Path contained remarkable stonework with long, even, piled rubble retaining walls and large capped culverts, including one large enough to stand in. Most of the tread, which began as a sidewalk in Bar Harbor, was gravel surfaced with wooden railings placed along the ledges overlooking Frenchman Bay.

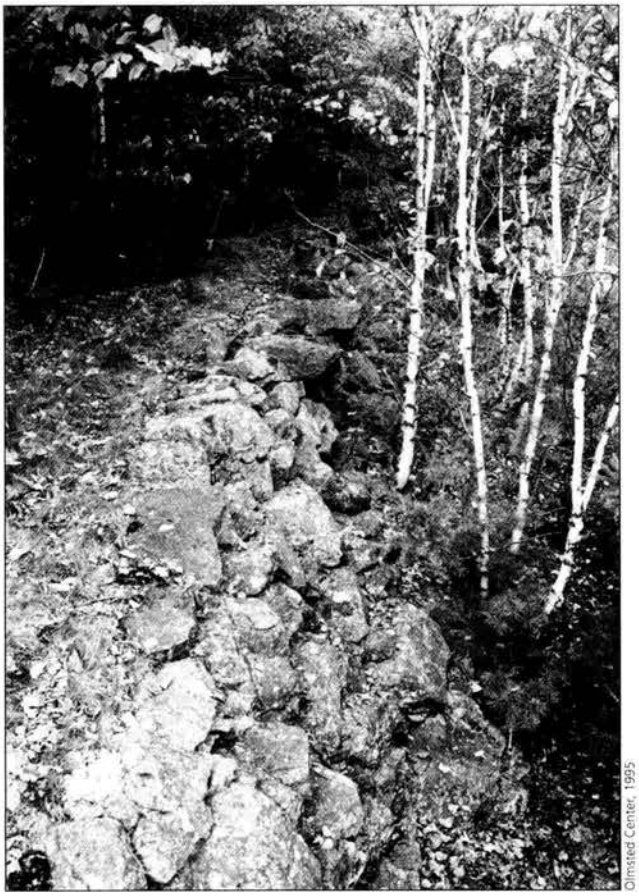
A third path that received a maintenance endowment in 1926 was the Beachcroft Path. Mrs. C. Morton Smith had originally funded construction of the Beachcroft Path in 1915 and was upset by the lack of maintenance and the poor condition of the trail under National Park Service care. As a result, the trail was returned to the jurisdiction of the Bar Harbor VIA. Mrs. Smith paid $500 for the restoration work and also endowed the trail with a $500 maintenance fund. The annual interest, approximately $30 a year, was to be applied to the maintenance of the path. At their monthly meeting, the Bar Harbor VIA resolved "to assume the care of this path in perpetuo."[181]

A fourth path was endowed in 1929. The existing Cadillac Mountain Gorge Path from the Kebo Valley Club to the saddle between Cadillac and Dry [Dorr] Mountain was endowed by several summer residents who donated $1,100 in memory of Lilian Endicott Francklyn. A bronze tablet was placed on a boulder along the trail. The fund was invested and generated approximately $45 interest a year. A fifth path, the Canyon Brook Path, was endowed in 1930 with $1,000. To date no information has been found on the sponsors of this trail. The trail has extensive stone pavement and steps which may have been added at this time.



Olmsted Center, 1999

Fig. 80 Stepping stones across a tributary of Canon Brook and a commemorative plaque mounted on a boulder along the A. Murray Young Path, an endowed memorial path built in 1924.



Olmsted Center, 1995

Fig. 81 The Gurnee Path, between Bar Harbor and Hulls Cove, was funded by Augustus Gurnee and endowed with a maintenance fund by his three daughters. Completed in 1926, path construction included extensive retaining walls and rubble fill to create a level walking tread. A wooden railing and benches were placed along a high ledge overlooking Frenchman Bay. The path is no longer marked but easy to follow.

1928 PATH GUIDE

One of Harold Peabody's most enduring contributions to the path system was the 1928 path guide, Peabody coauthored the guide with Charles Grandgent of Southwest Harbor, who described the walks on the western side of the island. The guide describes approximately 200 miles of trails divided among the path districts of the four village improvement societies (see Fig. 2). The guide retained the old mountain names, reflecting Peabody's and many other summer residents' resentment of development in the park and of park roads in particular.

In 1930, John D. Rockefeller, Jr. purchased a portion of the Great Hill and the land to the west in order to extend his carriage roads north to Frenchman Bay. In anticipation that this land would eventually become public land, there was an increasing concern among summer residents about public use of the paths across private land. On the Gurnee Path and Great Hill Path, private landowners made it clear that paths over their property were not public right-of-ways, stating that "the public has no legal claim to the use of the path over said private property."[182]

Harold Peabody was one of the more vocal opponents of Rockefeller's road system and was particularly against the proposal to rehabilitate an old road over the saddle between Champlain and Gorham Mountains. The road was never built and consequently an alternate route through the Bear Brook Valley became feasible. Peabody remained active in path development and road opposition until 1932 when illness prevented him from returning to Bar Harbor.[183]

DEATH OF LISCOMB, TRANSFER OF BAR HARBOR VIA TRAIL MAINTENANCE TO THE PARK

Andrew Liscomb, superintendent of the Bar Harbor VIA district trails, died of a heart attack in December 1931. Liscomb's forty years of trail work spanned the peak years of Bar Harbor VIA path construction. Liscomb worked with Goddard, Jaques, Bates, Kane, Mitchell, Brunnow, Dorr, Opdycke, Weekes, and Peabody to construct many of the finest trails on the island. The Bar Harbor VIA recorded the following at their August 1932 monthly meeting:

> Be it resolved that the Village Improvement Association hereby attests its great appreciation of the long, faithful and efficient services of Mr. Andrew Liscomb. Mr. Liscomb's connection with the Association began with its coming into being, forty years ago; and with awareness of his valuable contributions to the path development of this region, the Association has also a sense of loss of one who has co-operated both full-heartedly and with an effectiveness that will endure.

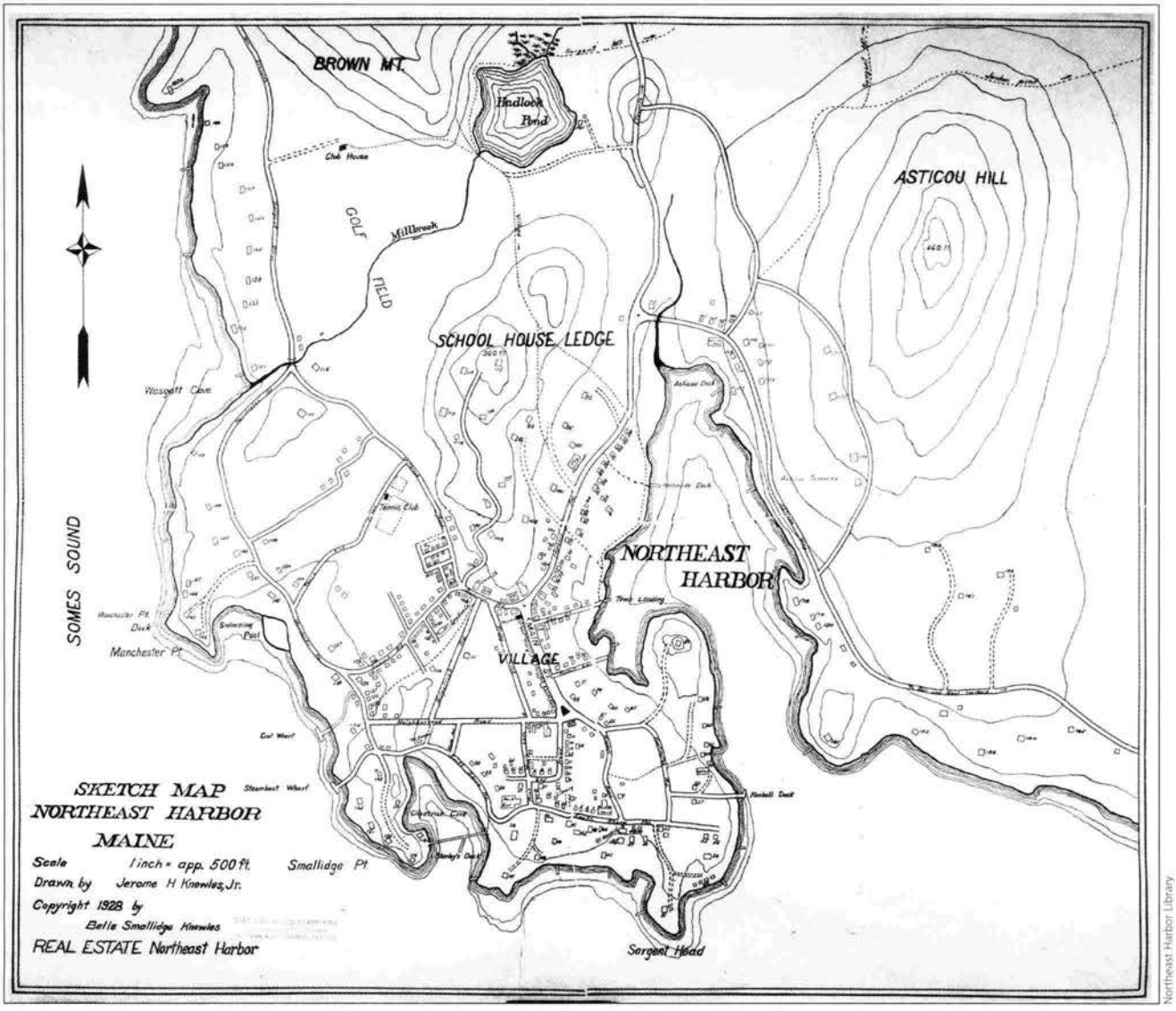
Shortly after his death, the Bar Harbor VIA's role in path construction and maintenance greatly diminished. Twenty-six miles of the paths within park boundaries, not including the five endowed trails, were passed over to the National Park Service in 1931 by an arrangement formalized in 1935.[184] With the exception of the Shore Path in the village, Bar Harbor VIA trails outside of park boundaries were sporadically maintained as the VIA had difficulty securing a path superintendent as devoted as Liscomb.

In 1932 Benjamin Hadley served as the Acting Chairman of the Bar Harbor VIA Path Committee while also serving as the Chief Ranger and later as Assistant Superintendent of Acadia National Park. In this position he served as a liaison between the park and the VIA and oversaw the joint maintenance of the trails. Hadley acknowledged that the Bar Harbor VIA's endowed trails were in better condition because the interest from each fund allowed considerable work on them. Hadley also noted an overall reduction in the use of the trails in his 1932 annual report: "If any one feature of Mount Desert Island may be said to stand out above all others, it is the trail system. Some program should be undertaken which will result in greater use of it. Non-use of the trails weakens the justification for their up-keep."[185] Additions and alterations to the Bar Harbor VIA trail system, including the work of Weekes and Peabody, are summarized in Drawing 8 and Table 9.

NORTHEAST HARBOR VILLAGE IMPROVEMENT SOCIETY PATH WORK, 1917–32

Like the Bar Harbor VIA, the Northeast Harbor VIS continued its path construction and maintenance program after the creation of the park, particularly since the mountains surrounding Northeast Harbor remained in private ownership for many more years. Under the leadership of Joseph Tunis, Path Committee chairman, the Northeast Harbor VIS assumed increasing responsibility for the paths in their area. For example, the Giant Slide Trail, built under the direction of Waldron Bates, was later maintained by Northeast Harbor. In 1917 a dozen "rustic" steps were placed on this trail in the ravine opposite "Pulpit Rock." The Northeast Harbor VIS also took over responsibility for the maintenance of the Chasm Brook Trail. As with other path committees, there was little path work during World War I.

After the retirement of Joseph Tunis in 1920, William Jay Turner served as the chairman of the Paths and Trails Committee up until the 1940s. Turner worked with Edward Rand to revise path maps beginning in 1921. When Rand died in 1925, Turner took over responsibility for editing and printing the path maps. The 1926 path map shows many revisions, including the elimination of many small short cutoff trails.[186]

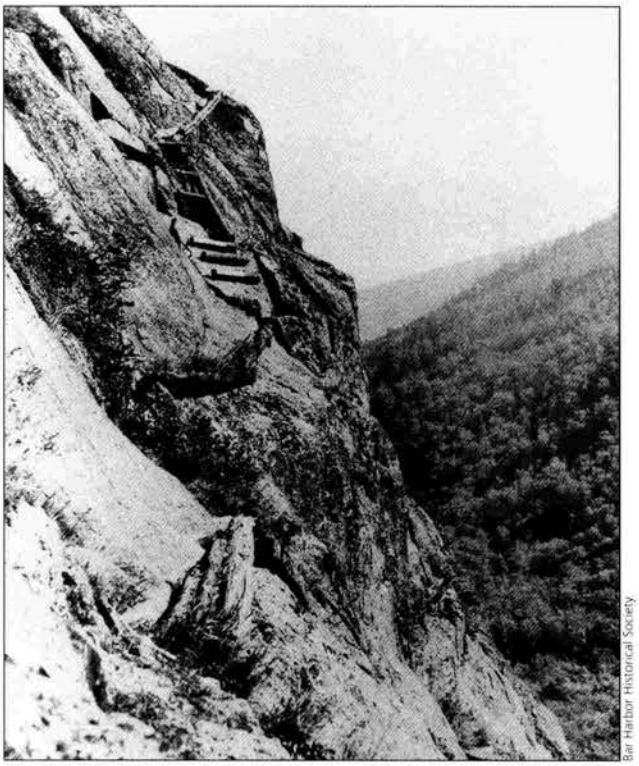


Northeast Harbor Library

Fig. 82 Real estate map printed in 1928 shows some, but not all, of the footpaths radiating from Northeast Harbor. This is the only map found to date that shows the shore path from the town landing to Schoolhouse Ledge.

Though not part of the path map series, the 1928 real estate map illustrates the main trails radiating from Northeast Harbor (Fig. 82). Turner also oversaw the construction of two new trails from the north side of Norumbega [Brown] Mountain to Sargent and Parkman [Little Brown] Mountains as summarized in Table 9.

During the 1920s the Park Service contributed approximately $400 a year toward the maintenance of trails in the Northeast Harbor district that were within park boundaries. Work was supervised by Thomas McIntire, Superintendent of Trails for both the Northeast Harbor and Seal Harbor VIS. One of the workmen, Frank Lowrie, also worked on Seal Harbor VIS trails. Drawing 8 and Table 9 summarize Northeast Harbor VIS path work between 1917 and 1932.



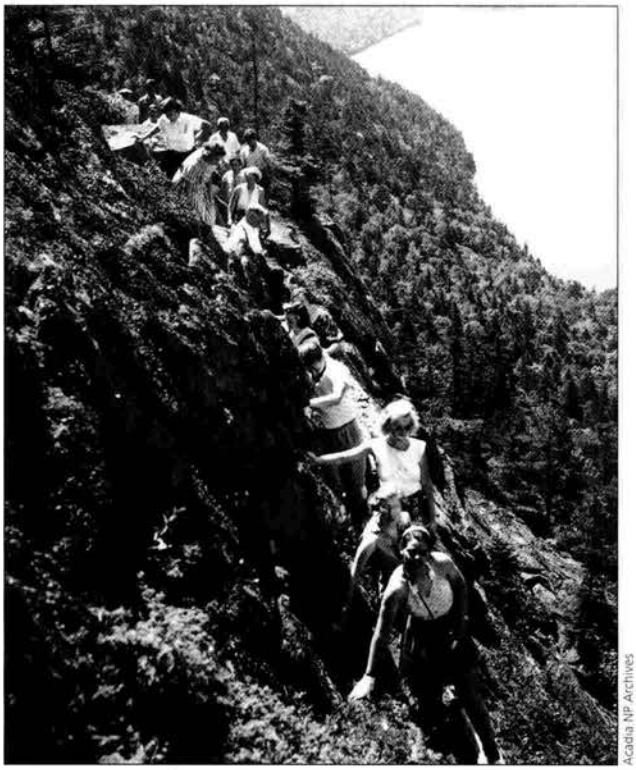
Bar Harbor Historical Society

Fig. 83 The South Bubble Cliff Trail was built in about 1919 and was considered adventurous by some and too dangerous by others. The trail was closed by the Park Service in the 1950s due to safety concerns.

SEAL HARBOR VILLAGE IMPROVEMENT SOCIETY PATH WORK, 1917–32

The Seal Harbor VIS also pursued an active path maintenance and construction program after the creation of the park under the leadership of Joseph Allen, Path Committee chairman until 1945. By this time the Seal Harbor District included approximately 50 miles of trail. In 1917, Thomas McIntire began working with Allen as the Superintendent of Trails for the Seal Harbor and Northeast Harbor Districts. As a year-round resident, he assumed responsibility for hiring and supervising workmen for trail work in the spring, summer, and fall.[87] McIntire was also the owner and manager of the Jordan Pond Tea House and built several new trails radiating from the vicinity. The Spring Trail, laid out by McIntire in 1917, quickly became the favored ascent to the ridge of Penobscot [Jordan] Mountain, and the original route fell into disuse.

In 1918, involvement in World War I curtailed much of the activity of the Seal Harbor VIS. Construction of new trails continued, but at a slower pace. Working with the Bar Harbor VIA, cliff trails were built on South Bubble and North Bubble and on the Jordan Cliffs (Figs. 83 & 84). Most work was focused on mainte-



Acadia NP Archives

Fig. 84 A large group on the North Bubble Cliff Trail. The popularity of the steep trail up the eastern side of South Bubble inspired Seal Harbor VIS Path Committee chairman Joseph Allen to extend the path around the western side of South Bubble in 1928 and north along the western side of North Bubble in 1929. These paths were closed in the 1950s due to safety concerns.

nance of existing trails, including the construction of steps and bridges, replacement of signs and cairns, mowing, resurfacing, and adding drainage. Signs for the Seal Harbor VIS paths were made by George N. Jordan. Occasional incidents required special attention. For example, in 1922 vandals toppled the "Tilting Rock" on Day Mountain. The Seal Harbor Path Committee reset the stone as best they could.[188]

During the 1920s and 1930s, much time was spent improving the condition of the Jordan Pond Path, Jordan Stream Trail, Seaside Trail, and trails on Pemetic Mountain. Funding for trail work was received primarily through special path funds solicited by Joseph Allen for improvements on specific trails. For example, John D. Rockefeller donated $500 toward the improvement of the Jordan Stream Trail, which ran across his property.[189] After Edward Rand's death in 1925, a plaque was placed in Rand's memory on the Seaside Path, outside of the park boundary.

While Allen assumed a neutral position on the construction of carriage roads, he was strongly opposed to the construction of motor roads. He and William Jay Turner spoke out against the motor roads and wrote letters to Rockefeller regarding their negative impact on the path system. "The tendency of modern life has been to increase tremendously the speed of living," he wrote. "A place of freedom from this pressure and secondrateness is of inestimable value to the community."[190] In 1925 editorial in the *New York Herald Tribune*, Allen declared that the proposed Jordan Pond–Eagle Lake motor road "destroys in large part and permanently the wild beauty and secluded spirit of the Jordan Valley."[191] However, by 1926 Allen acquiesced, suggesting that several paths should be rerouted while new paths should be built into the remaining remote areas to the south and east of Pemetic Mountain, The Triad, and on the Bubbles. In 1930 Allen reminisced about thirty years of path work carried out by the VIS and presented a chronology of path construction (Appendix B). Meanwhile motor road construction continued into the late 1950s, and the Seal Harbor path district was the most heavily dissected by both the park motor roads and carriage roads as illustrated on the 1932 path map (Fig. 85). Path activity during Allen's leadership is summarized in Drawing 8 and Table 9.

SOUTHWEST HARBOR VILLAGE IMPROVEMENT ASSOCIATION PATH WORK, 1917–32

In the early 1920s, Walter Buell continued to serve as the Southwest Harbor VIA Path Committee Chairman. In 1920, at a Joint Path Committee meeting held in New York, Buell described two new trails. First he described the Circular Trail as running around the north summit of the West Peak of Western Mountain, "from which unsurpassed views in a northerly and westerly direction could be obtained." Second he reported the extension of the Razorback Trail over the ridge between East and West Peaks of Western Mountain to a juncture with the Gilley Trail.[192] In the late 1920s and early 1930s, Charles Grandgent assumed the Path Committee Chair for the Southwest Harbor VIA. In 1928 he co-authored *Walks on Mount Desert Island, Maine* with Harold Peabody and contributed recommendations for walks on the western side of the island. During this period Arthur Freeman was responsible for path maintenance and R. M. Norwood was responsible for making path signs.[193] Beginning in 1926, path maps were created for the western side and subsequently issued in 1928, 1930, and later years (Appendix E). The path map printed in 1932 shows the extent of the trail system at the time (Fig. 86). Drawing 8 and Table 9 show paths built between 1916 and 1932.

By the early 1930s the enthusiasm for motor and carriage road construction overshadowed construction of new paths and in many places impacted the physical integrity of the system. At the same time, recreational walking seemed to have fallen out of favor as motor touring gained in popularity. Joseph Allen described this trend:

> 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. But vacations are intended for the true rest and refreshment which exciting motion cannot bring. More than ever, therefore, the bridle paths through quiet woods and trails, by lakes and over mountains, are most desirable features of a vacation resort. Seal Harbor is excelled by few places in the world in the extent and charm of its roads and trails.[194]

Within Acadia National Park this focus on road construction would continue through the 1930s, 1940s, and 1950s.

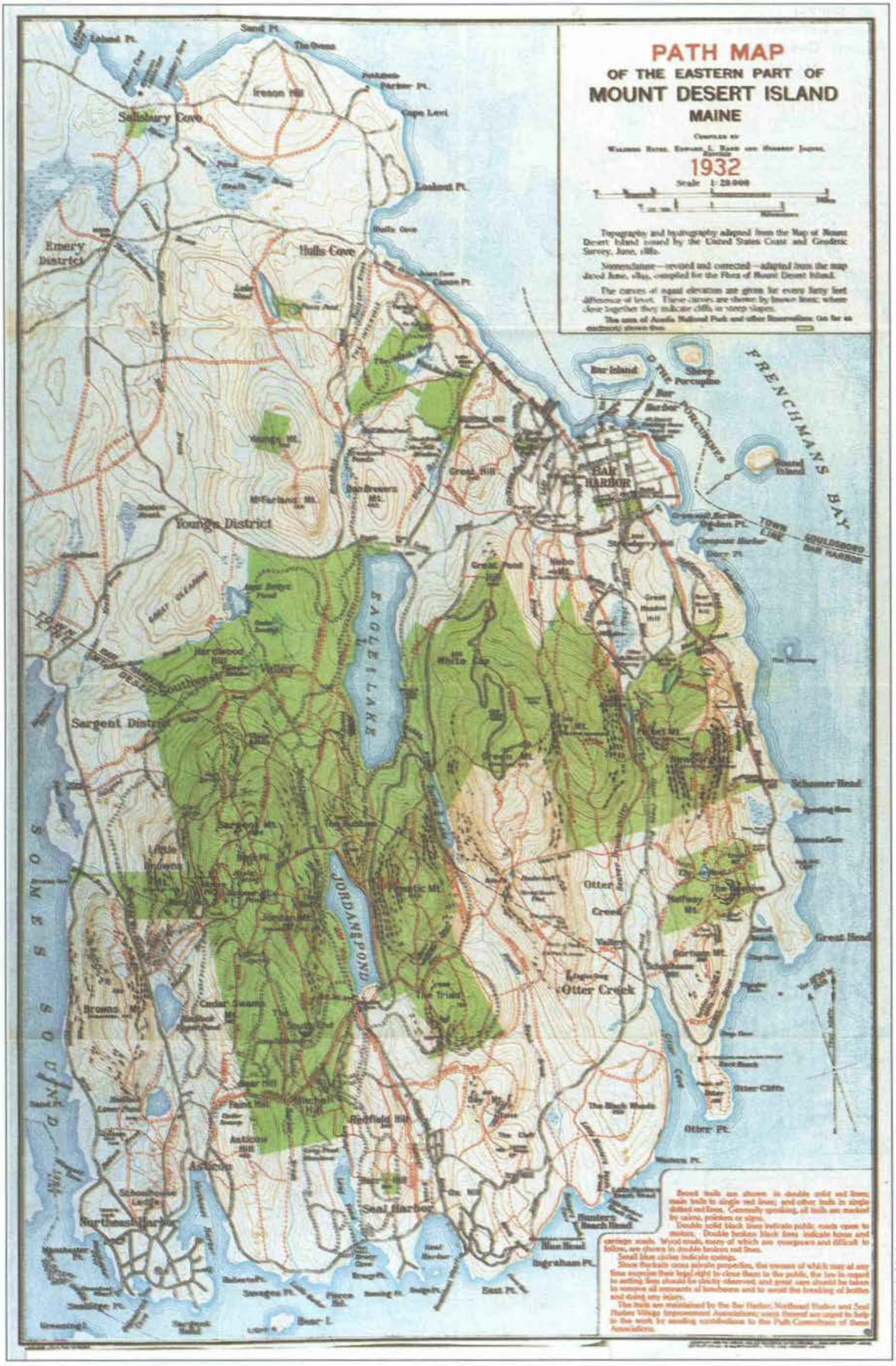
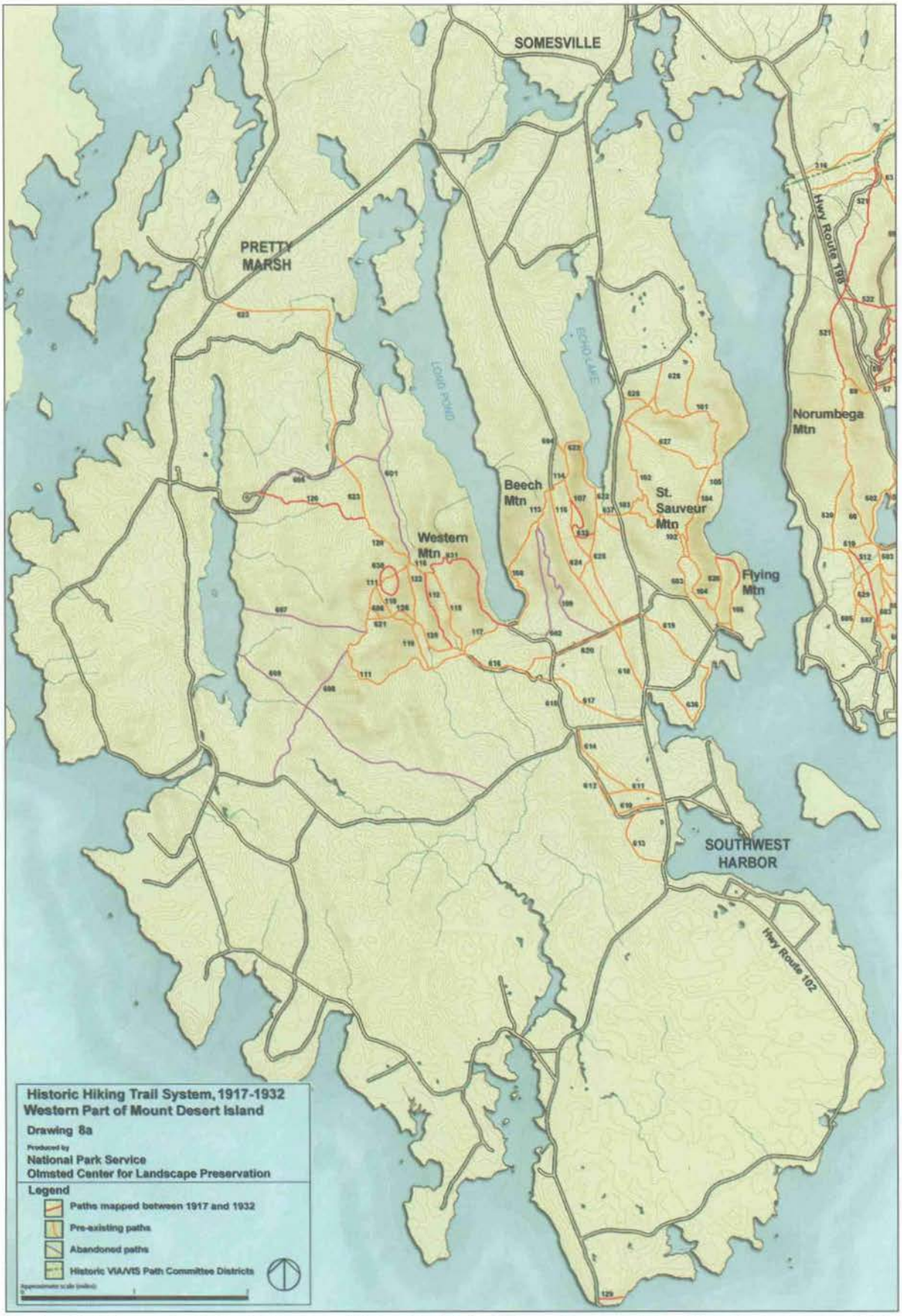


Fig. 85 Path map of the eastern part of Mount Desert, updated in 1932.

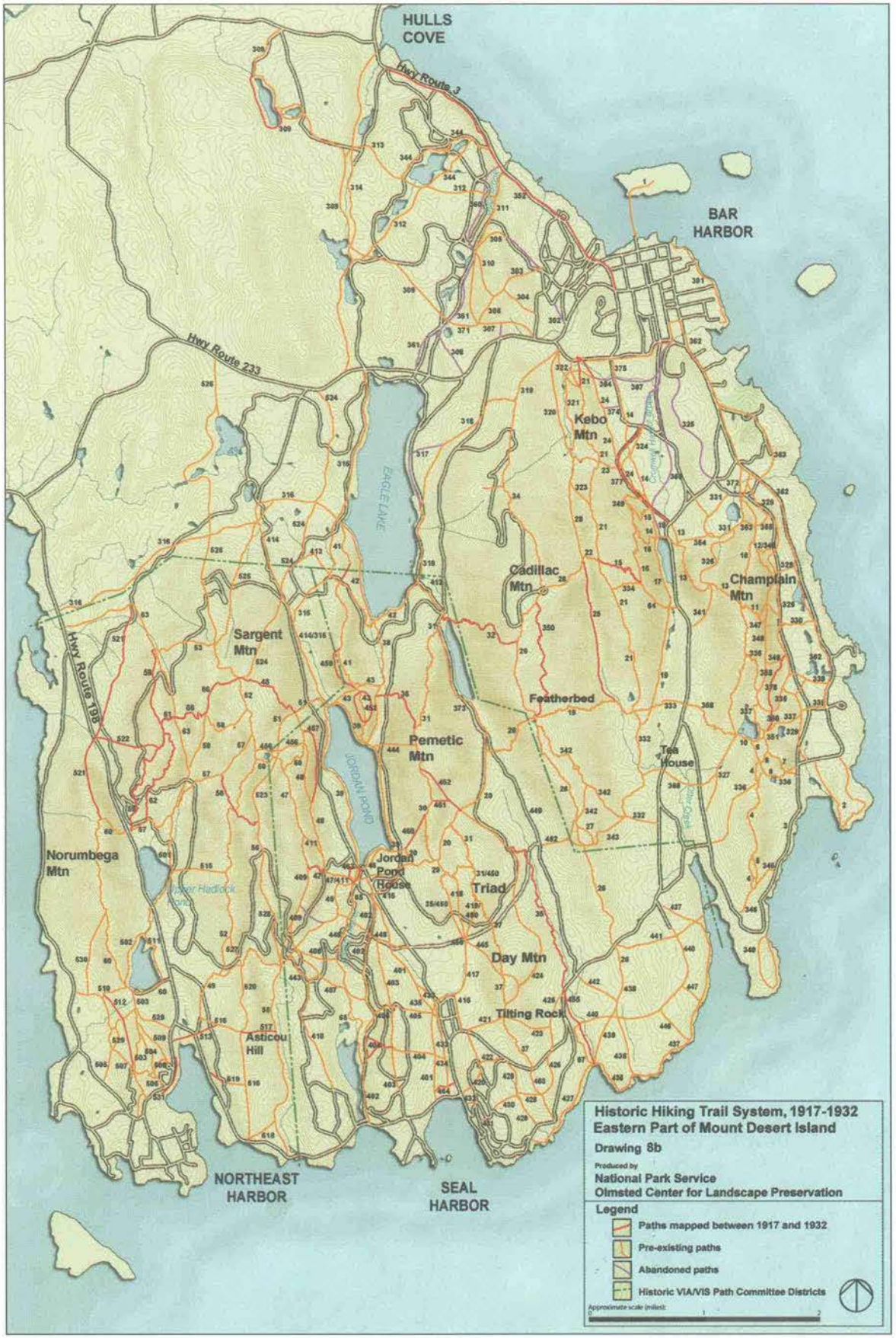


Bar Harbor Historical Society

Fig. 86 Path map of the western part of Mount Desert, updated in 1932.



Drawing 8a Paths constructed by the Southwest Harbor VIA, Joint Path Committee, and National Park Service between 1917 and 1932.



Drawing 8b Paths constructed by the Bar Harbor, Northeast Harbor, and Seal Harbor Village Improvement Path Committees and National Park Service between 1917 and 1932.

Table 9: Summary of Path Work, 1917–32, by VIA/VIS District: Bar Harbor, Northeast Harbor, Seal Harbor, and Southwest Harbor

BAR HARBOR VIA PATH WORK, 1917–32		
Year	**Route and Path Number**	**Comments**
1917, 1930s	Spring Road/Hemlock Road (#377)	Shown on 1917 path map leading across meadow to Sieur de Monts Spring, rerouted by the CCC in the 1930s
1919	Cadillac Mountain from North Ridge Trail near summit down western side to northern end of Bubble Pond [Cadillac West Face Trail/Steep Trail (#32)]	Proposed by Bates in 1908. An alternative to route west from Dykes Peak, described by Allen in Seal Harbor VIS report in 1920, shown on 1921 path map. The trail was rerouted in the 1950s, veering south to avoid the motor road and intersecting the Cadillac Mountain South Ridge Trail below the summit.
1919	East Ridge Trail (#350) Cadillac Mountain from summit south along east slope to The Featherbed	Described by Allen in 1920 Seal Harbor VIS report as reopening a long-forgotten trail, first shown on 1921 path map
1921	Dunton Field Trail from Eagle Lake (unspecified)	Described by Weekes in 1921, not shown on 1921 path map
1922	Toboggan Slide to Eagle Lake (no #)	*Bar Harbor Times*, February 8, 1922[195] and described by Weekes in 1921, not shown on path maps
path 1923	Breakneck Road (#314)	Managed as a walking path with an improved spring as described by Weekes in 1923, used as a road since the 1770s and shown on path maps as a road, shown as a road on 1950 Chamber of Commerce map.
extended 1923	Fawn Pond Path (#309) extended, described as "trail around Lakewood"	Trail originated in 1902 by Bates, extension described by Weekes in 1923, shown on 1926 path map
1924	A. Murray Young Path (#25)	Funded and endowed by Marie Hunt Young, described by Peabody in 1924–26,[196] shown on 1926 path map
reroute 1924	Witch Hole Pond Path (#344)	Trail built in 1910, rerouted due to beaver flooding, described by Peabody in 1924, altered route shown on 1926 path map
reroute 1924	Green and Black Path (#358) Formerly passed through a field after emerging from the woods, now follows along the woods to the Otter Creek Road	Route first shown on 1901 path map, reroute, described by Peabody in 1924, no change on 1926 path map
reroute 1924	Canon Brook Path, eastern end of path crosses field before intersecting with Otter Creek Road (#333)	Route first described by Bates in 1900, reroute described by Peabody in 1924, no change on 1926 path map
1925	Brigham Path (#378) [Red and Black Path]	Served as a shortcut from The Bowl to White Path. Described by Peabody in 1925 and in 1928 path guide, shown on 1930 path map
1925	Brigham to Beehive Connector (#366) "From the intersection of the Brigham Trail and Red & White Trail to the Blue & White Trail"	Served as a shortcut from Bowl to White Path. Described by Peabody in 1925 and in 1928 path guide, shown on 1930 path map
ca. 1926	Schiff Path [Dorr Mountain East Face Trail (#15)]	Route proposed in 1915, J.H. Schiff died in 1920, first shown on 1926 path map
1926	Gurnee Path (#352) From Cottage Street along east side of Eden Street, crossing to west side north of Duck Brook, ending shortly before Hulls Cove Brook	Funded by Augustus Gurnee, endowed by Bell Gurnee, Mrs. H. Thorndike, and Mrs. F. L. V. Hoppin, described by Peabody in 1924, 1925, 1926, shown on 1926 path map
endowed 1926	Beachcroft Path (#13)	Trail built in 1915, endowed in 1926 by Mrs. C. Morton Smith, described by Peabody in 1926, marked differently on 1926 path map (northern end eliminated)

Year	Route and Path Number	Comments
1929	Northern section of North Bubble Trail (#41) From intersection of Curran Path and Southwest Valley Road over Burnt Bubble to northern terminus of present trail over Burnt Bubble	"Reopened" in 1929 as described by Peabody, first shown on 1930 path map
endowed 1929	Gorge Path (#28)	Described by Martin in 1870s, marked by Bar Harbor VIA in 1890, endowed in memory of Lilian Endicott Francklyn, described by Peabody in 1929
endowed 1930	Canyon Brook Path (#19)	Described by Bates in 1900, source of endowment in 1930 not yet determined, recorded in Bar Harbor VIA treasurer's report in 1930
reroute 1930	Curran Path (#315) Sections relocated between 1925 and 1930 due to carriage road constructed along western side of Eagle Lake	Possibly an 1880s woods road as described by Martin in 1885, shown on 1896 path map, new adjacent carriage road shown on 1928 path map
reroute 1931	Cadillac Mountain North Ridge Trail (#34)	First appears as path separate from road on 1903 path map, sections relocated between 1925 and 1931 due to motor road constructed to summit of Cadillac Mountain

NORTHEAST HARBOR VIS PATH WORK, 1917–32

Year	Route and Path Number	Comments
ca. 1917	Parkman [Little Brown] Mountain Trail (#59)	Lower portion from north of Upper Hadlock Pond to Parkman Mountain shown on 1917 path map and extended to Giant Slide on 1921 path map
ca. 1921	Asticou Hill [Eliot Mountain] to Little Harbor Brook (#517)	Shown on 1921 path map
1921	Brown [Norumbega] Mountain Path, North (#521) From the summit of Brown's Mountain to the Notch Road, through woods to Giant Slide Trail	Described by Turner in 1922, shown on 1921 path map
1921	Little Brown [Parkman] Mountain Path (#522) From Notch Road up Little Brown Mountain south side to Bald Peak	Described by Turner in 1922, shown on 1926 path map
ca. 1926	Lower half of Maple Spring Trail (#58) West of Hadlock Brook Trail up to trail junction near the Pulpit and Falls to meet existing section of Maple Spring Trail.	Shown on 1926 path map
ca. 1926	Asticou Inn Trail (#513)	Shown on 1926 path map
ca. 1928	Shore Path, Northeast Harbor (#531)	Shown on 1928 map by Knowles Real Estate and 1941 path map, but not described in 1928 or 1954 path guides
ca. 1930	Cliff Trail (#512)	Shown on 1930 path map
ca. 1932	Parkman to Gilmore Trail (#61) From the summit of Parkman [Little Brown] Mountain to the Giant Slide Trail	Shown on 1932 path map
ca. 1932	Grandgent Trail (#66) From the Giant Slide Trail over Gilmore Peak to the summit of Sargent Mountain	Shown on 1932 path map
ca. 1932	Bald Peak Trail (#62)	Shown on 1932 path map

SEAL HARBOR VIS PATH WORK, 1917–32		
Year	**Route and Path Number**	**Comments**
1917, improved 1919	Spring Trail (section of #47)	Described by Allen in 1917, shown on 1917 path map, laid out and built by Thomas McIntire, improvements described by F. Damrosch and Elsie Shaw in 1919, no change on path maps
1917	Steepway Trail (#460) From Pond Trail (#20) east of road, just before Pond Trail crosses bridge, to ascend to Pemetic Ridge and intersect with Pemetic West Cliff Trail (#30)	Described by Allen in 1917, shown on 1917 path map, laid out and built by Thomas McIntire
1917	Valley Trail Connector (#461), to connect with the Valley Trail, northern end of Day Mountain Caves Trail (#424)	Described by Allen in 1917, shown on 1917 path map, described in 1928 path guide
1917	Pemetic Mountain Valley Trail (#462), from northern end of Day Mountain Caves Trail (#424) to Pemetic Mountain southeast summit	Described by Allen in 1917, shown on 1917 path map, described in 1928 path guide
1917	Connector trail between The Amphitheater and Hadlock Brook Falls via Birch Spring (section of #56)	Described by Allen in 1917, shown on 1917 path map
1919 extended	Hunters Brook Trail from Wildwood Farm Road to County Road (#35) and southern end to Hunters Beach Cove (#455)	Described by F. Damrosch and Elsie Shaw in 1919, shown on 1921 path map, upper end not marked until 1937 (#454)
ca. 1919, extended 1928, improved 1931	South Bubble Cliff Trail (#451)	Mentioned by the Bar Harbor VIA path chairman, F. Weekes, in 1919, shown on the 1921 path map, extension described by Allen in 1928, shown on 1930 path map, iron steps and rails added as described by Allen in 1931
improved 1919	East side Day Mountain to Wildwood Farm Road (#424)	Path marked in 1911 and 1916, improvements described by F. Damrosch and Elsie Shaw in 1919, no change on path maps
ca. 1926	Bubbles–Pemetic/Northwest Trail (#36)	Shown on the 1926 path map, described in 1928 path guide as Northwest Trail
ca. 1928	Jordan Cliffs Trail/East Cliff Trail (#48)	Trail branches off older Bluffs Path (#457). Described as a connection from Jordan Bluffs to Deer Brook Trail in 1928 path guide, a continuation to the Sargent Mountain East Cliffs Trail, described in the 1928 path guide and by Allen in 1931, 1932, shown on 1930 path map, laid out and built by Ledyard Stebbins and Thomas McIntire. A third section branching off of Jordan Bluffs to join the connector is shown on 1930 path map.
reroute 1931	Bubble Pond Carry (#412), Toll House Path (#318), and east shore of Eagle Lake (#317)	Routes predate 1880s, trails rerouted and improved due to road construction, described by Allen in 1928, routes altered and road added on 1926 path map, Bubble Pond Carry rerouted to west of the carriage road
1929	North/Middle Bubble Cliff Trail (#459)	Described by Allen in 1928, 1930, shown on 1930 path map
1929	Jordan Pond Nature Trail (#45)	Described by G. Ledyard Stebbins, Jr. in 1929, not shown on path map
reroute 1929	Rerouted section of Jordan Pond–Bubble Pond Path, north end of Pond Trail (#373)	Route dates to circa 1896, reroute of 2,400 feet of trail by Rockefeller due to carriage road in 1929, shown on 1930 path map
improved 1931	Jordan Stream Trail (#65)	Route dates to 1901, rebuilt with funds provided by Rockefeller

SOUTHWEST HARBOR VIA PATH WORK, 1917–32		
Year	**Route and Path Number**	**Comments**
ca. 1917	East Peak from Great Pond (#631)	Shown on 1917 path map, but no longer marked in 1950s, relationship to Perpendicular Trail (#119) shown on 1937 and 1941 maps
1919	Circular Trail (#630)	Built by Buell, described by Weekes in his 1919 Bar Harbor VIA path report, shown on 1926 path map
extended 1919	Razorback Trail (#112)	Extended from ridge down to Gilley Trail by Buell, described by Weekes in his 1919 Bar Harbor VIA path report, shown on 1926 path map. This extension is the current Razorback Trail.
extended ca. 1921	Flying Mountain Trail (#105)	Trail extended over summit and down north side to Valley Cove. Shown on 1921 path map.
ca. 1926	Canada Cliffs Trail (#107) and unmarked section Canada Cliffs Cutoff (#632)	Shown on 1926 path map
By 1930s	Bass Harbor Head Light (#129)	Trail likely dates to late 1800s or early 1900s, but first shown on 1930s Sherman-Bunker Map of Mount Desert Island. Path was later improved by NPS.

ENDNOTES

72 Mary Caroline Robbins, "Village Improvement Societies," *The Atlantic* (February 1897), 212–22.

73 Ibid., 212–22.

74 "There are few things which could do more for the social life and true enjoyment of a village than the making of good footpaths." From "Villages and Village Life" in Richard Cloues, "Where Art Is Combined with Nature: Village Improvement in Nineteenth Century New England" (unpublished thesis, Cornell University, 1987), 27, 59, 65, 761–76, 859–72.

75 The Bar Harbor VIA, Seal Harbor VIS, and Northeast Harbor VIS are still active.

76 *Bar Harbor VIA Third Annual Report*, 1892.

77 Mary Caroline Robbins, "Village Improvement Societies," *The Atlantic* (February 1897), 212–222.

78 Mentioned in the *Bar Harbor VIA First Annual Report*, 1890 and printed in the *Bar Harbor VIA Second Annual Report*, 1891, as well as in the four subsequent reports for 1892 to 1895. Also printed in the *Bar Harbor Record and Sherman's Guide to Bar Harbor and Mt. Desert Island, Maine*.

79 To date, no detailed information has been located on the construction and appearance of these early seats and crossings.

80 Death certificate, December 7, 1931, Maine State Archives. In addition to his work for the Bar Harbor VIA, Liscomb was responsible for the physical construction of the Kebo Valley Golf Links and was the groundskeeper there for thirty-three years. As a landscape gardener he was employed by George Dorr to execute the planning, grading, and planting of the grounds around the Sieur de Monts Spring and the Building of the Arts. From Obituary, *Bar Harbor Record*, December 9, 1931.

81 Individuals mentioned included Hewey Chambers, listed in the 1902 report; Horace Liscomb, a stone mason (marriage certificate, Maine State Archives), listed in the 1905 report; and Elbridge Walls and Rudolph Grindle (a member of the Northeast Harbor Village Improvement Society), listed in the 1906 report. For work on the Bar Harbor Shore Path, Mr. Scammon is listed in the 1922 report.

82 The concentration of marked paths shown on the 1893 map in the vicinity of Seal Harbor and Northeast Harbor is likely due to Rand's familiarity with this area through the Champlain Society and later as a summer resident in Seal Harbor.

83 Jaques's wife, Harriet Sayles Francis, was the daughter of Charles Francis, who owned the property on Schooner Head. An architect by profession, Jaques was a partner in Andrews, Jaques and Rantoul, a firm that designed several of the summer "cottages" on the island. The work of architects Andrews, Jaques and Rantoul included "Elsinore," the summer residence of Detroit attorney Hugh McMillan, and additions to "Chatwold," the summer home of Joseph Pulitzer.

84 This system of colored trail names persisted up until 1959 when the NPS renamed several trails and closed others.

85 Jaques was interested in new connector roads as well paths. The Red, White, and Blue Paths were open to horses. Jaques also worked on a proposed carriage road from Eagle Lake to Jordan Pond House, and a road between Schooner Head Road and Otter Creek Road in the vicinity of Bear Brook.

86 *Bar Harbor VIA Annual Report*, 1894, 11.

87 The complete set of maps found to date is located in Appendix E including 1896, 1899, 1900, 1901, 1903, 1906, 1909, 1911, 1913, 1916, 1917, 1921, 1922, 1926, 1928, 1930, 1932, 1934, 1937, and 1941.

88 *Bar Harbor VIA Second Annual Report*, 1891.

89 *Bar Harbor VIA Third Annual Report*, 1892.

90 Herbert Jaques, "Of Local Interest," *Bar Harbor Record*, September 14, 1893.

91 F. N. Goddard, "Roads and Paths Committee Report," *Bar Harbor VIA Fourth Annual Report*, 1893.

92 Herbert Jaques, "Roads and Paths Committee Report," *Bar Harbor VIA Annual Reports*, 1894–98.

93 The Southwest Valley Road may be much older. David Goodrich, correspondence, October 29, 2003.

94 On the 1896 map, the Jordan Bluffs Trail (#457) crossed the Bluffs, then ascended to end near the top of the Deer Brook Trail (#51). A very short distance uphill from this intersection, another trail branched north off the Deer Brook Trail and led along the north side of Sargent Pond (#456) to intersect with the Sargent Ridge Trail (#52). Subsequent maps show this connector to the Sargent Ridge Trail as a continuation of the Jordan Bluffs Trail. The part of the Jordan Bluffs Trail between the Penobscot East Trail (#50) and the Deer Brook Trail (#51) is now lost. David Goodrich, correspondence, July 28, 1999.

95 The original upper end of the Deer Brook Trail climbed out of the ravine and led to connector trail between Jordan summit and Sargent Ridge (#50) over open ledges. The end was later moved to connect with the upper end of the Amphitheatre Trail (#528), which was also rerouted. David Goodrich, correspondence, October 29, 2003.

96 David Goodrich, correspondence, July 28, 1999.

97 1915 Path Guide, 21. Goodrich notes this route was actually a woods road connecting with the Southwest Valley Road (or a branch of the road). Much of it was obliterated with the construction of the carriage road between North and Burnt Bubbles. Forty years ago there was an obvious road that led uphill from the trail around Eagle Lake at this point and a sign "Sargent Mt." The location of the road can still be discerned. David Goodrich, correspondence, October 29, 2003.

98 George Dorr's parents, Charles and Mary Dorr, were original incorporators of the Bar Harbor VIA. Dorr's mother served as manager of the Association and as Chairman of the Committee on Trees, later known as the Committee on Trees and Planting, until her death at the age of eighty-one in October 1901. During her chairmanship over 100 trees were planted in addition to vines and flowering shrubs. She was remembered for "her simple and unaffected love for the wide world of out-door life, from the wild mountain wood to the flowers of her own garden...." (1901 meeting notes, Bar Harbor VIA records). Inheriting his mother's interests, George Dorr's involvement appears to begin in 1889 when he proposed establishing a nursery for shade trees for the village.

99 Bar Harbor VIA annual reports and Dorr, "Bear Brook Valley Lands," 2.

100 Dorr, "The Harden Farm Road in Its Course Around the Meadow," undated MMS, 1. Acadia National Park Archives, Administrative Files, box 3, folder 6.

101 George Dorr, *The Story of Acadia National Park, Book 1, Its Origin and Background* (Bar Harbor, Maine: Acadia Publishing Company, 1985), 12.

102 Charles W. Eliot to George B. Dorr, August 12, 1901. In George Dorr, *The Story of Acadia National Park*, 3–4.

103 Ibid., 5.

104 Charles W. Eliot, The Right Development of Mount Desert (privately printed, 1904).

105 This tablet has since been moved north to Route 3.

106 George Stebbins, "Executive Committee Report," *Seal Harbor VIS Annual Report*, 1911.

107 Mrs. John Innes Kane and Mrs. William Bridgham were daughters of William Schermerhorn. In Dorr, *The Story of Acadia National Park*, 12.

108 George Stebbins, "Random notes on the early history and development as a summer resort of Mount Desert Island and particularly Seal Harbor," August 1938.

109 "Mrs. S. W. Bates and Waldron and Charles K. Bates of Boston have located themselves at the Lynam House again this summer. They have a large circle of friends here, especially among the cottagers." *The Bar Harbor Tourist*, July 2, 1881.

110 In later years the responsibility for the maintenance of many of these trails was passed over to the Seal Harbor and Northeast Harbor path committees, eventually reducing the miles of trails in the Bar Harbor district.

111 Refer to Appendix E.

112 *Bar Harbor Record*, February 17, 1909.

113 Many of these longer trails through remote areas are no longer marked.

114 Charles How also donated the land for Woodbury Park at the junction of Cleftstone and Highbrook Roads. A monument and bronze tablet, designed by William Ordway Partridge, was placed at the park in 1915, and funded by Augustus Gurnee. How was the uncle of Waldron and Samuel Bates. "Monument Being Erected at Woodbury Park to Memory of Late Charles How," *Bar Harbor Times*, October 16, 1915, p. 1, col. 6.

115 *Bar Harbor VIA Fourteenth Annual Report*, 1903.

116 *Bar Harbor VIA Twentieth Annual Report*, 1909.

117 "Bates" style signs were mentioned in the *Bar Harbor VIA Annual Reports* for 1915 and 1919.

118 *Bar Harbor Record*, November 23, 1910, 3. Partridge also designed a plaque for Charles How that was placed in Woodbury Park. *Bar Harbor Times*, October 16, 1915, p. 1, col. 6.

119 Gladys O'Neil, former curator of the Bar Harbor Historical Society museum, wrote in 1981 that the Bar Harbor VIA also placed a tablet "on a large slab of granite overhanging the Chasm Brook Trail on Sargent Mountain." This tablet has not been located at the time of this report. Gladys O'Neil, "Acadia's Memorial Paths," *Maine Life*, June 1981, 24–26. Park staff have searched for the tablet but not found it. David Goodrich has searched for the tablet or some drill holes in a rock where it might have been, but has been unsuccessful. Correspondence with author, July 28, 1999.

120 George Dorr, *The Story of Acadia National Park, Book 1*, Its Origin and Background, 29.

121 Ibid., 37.

122 Rudolph Brunnow, "Report of the Roads and Paths Committee," *Bar Harbor VIA Annual Report*, 1914.

123 Kurt Diederich was the nephew of Mrs. Hunt Slater, who owned the summer estate "Bowling Green." "He was very affable and friendly with everyone, and just recently graduated from Johns Hopkins Law School with honors. He had entered a Washington hospital for an operation upon the nose, and died under the ether, before the operations was begun.... Mr. Diederich leaves one daughter, a little girl about six or seven years old. His wife died a number of years ago, while they were on a pleasure trip in Europe." From "Mr. Diederick's [sic] Sad Death," *Bar Harbor Record*, December 24, 1913.

124 The description in the 1915 Path Guide suggests that northern half of the route later became the Homans Path.

125 Anna Warren Ingersoll Smith died in December 1945 at the age of ninety years. She had come to the island for sixty-five years, spending summers at the summer estate "Beachcroft," and contributed to many local charities, including the hospital and the Bar Harbor VIA. "Mrs. C. M. Smith Died Saturday in Philadelphia," *Bar Harbor Times*, January 10, 1946, p. 1, col. 2.

126 Eliza Lothrop Homans died in 1914 in her summer home on Schooner Head at the age of eighty-four years. She had come to the island for forty years and was the widow of Charles D. Homans, who had died in the 1880s. "Mrs. Homans Dies at Summer Home," *Bar Harbor Times*, July 25, 1914, p. 5, col. 5.

127 Dorr established the Wild Gardens of Acadia Corporation in 1916 and transferred much of his own land to this organization as well as the Hancock County Trustees of Public Reservations before donating it to the Park. The corporation was formed to acquire land, preserve the characteristic New England flora and fauna, and establish a biological laboratory. "Wild Gardens of Acadia," *Bar Harbor Times*, December, 23, 1916, p. 1, col. 7.

128 See earlier footnote at beginning of Chapter 3 on Morris Jesup's professional accomplishments. Shortly after his death, a news article stated: "Perhaps he was the most prominent of the big [-] of notables who come to Bar Harbor year after year...that he was most prominently identified with the development of the place.... In addition to his large business interests, Mr. Jesup was prominent in philanthropic work.... He was a large contributor to the Village Improvement Society [sic], of which he was an active and valued member." The Jesups had one of the largest summer estates on Malvern Hill on Kebo Street. "Morris K. Jesup Died in New York Wednesday, Retired Banker Was Prominent in Civic Affairs—Was Well Known Summer Visitor at Bar Harbor," *Bar Harbor Record*, January 29, 1908, p. 4, col. 3-4.

129 Dorr papers, Acadia NP Archives, no date, box 2, folder 9.

130 Not to be confused with the Cadillac Cliffs Path on Gorham Mountain or the existing paths on Cadillac Mountain, Dorr's Cadillac Path traveled along Compass Harbor Brook and the edge of the golf course. Dorr, The Sieur de Monts National Monument and its Historical Associations (Bar Harbor, ME: Wild Gardens of Acadia, 1917), 25-27.

131 Jacob Schiff was born in Germany and moved to the United States when he was eighteen years old. He worked as a bank clerk, and soon became a partner in a brokerage firm, then the head of an international banking firm. Schiff was also prominent in civic and philanthropic work. "Jacob Schiff Died Saturday," *Bar Harbor Times*, September 29, 1920, p. 1, col. 3; Theresa Michaels, "A Guide to the History of Acadia National Park's Hiking Trails," (Bar Harbor, ME: College of the Atlantic Senior Project), 1987, 33.

132 In his first proposed budget for Sieur de Monts National Monument, Dorr asked for $8,640 for "well & permanently constructed paths." In a letter to Horace Albright detailing the request, he stated $3,000 would be used for a Newport [Champlain] and Pickett Mountain [Hugenot Head] path system; $3,000 for the "Spring Heath Paths" to Dry [Dorr] Mountain, Kebo Pass, and the Gorge; and $2,640 for a one-mile path through Indian Pass, which he described as difficult construction. This he termed the "most important pass on the Island" but there was no footway through it. [This later became the A. Murray Young Path.] From Dorr Proposed 1918 Budget; Dorr to Albright, September 22, 1917. NARA RG 79, Entry 6 Central Classified Files 1907-39, box 1, Appropriations, File 1.

133 Dorr, Superintendent's Annual Report, 1917.

134 Dorr Proposed 1918 Budget; Dorr to Albright, September 22, 1917. NARA RG 79, Entry 6, Central Classified Files 1907-39, box 1, Appropriations, File 1.

135 Dorr to F. W. Griffith, Chief Clerk, National Park Service, September 9, 1917. NARA RG 79, Entry 6, Central Classified Files 1907-39, Box 1, Appropriations, File 1.

136 Among his notable accomplishments was the compilation of corpus of Greek and Latin inscriptions of the Roman Province of Arabia for the Academy of Sciences of Vienna.

137 Rudolph Brunnow, "Report of Roads and Paths Committee," *Bar Harbor VIA Annual Report*, 1913.

138 "Rustic Tea House on Newport Mt. Considered in Connection with Alpine Path," *Bar Harbor Times*, November 21, 1914, p. 1, col. 2.

139 Herbert L. Satterlee, New York, to Dorr, September 11, 1924. Acadia National Park Archives, Administrative Documents, box 2, folder 5.

140 Gardiner, an engineer by profession, was responsible for laying out two of the island's scenic drives: Cooksey Drive [Sea Cliff Drive] in Seal Harbor, built in 1892, and Sargent Drive in Northeast Harbor, completed in 1902. W. H. Vaughn, *Northeast Harbor, Reminiscences by an Old Summer Resident* (White and Horne Company, 1930), 40-41.

141 A copy of the *Northeast Harbor VIS First Annual Report*, 1897-98, has not yet been located.

142 Lydia Vandenbergh and Earle Shettleworth, Jr., *Revisiting Seal Harbor and Acadia National Park* (Dover, NH: Arcadia Publishing, 1997), 16-18.

143 Other committees of the Seal Harbor VIS included finance, entertainment, sanitary, trees and planting, executive, and, later, a committee for the preservation of native plants.

144 Most of these trails are no longer marked. As will be detailed later in the report, the Park Service closed trails that led hikers outside of park boundaries, thus closing many connectors to villages.

145 Other men were likely employed, but their names are not mentioned in the annual reports.

146 The Asticou stepping stones are mentioned in Rand's path committee report, *Seal Harbor VIS Annual Report*, 1903.

147 *Seal Harbor VIS Annual Report*, 1903.

148 A July 26, 1925 letter from Barrington Moore to Mr. Blair describes the area at the lower end of the Goat Trail as one containing rare plants, "The scientific value of this spot is not only in the rare orchids and other plants, which are not easy to find even in that spot, but in the *combination* of tree species...." Bar Harbor VIA Annual meeting notes, 8 vols. to date (1881-), Bar Harbor VIA Papers, Bar Harbor, Maine.

149 *Seal Harbor VIS Annual Report*, 1911.

150 The Southwest Harbor VIA had formed at an earlier date but remained dormant until its incorporation in 1914.

151 The construction of this cottage on the West Peak of Western Mountain by Robert Kaign [Kaighn] of Camden, New Jersey, is alluded to in the 1928 Path Guide, which refers to a "rustic summerhouse" on West Peak.

152 Dorr, Superintendent's Annual Report, 1917.

153 Brunnow, *Bar Harbor VIA Annual Report*, 1915.

154 A similar system is used by the current NPS Trails Crew.

155 Rieley, William D., and Roxanne S. Brouse, *Historic Resource Study for the Carriage Road System, Acadia National Park, Mount Desert Island, Maine* (NPS Contract No. CX1600-6-0047, May 1989), 17.

156 Waldron Bates, "Road and Path Committee Report," *Bar Harbor VIA Annual Reports*, 1900-1908.

157 George Dorr, "Bicycle Path Committee Report," *Bar Harbor VIA Eleventh Annual Report*, 1900.

158 S. Weir Mitchell, "Report of the Committee on Roads and Paths," *Bar Harbor VIA Annual Reports*, 1909–10.

159 Ibid., 1913–16.

160 David Goodrich, correspondence, July 28, 1999 and October 29, 2003.

161 Sections of this trail were described as part of the Kaighn Trail (#606) in the 1915 path guide. Careful reading of the routes in the 1915 guide suggest that sections of the ridge route may have be added later or rerouted. David Goodrich, correspondence, October 29, 2003.

162 George B. Dorr. *The Sieur de Monts National Monument and Its Historical Associations*, Sieur de Monts Publication Series, no. 17, 1917 (Acadia NP Archives, box 6, folder 4).

163 Dorr to F. W. Griffith, Chief Clerk, National Park Service, September 9, 1917. NARA RG 79, Entry 6, Central Classified Files 1907–39, box 1, Appropriations, File 1.

164 Ibid.

165 Rieley and Brouse, *Historic Resource Study for the Carriage Road System*, Acadia National Park, May 1989, 71.

166 Rieley and Brouse, 1989, 189.

167 Pepper to Rockefeller, Rockefeller Archive Center, August 15, 1920.

168 Barrington Moore to Mr. Blair, Bar Harbor VIA meeting notes, 1925.

169 In many cases, trails that were parallel to carriage and motor roads continued to be maintained. However, in the late 1950s when the trail system was reduced, these hiking trails were no longer marked.

170 For a complete listing of chairmen, refer back to Table 6.

171 Technically, this path is in the Seal Harbor VIS path district; however, maintenance and safety issues were concerns of both the Bar Harbor VIA and Seal Harbor VIS.

172 Park boundaries are shown on the 1921 path map.

173 Frederic Weekes, "Report of the Roadsides, Roads and Paths Committee," Bar Harbor VIA Annual Meeting notes, September 8, 1921.

174 The land was donated by Mrs. Henderson. Bar Harbor VIA Meeting notes, July 12, 1923.

175 Both roads on the western side were later reopened in the 1930s after improvements carried out by John Rockefeller, Jr. and the Civilian Conservation Corps.

176 *Seal Harbor VIS Annual Report*, 1927.

177 *Bar Harbor Times*, October 2, 1929, p. 1.

178 Dorr, Proposed 1918 Budget; Dorr to Albright, September 22, 1917. NARA RG 79, Entry 6, Central Classified Files 1907–39, box 1, Appropriations, File 1.

179 This route had been proposed in 1903 but was not built at that time due to the steep bank and the unwillingness of some landowners.

180 Augustus Gurnee himself had also bequeathed $5,000 to the Bar Harbor VIA. The interest from this money was to be used to maintain the How Memorial at Fawn Pond. Any remaining interest was to be applied to the maintenance of Woodbury Park. *Bar Harbor Times*, October 16, 1915.

181 *Bar Harbor VIA Annual Report*, 1926, 18–19.

182 "Path Committee Report," *Bar Harbor VIA Annual Report*, 1930.

183 At their July 14, 1932 meeting the Bar Harbor VIA acknowledged his contributions to the path system: "Mr. Peabody's long, unfailing and successful helpfulness in the care of the paths and trails and to the Association in general has endeared him to all of us as well as to every lover of Nature on this island."

184 Frank Rowell to Adelaide Hatch, August 8, 1935. Bar Harbor VIA Correspondence Files. The letter contains the following resolution: "Resolved that the Village Improvement Association hereby requests the United States Department of the Interior, through the Superintendent of Acadia National Park, to take over for maintenance and repair as much of the trail system, exclusive of the endowed paths, as lies within the National Park."

185 Benjamin Hadley, "Report of the Path Committee," *Bar Harbor VIA Annual Report*, 1932.

186 Refer back to the 1926 path map (Appendix E).

187 Prior to this time Mr. McCrea had worked under the direct supervision of the Seal Harbor Secretary and Treasurer, George Stebbins. *Seal Harbor VIS Annual Report*, 1921.

188 Refer back to Figs. 58 and 59.

189 *Seal Harbor VIS Annual Report*, 1933.

190 Joseph Allen to JDR, Jr., December 27, 1923, folder 1134, box 113, Homes, OMR, Record Group 2, Rockefeller Family Archives, Rockefeller Archive Center (RFA, RAC). In Neil Maher's draft HAER documentation, "From Mountain Top to Seashore, the Cultural Legacy of the Motor Roads of Acadia National Park," 1995, 29.

191 Joseph Allen, "Scarring Mount Desert," *New York Herald Tribune*, editorial dated January 10, 1925, folder 1133, box 113, Homes, OMR, Record Group 2, RFA, RAC. In Neil Maher, 1995, 30. Also William Jay Turner to JDR, Jr., April 11, 1924, folder 1085, box 109, Homes, OMR, Record Group 2, RFA, RAC.

192 "Mt. Desert Path Committee Meets," *Bar Harbor Times*, January 14, 1920, p. 1, col. 7.

193 *Southwest Harbor VIA Annual Report*, 1932.

194 Joseph Allen, *Seal Harbor VIS Annual Report*, 1929.

195 The toboggan chute was almost 600 feet in length. It started on a 4-foot platform, then dropped to the lake, allowing riders to coast across the width of the lake. "Toboggan Chute Real Thriller," *Bar Harbor Times*, February 8, 1922, p. 1, col. 2.

196 Harold Peabody, "Report of the Path Committee," *Bar Harbor VIA Annual Reports*, 1924–32.



Acadia NP Archives, gift of George C. Havey

Civilian Conservation Corps crew building steps in rockslide in the 1930s.

MANAGEMENT OF A NATIONAL PARK TRAIL SYSTEM

THE NEW DEAL AND PARK TRAILS, 1933–42

FIRE, OBLITERATION, MISSION 66, AND PARK TRAILS PROGRAM, 1943–2003

THE NEW DEAL AND PARK TRAILS, 1933–42

By the early 1930s the country had fallen into a deep economic depression. As part of the New Deal economic recovery programs between 1933 and 1942, federally funded work crews constructed 18 miles of new hiking trails and maintained 200 miles of park trails. This served as a period of transition from the village improvement path system to the park system. Unlike the trails built by the VIA/VIS groups that radiated from villages, paths built during this period were laid out within the park boundaries and in conjunction with new visitor parking areas, roads, picnic areas, swimming areas, and campgrounds. With these new facilities, the park became increasingly separated from the surrounding villages and connector trails. Like the trails constructed by the village improvement path committees, those built by the federal crews were of high quality, but for different reasons. The trails were built with a tremendous amount of "man-days" of physical labor, use of mechanical equipment, and carefully prepared designs by park service landscape architects and engineers. During this period, path construction and maintenance by the village improvement societies was limited.

THE NEW DEAL PROGRAMS—CCC, CWA, AND WPA

In 1932 Franklin D. Roosevelt was elected President of the United States, promising economic recovery to a country stagnated by depression. Following his inauguration in March 1933, his "First Hundred Days" included over fifteen emergency acts to Congress, three of which had a direct effect on the development of Acadia's trail system: the Emergency Conservation Works Act projects to be carried out by the Civilian Conservation Corps; the Civil Works Administration; and the Recreational Demonstration Area projects funded through the Emergency Relief Act. Of these programs, the Emergency Conservation Works Act had the greatest impact on the trails.

Roosevelt created the Emergency Conservation Works Act (ECW) as part of the Reforestation Relief Act signed on March 31, 1933 to provide jobs for some 250,000 unemployed young men. Projects included construction of park facilities and maintenance. At the same time, the men gained technical skills, physical conditioning, and educational training to reenter the private-sector work force. The ECW was intended as a temporary measure under the administration of an inter-agency group from the Departments of Labor, Army, Interior, and Agriculture. In 1937 the highly successful program was extended, and thereafter called the Civilian Conservation Corps (CCC).

Three ECW-CCC work camps were established to carry out work in Acadia National Park. In May 1933, Company 154 (NP-1) established a work camp at McFarland Field to the west of Eagle Lake, the present site of park headquarters. In June 1933, Company 158 (NP-2) established a work camp on Great [Long] Pond near Southwest Harbor. A third camp in Ellsworth carried out projects on the Schoodic Peninsula and occasionally worked with the two camps on Mount Desert Island.[197]

Forest protection and fire control were envisioned as the primary purposes of the ECW-CCC crews, while scenic preservation and landscape improvements were considered complementary activities. Trail construction and maintenance were included in many projects. Trails included short connector paths to new facilities and long scenic paths to new areas within the park. In addition, many minor roads and fire protection roads called "truck trails" allowed for a greater number of trailheads and loop walks from one trail to another. The appearance of many existing trails was greatly altered by woods thinning and clearing to open up views to distant mountains, the ocean, and nearby ponds obscured by thick stands of conifers. In addition CCC crews performed some routine maintenance on 150 miles of trails on the eastern half of the island and 50 miles on the western half.

Work projects for the CCC were prepared by each park's superintendent and submitted to Acting NPS Director A. E. Demaray for approval. Ideally, projects to be carried out by the CCC were in accordance with the park's master plan. Acadia prepared master plans in 1927, 1932, and 1935.[198] However, due to the ever-expanding boundaries of Acadia National Park and the degree of local involvement, plans and ideas continued to evolve. Superintendent Dorr had extensive lists of project proposals, many of which came from his personal vision for the park. As part of the 1932 development plan, Dorr recommended:

> 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.[199]

Specific projects recommended by Dorr were to rebuild the Ocean Drive Trail in cooperation with Rockefeller's road construction work, to improve the Bear Brook and Sieur De Monts Spring areas, and to add park facilities and trails to the newly acquired land on the western side of the island.

Throughout the country, each park with an active ECW-CCC program had a resident technical staff to prepare designs for CCC work that included a landscape architect, an architect, and an engineer. At Acadia National Park, Benjamin Breeze served as the resident landscape architect and George Gordon as assistant landscape architect. These men prepared detailed drawings of trail routes and features in accordance with NPS trail standards (Figs. 87 & 88). The park sent all drawings to the Washington, D.C. design office for approval by Thomas Vint, Chief Landscape Architect for the National Park Service Branch of Plans and Design. These drawings and monthly reports document the design and construction work for individual trails and adjacent facilities. For example, CCC crews rebuilt the Ocean Drive Trail over an existing trail in order "to conform with the complete plan for the area as suggested by the Park Landscape Architect."

General guidelines for the trail construction were issued to all camps in 1934 and 1937 to provide technical guidance and training information to CCC enrollees. The recommended procedure for starting trail construction was to set a line prior to construction.

> Construction should not be started on a trail until the line has been flagged through to its destination... and approved. This approval should be from all of the Branches which may have an interest in its construction. These Branches will include the landscape architect who is charged with utilizing the scenic features and blending the trail with the landscape; the engineer who is concerned with the problem of construction; the forester whose duties involve the protection and propagation of natural cover; the geologist who will assist in locating the trail so as to take advantage of geographic and geological features and protect them from destruction; and the wildlife technician in whose care the zoological and botanical values are entrusted.[200]

Technical supervisors were appointed to specific types of projects to provide both direction and training to the young enrollees. Supervisory personnel for trail construction included Vernon S. Lunt, W. I. Leland, Allen Mitchell, Gray H. Curtis, Madison B. Knowles, L. Pinkham, and Winslow Rand. In addition to field supervision these men prepared written reports describing the work accomplished. These reports and the accompanying photographs offer the best documentation about the nature of their work.

The work program was divided into six-month enrollment periods. Enrollment was open to single men between the ages of eighteen and twenty-five who were willing to send up to $25 of their monthly $30 wage check back to their families. Most projects were designed to be accomplished within one six-month enrollment period. Larger projects were broken into sections. For example, construction of the Ocean Drive Trail was completed in three sections: Sand Beach to Otter Cliffs in 1933–34, along Otter Cliffs in 1936, and to Otter Point in 1937. Important components of every project were to train enrollees, set high standards for workmanship, and complete and

document the project. As a result, the CCC work throughout the country represented some of the finest craftsmanship in trail construction. The philosophy of CCC trail construction at Acadia is stated in a progress report for the construction of the Western Mountain [Perpendicular] Trail.

> Different trails must be built so as to answer the requirements of hikers of varying degrees of hiking ability. Here we have attempted to meet in particular the requirements of a ranger-naturalist party, a party including, no doubt, some tenderfeet who however are agile and prepared for at least a 2 to 3 hours climb. 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 be embodied in the trail itself a natural change of pace; for example, from steep rock climbs to level moss or needle surfaced walks.[201]

Civil Works Administration Trail Construction

The Civil Works Administration (CWA) was a short-lived relief program that provided work for the locally unemployed through state grants during the winter of 1933–34.[202] At the time of the program, unemployment in the region was the worst in Maine's history. The Town of Bar Harbor alone had registered more than 700 men in need of work. With funding approved through the state's program administrator, several work projects were carried out in cooperation with the park's CCC technical and supervisory staff. To carry out the projects 530 local men were employed on Mount Desert Island and the Schoodic Peninsula. The program provided 17,677 man-days of winter work in the park.[203]

CWA crews of local men were found to be more efficient than the CCC crews, since few of the young

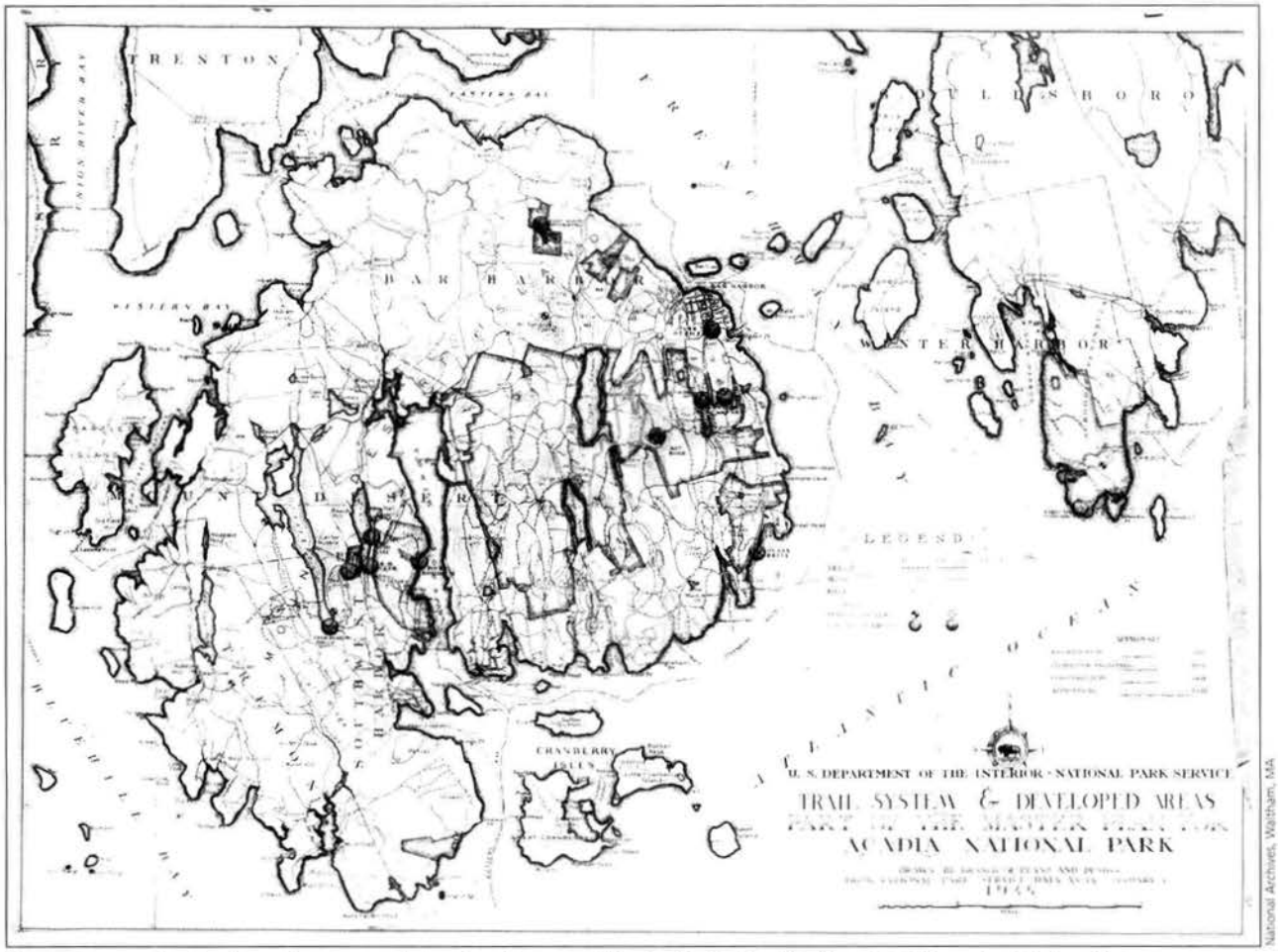


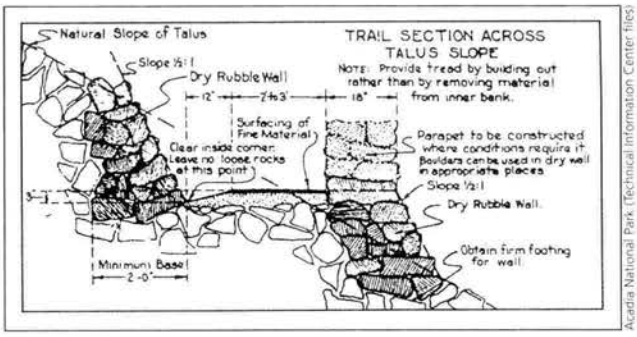
Fig. 87 Master Plan for the trail system and developed areas within Acadia National Park, 1935. This early NPS plan illustrates existing, proposed, and removed trails. Major paths outside of park property are also shown.

CCC men had "ever seen an axe" before coming to camp. One worker, Irad Norton, is known to have constructed trails for the Bar Harbor VIA.[204] Most of the CWA work on Mount Desert Island was done in the Beech Cliff and Beech Mountain areas (Fig. 89). The land had been recently added to the park, most of it donated by John D. Rockefeller, Jr. Work was carried out through the combined efforts of Rockefeller, the town of Mount Desert, and CWA and CCC crews. As a result, 1.75 miles of road were reopened, a parking lot built, and new trails constructed in the area. Trail work carried out by the CWA included construction of 1,625 feet of smooth graded trail from the Beech Cliff parking area to the Beech Cliff. This included the placement of more than 50 cubic yards of dry masonry, resulting in 135 stone steps. A crew of ten men worked for thirty-seven days before work was halted by heavy snowfall. CCC crews completed the project during the following summer. CWA and CCC craftsmanship along this carefully constructed trail is still evident. Original capped stone culverts and stone-lined drainage ditches, with stones laid in a V-shape, still remain. As the trail descends onto open ledges, slab-laid steps and retaining walls are present.

The CWA crews also cleared out brush along the Seawall beach to allow for access trails to the area. Selective forestry cutting was done along trails in the Echo Lake and Ocean Drive areas. Removed wood was distributed to Mount Desert Island families in need of fuel during the harsh winter.[205]

"Submarginal Lands" and Recreational Demonstration Areas

The Federal Emergency Relief Act (FERA) was proposed to Congress on March 21, 1933 and passed on May 12. In 1935 FERA was replaced by the Emergency Relief Appropriation Act (ERA) and the Resettlement Administration. Through this program "submarginal lands, "those with low productivity or limited agricultural value, were purchased by the Federal Government. The CCC and other forms of relief labor were used to "restore" these areas to a natural condition and develop recreational facilities that were described as model parks, or "Recreational Demonstration Areas" (RDAs). Although this program was primarily directed at land in the "Dust Bowl" states, it provided the opportunity to greatly expand Acadia National Park. Through this program, Superintendent Dorr purchased over 5,000 acres of privately owned land on the western half of the island.[206] This area was referred to for many years as "Acadia National Park Extension," or as "Recreational Demonstration Project, LD-ME-3." The land was set aside for wildlife preservation and



Acadia National Park (Technical Information Center files)

Fig. 88 National Park Service standards for trail construction developed by Chief Engineer Frank Kittredge in the 1920s were published and distributed in 1934. These standards guided the design of trails to provide a durable walking tread as well as harmonize with the surrounding landscape. The standards were developed in the western U.S. parks and adapted to eastern parks.



National Archives, Waltham, MA

Fig. 89 Civil Works Administration (CWA) work in progress during the winter of 1933–34 on Beech Mountain.

recreational facilities for camping, picnicking, fishing, and boating. Dorr oversaw trail construction in conjunction with these facilities.

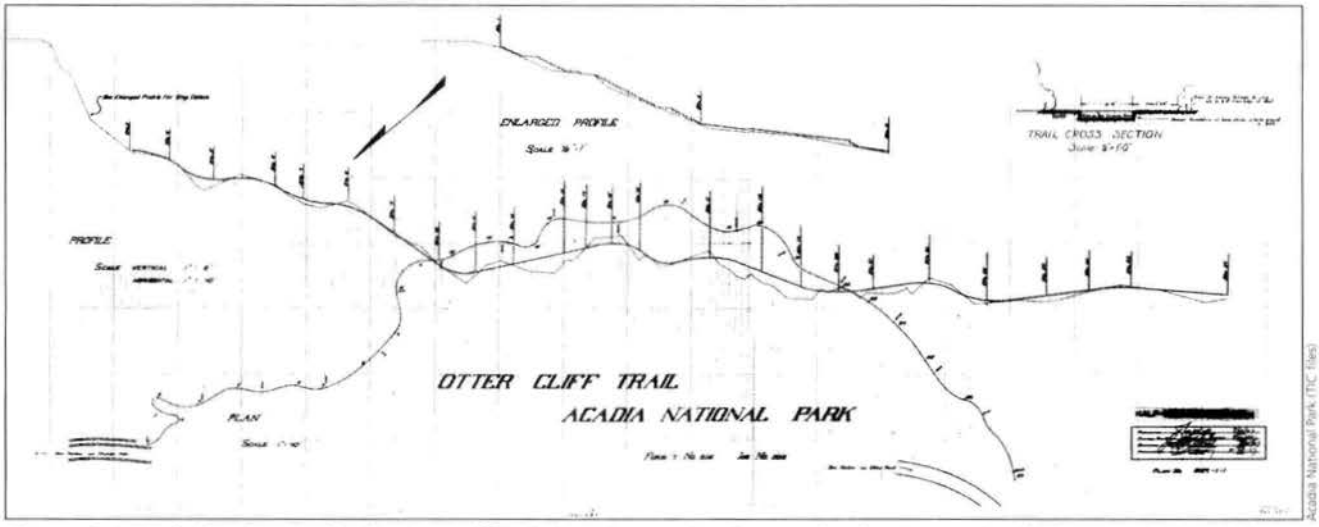
As part of the Emergency Relief Appropriation Act, the Works Progress Administration (WPA) was created to pay wages for skilled labor. The WPA provided the initial funding for the first improvement project for the Recreational Demonstration Area on the western half of the island. As a result, crews built several new trails, including a trail through the Pretty Marsh picnic area and trails from the Pine Hill and Oak Hill picnic areas to Western Mountain. Outlook shelters remain at the Pretty Marsh picnic area, while only the foundations remain at Pine Hill and Oak Hill. Stone and steel fireplaces remain at all three areas. Wide cut-granite stone steps are still evident on trails at Pretty Marsh and Pine Hill. Table 10 lists the new trails and trail improvements carried out by the CCC, CWA, and ERA-WPA programs. Below is a summary of the physical characteristics of the CCC work.

Routes to Overlooks, Development Areas, and Truck Trails

Since each trail was designed before construction, CCC trails often traveled gradually at predetermined grades, with extensive underlying construction. As described in the two quotes above, typically a string line was set prior to field construction in order to maintain the correct grade and alignment. Most trails were laid out across sidehills to achieve a relatively even grade, with many containing switchback sections, such as on the Ocean Path, Perpendicular Trail, and Great [Long] Pond Trail. Switchbacks typically contained extensive stonework, including large boulder retaining walls, steps, and coping stones. In some cases switchbacks were combined with overlook points, lined with robust coping stones, to highlight the island's dramatic scenery (Figs. 90 to 93).

A master planning goal of the NPS Branch of Plans & Design was to make the park fully functional within designated "development areas." New facilities, roads, and parking areas built by the CCC, CWA, and WPA required connector trails. Many short trails were built to connect picnic areas, campgrounds, scenic overlooks, and ranger cabins with the road and trails system. For example, ranger cabins were built in dispersed locations throughout the park to serve as storm shelters or overnight sleeping quarters for the park rangers (Fig. 94). Many paths were built in conjunction with the Recreational Development Areas, including Pretty Marsh, Oak Hill, and Pine Hill. The quality of workmanship in these areas tended to be very high, as these were considered important to the appearance of the park and the visitor's overall experience.

CCC trail projects often dealt with changes caused by the construction of park motor roads. When Rock-



Acadia National Park (TIC Files)

Fig. 90 The 1937 design drawings for the Otter Cliff Trail along Ocean Drive illustrate the planning required by the NPS Division of Plans and Design prior to the construction of a trail.

efeller funded the construction of the Ocean Drive Motor Road, the CCC worked alongside, rebuilding the Ocean Drive Foot Trail to parallel the new road with short spur trails to parking areas, scenic overlooks, and picnic areas (Fig. 95). Additional connector trails were built to the mountain trails, including a connection from the Homans Place to The Bowl and from new parking areas along Ocean Drive to Champlain Mountain and Gorham Mountain. When the motor road was extended through the Bear Brook area, 2,000 feet of the Bear Brook Trail was rebuilt to tie the trail to the new Bear Brook public campground and picnic area.

In addition to footpaths, the CCC built many "truck trails" across the island.[207] These trails were gravel roads ranging in width from 10 to 16 feet and were built primarily as fire access roads through remote areas. In many cases the trails also functioned as access roads to trailheads or could be used by walkers for loop hikes.



Photograph from George Havey, Acadia NP Archives

Fig. 91 CCC workers in 1937, including George Havey from Bar Harbor, Paul Chappie from Portland, Lionel Michaud from Waterville, and St. Peter [sic] from Old Town, constructing overlook at Otter Cliffs.



National Archives, Waltham, MA

Fig. 94 CCC work crews built a trail and ranger cabin on Youngs Mountain in circa 1937. Similar cabins were built at Sieur de Monts Spring, McFarland Hill, Western Mountain, and Oak Hill.

Truck trails built between 1933 and 1942 are listed below. Most of these "administrative" truck trails are not considered part of the hiking trail system, with the exception of those that form important walking loops





National Archives, Waltham, MA

Figs. 92, 93 Photograph of Civilian Conservation Corps setting string lines for the construction of the Otter Cliff Trail in 1937.

or were previously part of the village improvement path system. These are noted with assigned trail numbers.

- Great Meadow Truck Trail (#365)
- Tarn Truck Trail
- Otter Point Truck Trail (#340)
- Beech Hill Road extension and parking area
- Canada Hollow–Lurvey Spring Truck Trail
- Gilley Field Road to Reservoir Truck Trail
- Gilley Field Road to Park Extension
- Great Long Pond Truck Trail
- Valley Cove Truck Trail (#626)
- Bass Harbor Head Truck Trail
- Farm Truck Trail
- Man o' War Brook Truck Trail (#627)
- Marshall Brook Truck Trail
- Hio Truck Trail



National Archives, Waltham, MA

Fig. 95 New steps constructed at intersection of path above Thunder Hole and motor road in circa 1934.

Planting and Forest Stand Improvement

The circulation systems within Acadia National Park changed dramatically during this period with the construction of new motor roads, carriage roads, and footpaths. Changes necessitated the obliteration of sections of roads, paths, and quarry pits. The CCC was rigorous in their approach to cover over disturbed areas and to return them to a natural appearance. When necessary, areas were regraded with the addition of fill and loam. Plants were then added to cover scars.

Plants were also used to screen views of roads and industrial or developed areas. The design philosophy for this work was to use native species that would, in time, appear natural rather than cultivated. Plants were either transplanted or started from seed collected on the island. Three seedling nurseries were established near Kebo Mountain, Little Meadow Hill, and on McFarland Hill adjacent to the NP-1 CCC camp. Many trees, 6,674 to be exact, were transplanted in 1935 from the Rockefeller estate. White spruce, red pine, and red oak 4 to 5 feet in height were replanted along the banks of the newly constructed Ocean Drive Trail and the CCC Tarn Trail along the east side of The Tarn.

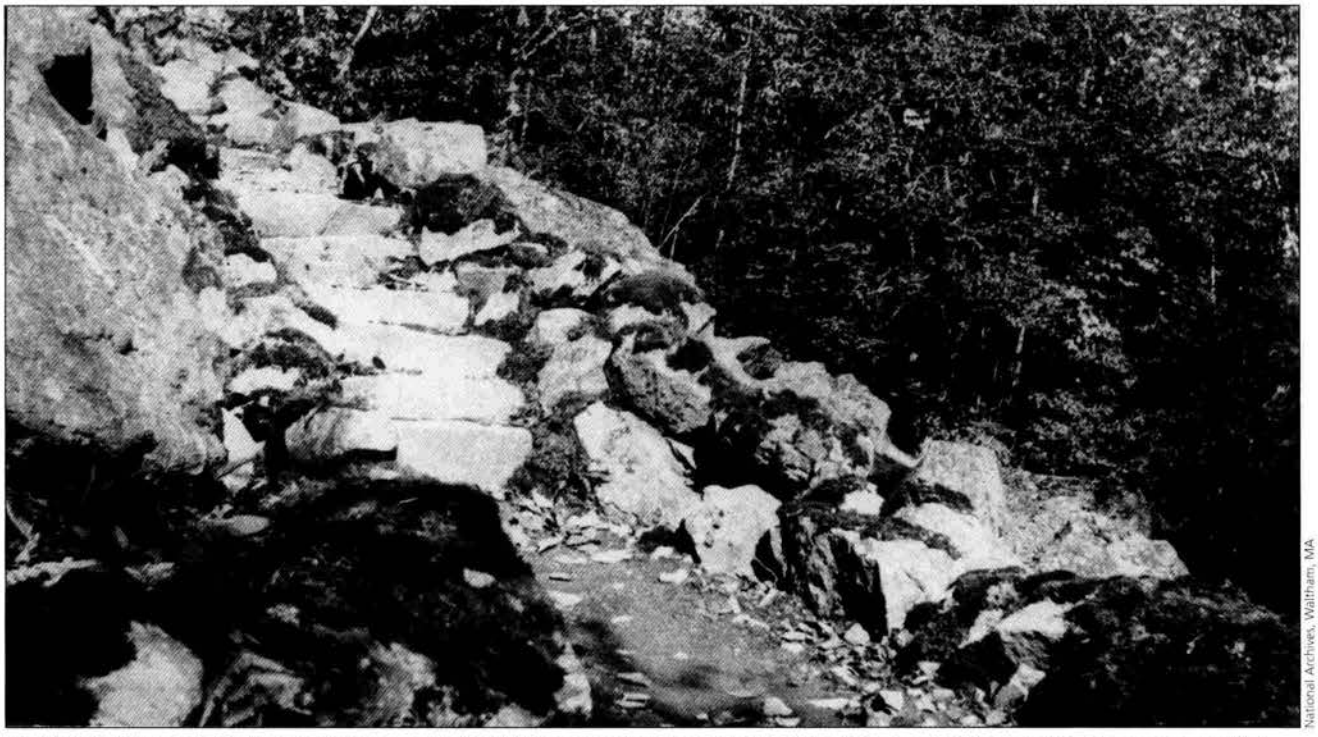
Near the summit of Cadillac Mountain CCC crews transformed an abandoned section of roadbed into a connector trail to the North Ridge Trail and summit trails. The roadbed was graded, loam added, and native plants installed according to a planting plan prepared by B. L. Breeze. Along this 400-foot section of trail 45 trees and 715 shrubs were planted. Species included "red maple, white spruce, white cedar, white birch, viburnum cassinoides, ibex, spirea wild and cultivated, bitter sweet, wild sods lambkill and blueberry."[208]

Attention to detail is evident in the CCC work on the Perpendicular [Western Mountain] Trail. Where the trail crossed a talus slope, rock steps and ramps were built. Because the newly placed stones appeared ragged and bare in contrast to the natural surroundings, the crew covered the stones with "moss and mats of rock fern, such as grow for the most part throughout the talus slope"[209] (Fig. 96).

Forest stand "improvement" and fire hazard reduction were an integral component of almost all trail projects. Along existing trails, stands of trees were thinned and pruned. This work improved views into the surrounding forest or opened up distant views. Cut logs were transported for use as firewood. Brush was stacked and burned. During the first enrollment period in 1933, many hours were spent improving the appearance of the Lakewood area to "bring it from a half stagnant pond status to one of a very popular freshwater beach." In the second enrollment period the woods around Lakewood and Fawn Pond were cleaned to encourage visitors to use the path system and to open up views of the ponds and the lichen- and moss-covered cliffs. Similarly, on Enoch Mountain, just north of The Beehive, logs, blowdowns, brush, and litter were considered a fire hazard and were removed for a distance of 50 feet on either side of the trails.[210] The practice of woods cleaning involved removal of enormous amounts of understory vegetation, dead limbs, and ground logs. While these forest management practices were deemed positive at the time, they were later viewed as highly disruptive to the landscape ecology of the area.[211]

Treadway Specifications

One enduring quality of CCC trail work was the attention to the treadway and trail surface construction. Preparing the surface was a multi-step process that often took several months and frequently required materials transported from other parts of the island. For example, loam was transported from the Great Meadow to the rocky Ocean Drive Trail for seeding and planting the trail banks. For some trails, enormous quantities of material were moved. For the Ocean Drive and Otter Cliffs Trail, over 5,000 cubic yards of rock, fill, and loam were trucked and spread over the trail bed (Figs. 97 to 99).[212] In locations that could not be accessed by transport trucks men spent many hours manually moving materials. On the Perpendicular [Western Mountain] Trail, soil for setting stones was difficult to locate and had to be gathered from the base of ledges. The construction of the Anemone Cave Trail involved "swamping, cleaning and stumping of way, grading, filling, and graveling of the trail." A particularly descriptive account describes the construction of the foot trail around Otter Point. This approach is shown on the Cadillac Mountain summit (Figs. 100 & 101).

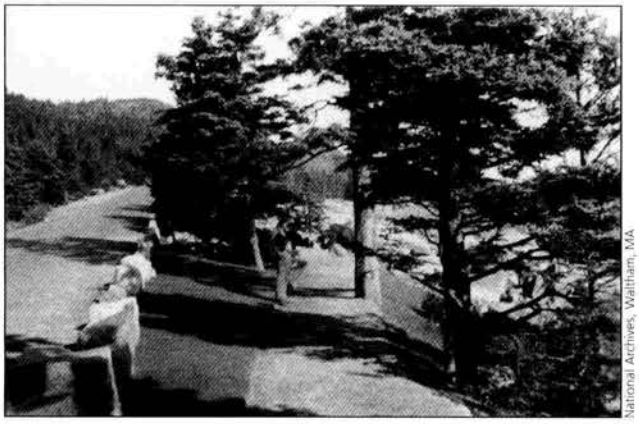


National Archives, Waltham, MA

Fig. 96 On the Perpendicular Trail, CCC crews in the 1930s covered stones with transplanted moss and ferns to blend new construction with the natural surroundings.







National Archives, Waltham, MA

Figs. 97, 98, 99 CCC work crew in circa 1934 constructing the Ocean Drive Trail parallel to the new motor road. The first image shows the use of prybars to move a stone for the retaining wall. The second image shows the same crew spreading loam transported from the Great Meadow area. The third image is a completed section of trail before seeding.

> This trail....is constructed first, by such clearing as is necessary; second, by removing such duff and top soil as may be present; third, by filling with broken rock for a base; fourth, by covering the base with coarse gravel; fifth, by placing a coating of fine gravel for finish; and finally, by covering with duff or tanbark for a soft walking surface and to disguise construction.[213]

In boulder fields or talus slopes, CCC adopted a construction style similar to the VIA memorial paths. Flat boulders were laid end-to-end to form a comfortable walking tread, as is found on the Perpendicular Trail and the talus slope on the west side of the Jordan Pond Path, which was improved by the CCC. These boulders were often integral to the drainage system for the trail as described below.

Drainage and Erosion Control

The national system of CCC camps and the Office of the Branch of Plans and Designs in Washington, D.C. provided a clearinghouse for information regarding the successes and failures of trail construction. This expertise was particularly evident in the construction of trails to handle drainage and to reduce erosion. Strategies included the use of switchbacks, the setting of flat stones, or ramps, for tread on straight-sloped sections of trails, and the use of rock drains to direct water under the trail. For example, the Emery Path on Dry [Dorr] Mountain was a very popular path and, though less than twenty years old, suffered from serious erosion. In 1933 and 1934 the CCC rebuilt the lower portion of the trail. Flagstones, or flat stepping stones, were collected and placed along the sloped sections of the trail to "pave the ramps for a distance of 250 feet." Nine rock drains were laid underneath the path "to take care of extra heavy rains."[214]

For trails that traversed slopes, extensive drainage ditches were dug above the trail to direct the flow of water. When parallel to the trail, ditches were lined with flat stones, set alternately in a V-shaped or U-shaped ditch. Stone catch basins and closed culverts directed water under the trail, allowing for no disruption of the trail surface (Figs. 102 & 103). In most cases,

the CCC constructed closed culverts, which were either capped with large stones or several small stones and gravel surface material. These ditches, catch basins, and culverts required annual cleaning. As a result many filled and failed the years following the CCC program. Recent field investigations have located many clogged and long-forgotten closed culverts.





National Archives, Waltham, MA

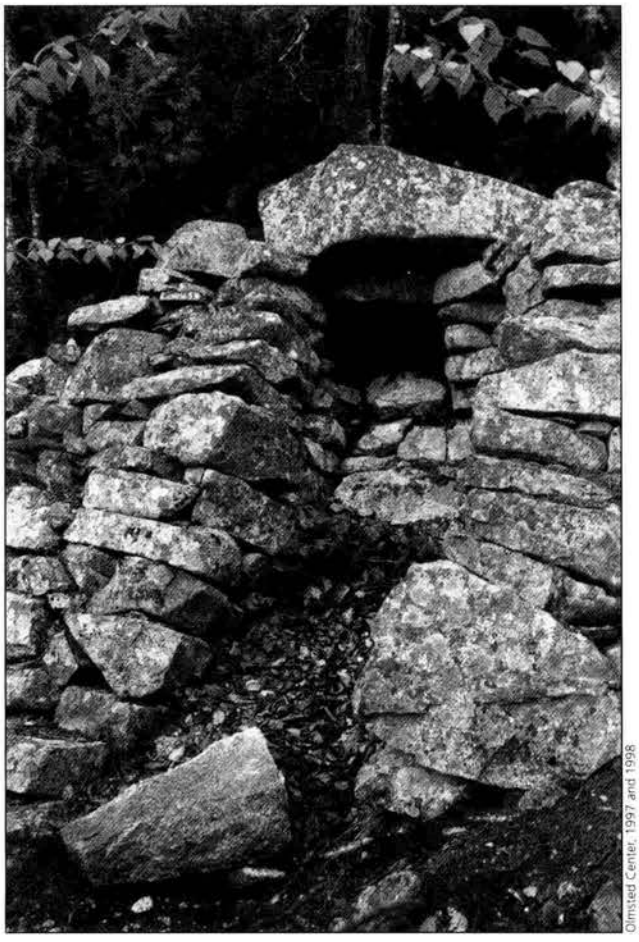
Figs. 100, 101 CCC photographs from circa 1937. The upper photograph shows the trail surface after it has been "swamped out," plants and roots removed, and the rough grade set with stone rubble. The lower image shows the path after it has been surfaced with screened gravel.

Crossings

Although each bridge built by the CCC was slightly different, there were several common features. Most bridges were of cedar log construction, set on granite boulder foundations. Approximately twenty-seven foot and horse bridges were built by the CCC between 1933 and 1942. In the Great Meadow–Sieur de Monts Spring area, at least ten footbridges were built. For these bridges, stone and gravel were quarried at the Satterlee Pit, located at the end of Schooner Head Road above Sand Beach. Cedar posts were used for construction of the tread and railings. Figs. 104 & 105 show a footbridge constructed on the Great Meadow Nature Path. On the Jesup Path, four cedar footbridges were constructed to replace old bridges and one bridge was repaired. On the Stratheden Path, four bridges were repaired and one new bridge was built (Fig. 106). Many bridges were built on paths on the western side of the island. The path along the shore of Great [Long] Pond included both arched and flat corduroy bridges (Figs. 107 & 108). For the arched bridges, two matching, naturally bent cedar trunks were used as stringers.

Many of the bridges described above were built in association with fish rearing pools and streams. An important component of the CCC work was wildlife enhancement programs. Fish rearing pools were constructed in cooperation with the Mount Desert Island Fish and Game Association and stocked with trout. Walking trails were incorporated into many of these areas to allow visitors to view the pools. Fish pools were located along the path from the Sieur de Monts Spring area to the Great Meadow. Another series of pools was located south of Long Pond in Cold Brook. Construction of these pools often involved construction of channels and clearing of shoreline vegetation back to adjacent footpaths (Figs. 109 & 110). Similar to





Olmsted Center, 1997 and 1998

Figs. 102, 103 On the Perpendicular Trail, the CCC built inside drainage ditches lined with stones (left) to direct water into catch basins and under the trail by closed culverts (right).





Figs. 104, 105 Typical CCC-style bridges constructed in the Great Meadow near Sieur de Monts Spring. Cedar logs were set on a dry-laid granite block foundation (above). The bridges were then surfaced with gravel to provide an uninterrupted walking tread (below).



Fig. 106 One of several footbridges repaired by the CCC on the Stratheden Path.

the CCC forest stand "improvement" practices, these practices were later found to be disruptive to fish and stream ecology.

Stone and Iron Work

The CCC expended a tremendous amount of manpower on the construction of new trails and the repair of existing trails. One of their most enduring marks was the stonework done on trails, including stone steps, stone ramps, stepping stones, coping stones, and retaining walls. For example, the Ladder Trail, built in 1896 by the Bar Harbor VIA under the direction of Herbert Jaques, was described by CCC technical foreman Madison Knowles as rough and hazardous. In 1934 and 1935, the CCC rebuilt and relocated 1.4 miles of the Ladder Trail, expending 2,580 man-days of labor and supervision. Knowles reported that finding stone was difficult, "steps had to be hand-drilled and slit off from the ledges along the side of the mountain, and carried by hand along narrow walks to the site of the trail" (Figs. 111 to 114).[215] On the Perpendicular [Western Mountain] Trail, built in 1933 and 1934, several men were required





Figs. 107, 108 Flat and arched cordoroy footbridges built by the CCC on the Great [Long] Pond Trail.

to move enormous stones used for steps and coping. Large stones were used "as security against heaving by ice and frost action"[216] (Figs. 115 to 117). In contrast, steps were intentionally not built on the Anemone Cave Trail so that those with difficulty walking could enjoy the trail.[217]

Little written or photographic documentation has been found to date on the use of iron pins and rungs in CCC trail construction and maintenance. On the Beech Cliff Ladder Trail, Perpendicular Trail, and Ladder Trail, physical evidence suggests that the CCC installed iron-work in steep or difficult sections to support structures





National Archives, Waltham, MA

Figs. 109, 110 Walking trails were built by the CCC along fish pools at Cold Brook by the outlet of Great [Long] Pond (above) and Sieur de Monts Spring (below).

or assist hikers. On the Beech Cliff Ladder Trail, one rung and four ladders guided hikers up the cliff face. The ladders incorporated rolled steel crosspieces fitted and welded to angle-iron side pieces. In addition, a wire rope cable for a safety railing, held with metal stanchions and eyebolts, is unique among the Acadia trail system. Iron rungs and similar, but shorter, ladders are present on the Perpendicular and Ladder Trails.[218]

Signs and Structures

A 1935 master plan for the trail system, coupled with CCC manpower, resulted in an overhaul of trail signs within the park. CCC records indicate that that new signs were needed in conjunction with recent trail construction, and as replacements for rotted and makeshift signs. The CCC installed some 438 trail signs









National Archives, Waltham, MA

Figs. 111, 112, 113, 114 Improvements to the Ladder Trail by the CCC in 1934 and 1935. The upper photograph shows the crew quarrying stone for steps with hammer and chisel. The second image (left) shows a nearly complete section of rebuilt steps. The third image shows the crew moving large stepping stones with a gurney. The lower image shows the completed trail entrance.

on the eastern side of the island and 80 on the western side.[219] Where views of the surrounding landscape were important, a waist-high signpost was used.[220] Along roads and at major trailheads, such as at Echo Lake and Great Pond, a taller post was used and trail signs were suspended on crossbars, similar to carriage road signs. Both posts had conical tops. Many junctions had two or three posts. The signs indicated both destinations and trail names but not distances. The lettering style used by the CCC was distinctive, using large and small capital letters, with curved letters octagonal, in a condensed sans serif style. Signs were likely carved and painted yellow by hand as one of many trades taught to the young CCC enrollees, particularly during the winter months.[221] Each sign and post was stained dark brown (Fig. 118).[222]

The CCC constructed several structures in conjunction with the trail system, though few are still extant. As described earlier, the CCC constructed outlook shelters, picnic tables, and fireplaces at picnic areas. The CCC also built fire towers on the summit of Bernard [Western] Mountain, which also served as a public



National Archives, Waltham, MA

Fig. 115 A circa-1934 photograph of the Perpendicular Trail illustrating the large stone used for steps and coping to prevent heaving by ice and frost. The steps and coping are still in good condition.





National Archives, Waltham, MA, and Olmsted Center, 1998

Figs. 116, 117 A circa-1934 photograph (left) of the talus slope on the Perpendicular Trail and a photograph taken in 1998 (right) showing steps built by the CCC.

observation tower, and a small fire tower on Sargent Mountain, just northeast of the summit. In both cases only remnants are still evident. The CCC may have constructed benches along trails, but no documentation was found.

Termination of the New Deal Programs

With the onset of World War II, many New Deal back-to-work programs were terminated. The CCC camp NP-2 on Long Pond was closed in the spring of 1941. The NP-1 camp at McFarland Hill remained open, but the number of enrollees was greatly reduced. For the remaining men, emphasis shifted from work on recreational facilities to reactivating the Naval Radio station at Seawall and on Cadillac Mountain. The McFarland Hill CCC camp was shut down in June 1942. Some planned projects that were never completed included:

- The proposed museum and path network near Otter Point and the Otter Creek causeway
- The upper end of the Western Mountain [Perpendicular] Trail
- From Western Mountain summit to the Inman Property (Oak Hill) on Seal Cove Road
- A trail along the shore at Ship Harbor
- Ski trails off the north side of Sargent Mountain, from the summit of Cadillac down into the Kebo Valley and off the northwest side of Western Mountain

With the sudden completion of the program, many newly constructed paths that needed follow-up work were left undone. For example, the Anemone Cave Trail required more drainage structures to ensure a solid trail surface. Without these structures much of the surface subsequently eroded.



Fig. 118 CCC signs near the Gilley Trail.

ROLE OF THE VILLAGE IMPROVEMENT ASSOCIATIONS

During the 1930s, the Bar Harbor and Southwest Harbor VIAs worked cooperatively with the Park Service, but reduced their involvement in the maintenance of paths. In 1935 the Bar Harbor VIA ceded responsibility for all trails within park boundaries with the exception of the five endowed paths: the Beachcroft Path, A. Murray Young Path, Gorge Path, Gurnee Path, and Canyon Brook Path. Based on this agreement the Bar Harbor VIA continued to maintain 26 miles of trails, including 8 miles of endowed paths and 18 miles of paths outside park boundaries.[223]

Despite the tremendous federal work force, many of the trails were neglected. Because CCC crews were funded on a project basis, routine maintenance was not an assumed component of the program. In the early 1930s much of the labor was concentrated on the construction of new roads and associated trails. In the late 1930s and early '40s the crews were absorbed with campground construction. As a result, the trails within the park's jurisdiction, particularly those in the Bar Harbor district, were not maintained to the previous standards set by the VIA. In 1937 and 1938, A. Fitz Roy Anderson served as co-chairman of the Bar Harbor VIA Path Committee. He noted with concern the poor condition of many of the paths maintained by the Park Service and the diminishing interest of younger people in using the trails.

> Due to lack of funds and other interests the care of the paths within the Park has been sadly neglected, and in some instances through deterioration of former safeguards and failure to maintain an active supervision, some paths are in a hazardous state. There should be a concentrated effort with fixed responsibility and means provided to carry out a program that would assure proper maintenance of the paths.
>
> Your Committee is extremely anxious to have the members of the Association and their friends take every opportunity to make known the beauty and charm of our Island paths in order to bring to the youth of today a realization of the pleasure and benefit which may be gained by walks through the woods and over the mountains—a pastime so peculiarly a part of the traditions of the Island of Mt. Desert.

Chairman Frederic J. DeVeau echoed these concerns in 1939, as did Chairman John DeWitt Peltz in 1940 and 1941. The decreased use of the trails was symptomatic of a dwindling summer cottage community and a shift toward automobile touring. While the CCC crews were very industrious, many summer residents were alarmed by the presence of so many young men and their techniques for trail construction and maintenance.

The Northeast Harbor and Seal Harbor VIS maintained trails both within and outside park boundaries. Trail work was supervised by Thomas McIntire and carried out by Frank Lowrie and, after 1939, by Claude Murphy and was partially subsidized with federal funds. In some cases the path committee worked with the federally funded CCC crews to construct trailheads and to place new signs. Only one new trail was constructed by the Seal Harbor VIS. Under the direction of chairman Joseph Allen, the Hunters Brook Trail was extended in 1937 north from Wildwood Farm Road to the base of Pemetic Mountain.

When the Park Service assumed responsibility for land on the western half of the island, the Southwest Harbor VIA assumed an advocacy and philanthropy role with respect to trails. The VIA appealed to "park authorities" for the construction of a parking area at the entrance to Valley Cove, which was later constructed by federal work crews. The VIA also donated money and time to the light upkeep of the trails, but primarily focused on the village.[224]

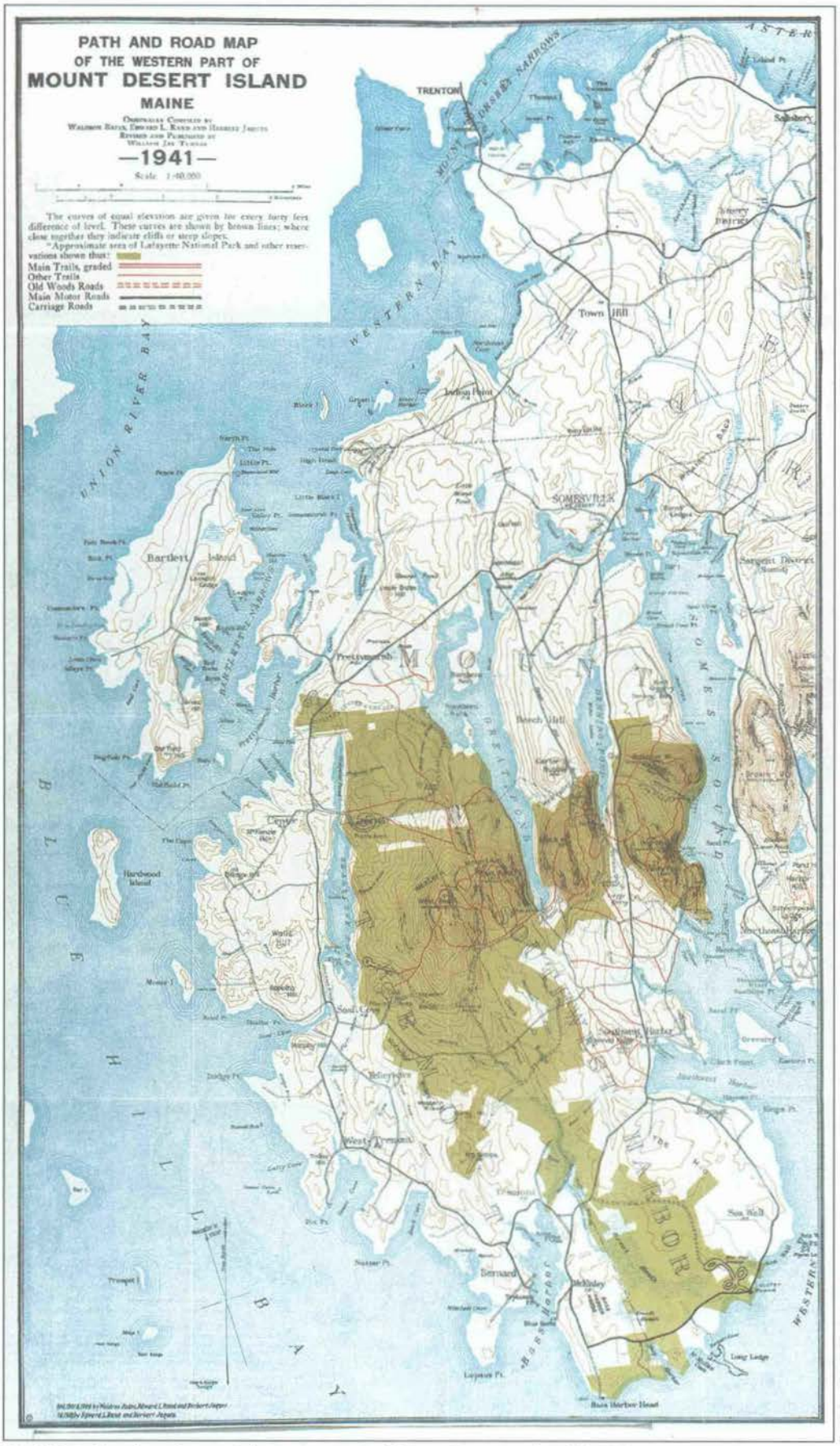
As a result of the work completed through the CCC, CWA, and RDA projects, Acadia National Park was greatly transformed. Prior to the 1930s the park had few facilities. Most paths radiated from the villages or from privately owned facilities, including hotels, boardinghouses, private teahouses and restaurants. With the work accomplished by the New Deal programs, the park became fully functional with a network of park-operated facilities that included roads, park-

ing areas, campgrounds, picnic areas, swimming areas, bathhouses, and ranger stations, which were carefully located by NPS Master Plans (Fig. 119). Visitors were increasingly likely to enter the park by vehicle and to access many of the hiking trails at trailheads in the parking areas. Road-centered visitation activities obscured the existing system of paths radiating from villages. The diminishing role of the VIA/VIS path committees was punctuated by the last path maps printed in 1941 (Figs. 120 & 121). A year later, the U.S. Geological Survey produced a topographic map depicting the trail system with several slight variations in the trail system and the location of trails (Figs. 122 & 123). Public perceptions and, subsequently, the physical layout of the path system during the next twenty years reflected an increasing orientation toward the park motor road system. Drawing 9 and Table 10 show path additions and closures by the CCC and VIA/VIS between 1933 and 1942.



Acadia NP Archives

Fig. 119. Master Plan prepared in 1941 for the Bar Harbor area showing trails and developed areas. Several trails that are no longer marked are shown on this map, including the bicycle path around Beaver Dam Pool (#331), the Black and White Path (#326), several paths connecting to the Kebo Valley Golf Club (#319, #322, and the northern end of #24), the McFarland Path from the CCC Camp [park headquarters] (#524), a path up Youngs Mountain (#359), the path to Lakewood and Fawn Pond (#309), along Duck Brook (#311), near Witch Hole Pond (# 313 and #344) and paths over Great Hill (#306, #309, and #310). Several paths are overlaid with a proposed but unrealized carriage road system to connect developed areas in the park with Bar Harbor. It is also interesting to note that the Homans Path (#349) from Sieur de Monts Spring is not shown.



Bar Harbor Historical Society

Fig. 120 Path and road map of the western part of Mount Desert, updated in 1941.

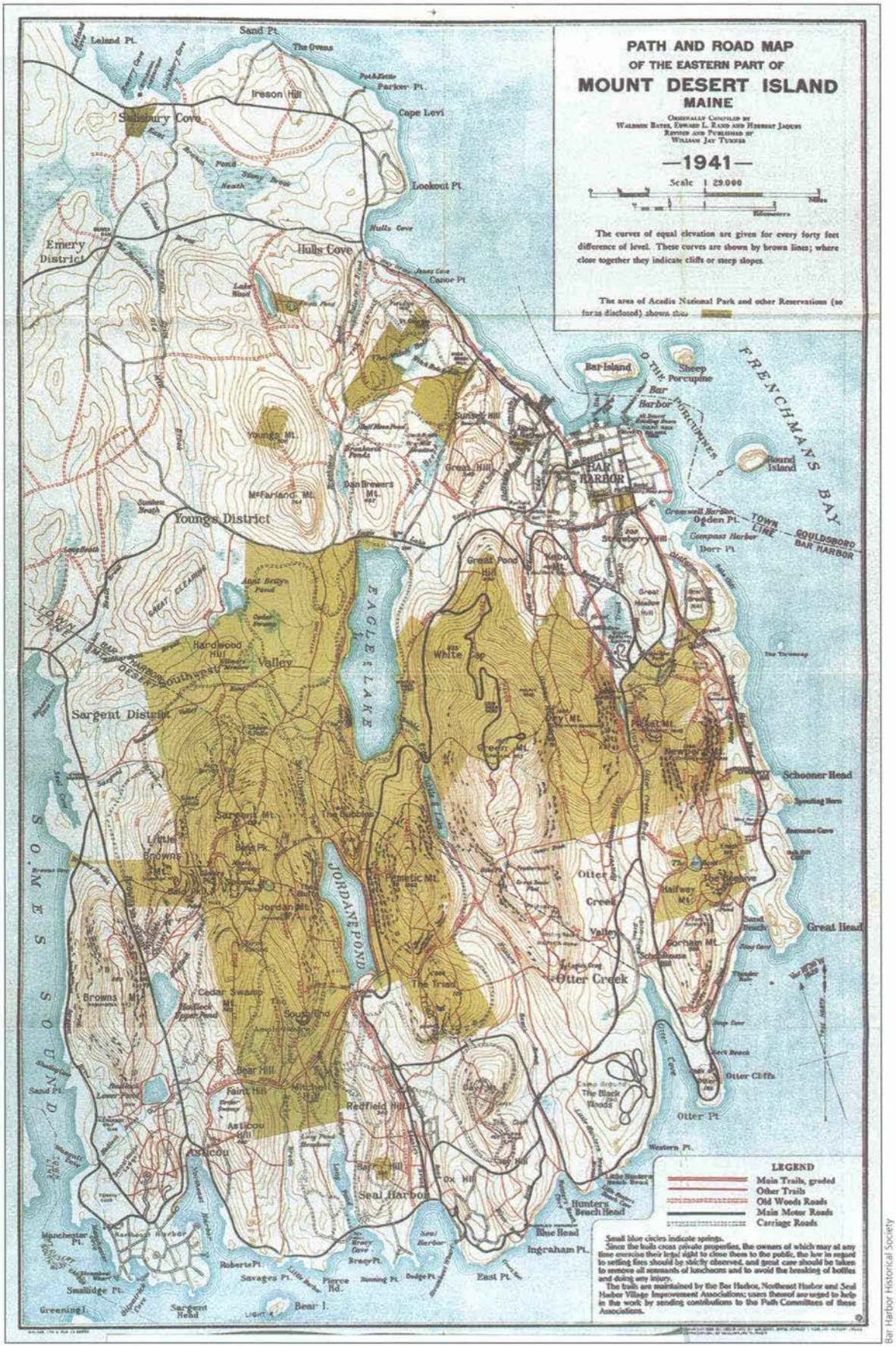


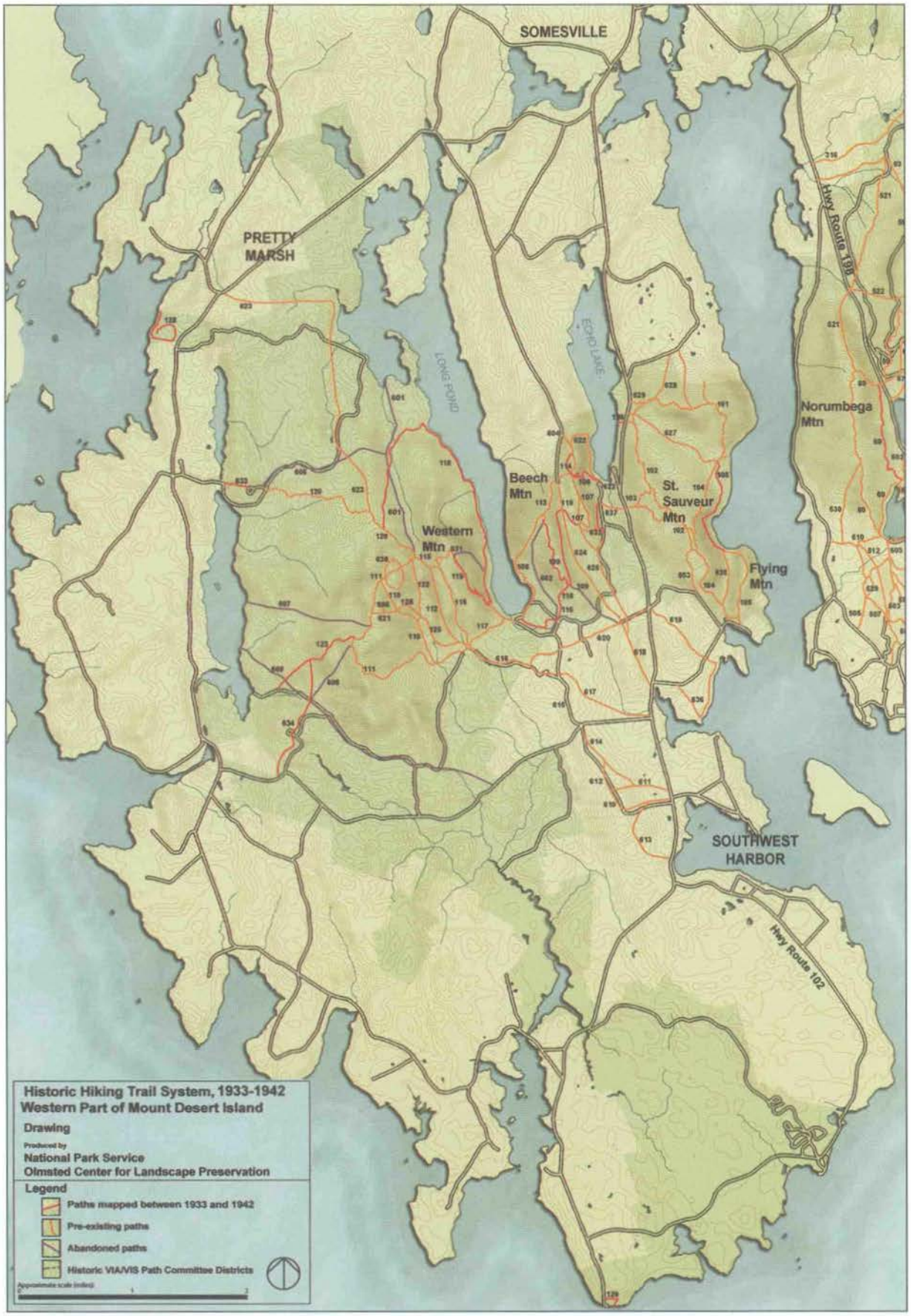
Fig. 121. Path and road map of the eastern part of Mount Desert, updated in 1941.



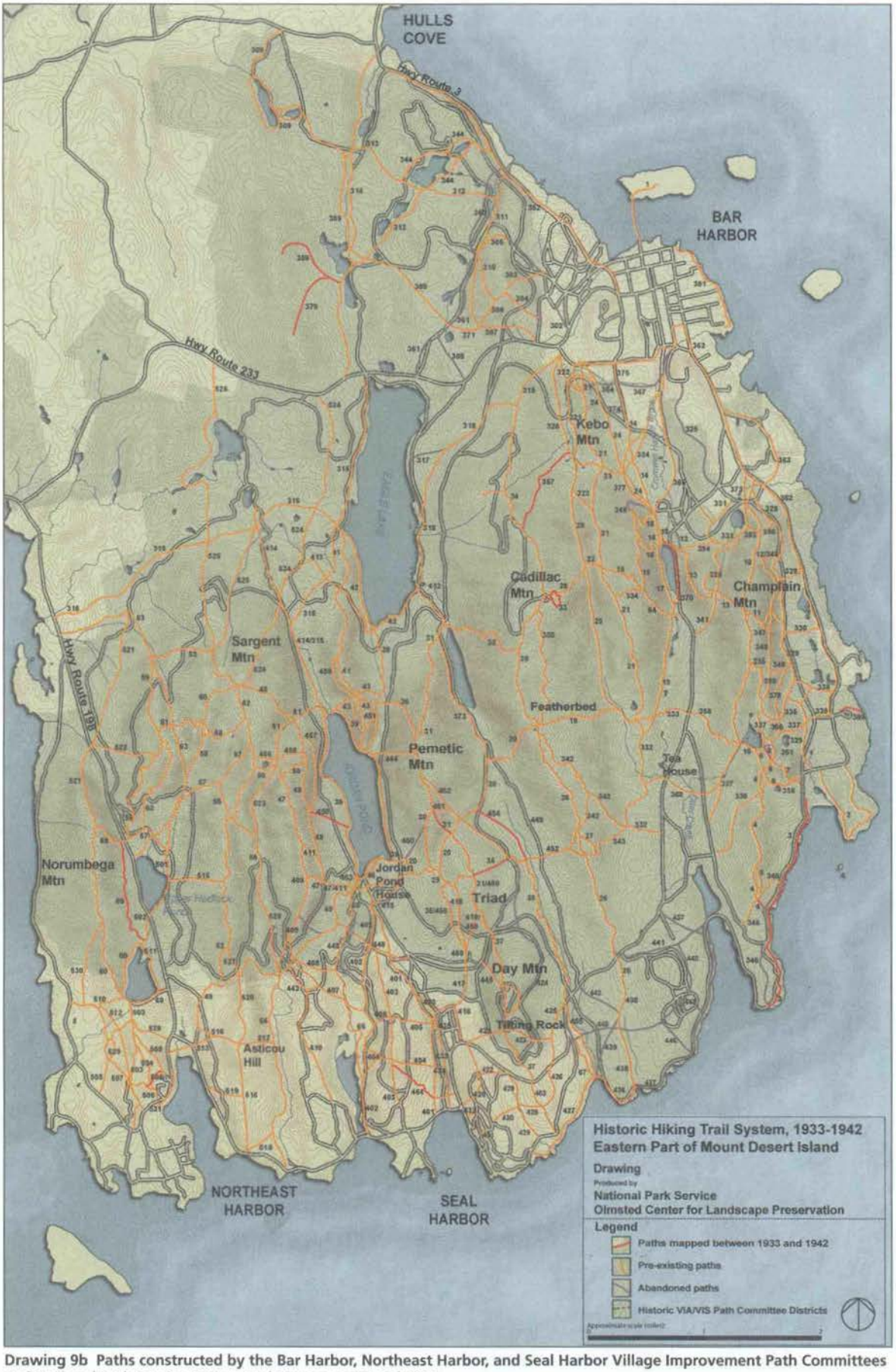
Fig. 122 West side of the island, U.S.G.S. topographic map showing trail system, 1942.



Fig. 123 East side of the island, U.S.G.S. topographic map showing trail system, 1942.



Drawing 9a Paths constructed by the Southwest Harbor VIA, Joint Path Committee, and National Park Service CCC crews between 1933 and 1942.



Drawing 9b Paths constructed by the Bar Harbor, Northeast Harbor, and Seal Harbor Village Improvement Path Committees and National Park Service CCC crews between 1933 and 1942.

Table 10. CCC and VIA/VIS Trail Work, 1933–42

EASTERN HALF OF MOUNT DESERT ISLAND, CCC AND VIA/VIS TRAIL WORK		
Year	**Route and Number**	**Comments**
1933	Cadillac Mountain Summit Trail (#33)	Initiated before arrival of CCC crews by NPS Branch of Plans and Designs, work completed by CCC. Loop not shown on VIS path maps.
1934	Tarn Trail (#370)	CCC records describe 6-foot-wide path on the east side of The Tarn between the highway and the water's edge for people walking from Sieur de Monts Spring to Eliot Woods and Otter Creek. At the southern end of The Tarn, the trail was widened to a truck trail, which extended south through Beaver Brook Valley. Supervised by V. Lunt.
1934	Connections to Tarn Trail (#370) and Kane Path (#17)	CCC records describe 2,700 feet of trail improved and/or constructed. Existing trail [Kane Path] repaired, old bridges replaced, drainage repaired. Two short trails were constructed to connect the newly built Tarn Trail with the Kane Path, supervised by V. Lunt. Route not shown on VIS path maps.
improved 1934	Emery Path (#15)	CCC records describe repair including placing of flagstones, stepping stones, construction of steps and guardrails, and in some places relocation of the trail. General reconditioning of the trail, resetting and replacing small steps with larger ones. Nine rock drains were constructed, and coping stones were set at strategic points. Supervised by M. B. Knowles.
improved 1934-5	Ladder Trail (#64)	CCC records note entrance to trail improved to make it visible from the highway. Repair including placing of flagstones, stepping stones, construction of steps and guardrails, and in some places relocation of the trail. Addition of new steps and in one case changing the course of the trail for the greater safety of climbers. Rocks were procured on Cadillac Mountain for these steps. Supervised by M. B. Knowles.
extended 1934	Bear Brook Valley Newport Mountain Trail [Bear Brook Trail (#10)]	Constructed 2,000 feet of trail including new trailhead to tie the existing trail into the new parking area of the reconstructed Bear Brook Campground. No change shown on VIS path maps.
1934-1940	Possibly Wild Gardens Path (#354), Schooner Head Road Path (#362), possibly also referred to as Great Meadow Hill Trail	CCC records describe 11,500 feet of new/improved trail to connect Ocean Drive [perhaps Schooner Head Road] and Sieur de Monts Spring. Woods cleaned and route laid out in winter 1934, proposed trail to be 2,500 feet long, 0.4-mile trail built to terminate the trail at the Homans place (near Schooner Head).
1935	Anemone Cave Trail (#369)	CCC records indicate 1,000 feet of new trail—no steps, surface construction of new trail from Ocean Drive to Anemone Cave, work consisted of swamping, cleaning, and stumping of way, grading, filling, and graveling of trail, and minor cleaning of woods directly bordering trail. No steps or rough terrain so that "older and infirm people to enter and enjoy this area." Supervised by V. Lunt. Not shown on VIS path maps but shown on 1941 Acadia NP Master Plan.
1935	Sand Beach Trail (no #)	CCC records describe route as on private land, removal of dead wood—fire hazard reduction, construction of gate
1935	Great Meadow Nature Trail/ old road (#365, #377, or #14)	CCC records describe construction of 5,000 feet of trail and five foot bridges, thinning of trees to open view to large groups of cedars in interesting clumps. Supervised by G. H. Curtis.
1935	Sieur de Monts Spring Trail (#365 or #377)	CCC records describe 1,000 feet of trail with bridges, improved surface, and fish pools from spring, along brook to meadow, supervised by G. H. Curtis
improved 1935	Stratheden Path (#24)	CCC records describe new bridge, forest cleaning, and fire hazard reduction, also shown in photographs
1935	Cadillac Mountain— spur trail to North Ridge Trail and summit (#34)	CCC records describe 450 feet of trail—obliteration of a large road scar left from relocating a section of old summit road and conversion to trail by grading, seeding, and planting 45 native trees and 715 shrubs. Planting Plan by B. L. Breeze. Supervised by M. B. Knowles.

Year	Route and Number	Comments
improved 1935	Lakewood (#309) and Fawn Pond	CCC records describe 300 feet of trail—improvement of beach area and trailheads to encourage visitors to use area. Clearing along existing trail to improve views of lichen- and moss-covered cliffs and of ponds and reduce fire hazard from Lakewood to Fawn Pond to Breakneck Pond. Supervised by W. Rand.
1937	Ocean Drive Trail and Otter Cliffs Trail (#3)	CCC records describe relocation and reconstruction of an existing trail along the Ocean Drive built concurrently by Rockefeller. New path construction including stone steps, retaining walls, gravel surface, coping stones, addition of fill and plantings between road and path. Rock tree wells built to preserve existing trees where grade changed. Path construction supervised by A. Mitchell. Work was completed in three sections between 1933 and 1937: (1) from Sand Beach to North end of Otter Cliff (3,000 ft with 1,000 feet of connector paths); (2) along Otter Cliffs (1,500 feet); and (3) around Otter Point (3,000 feet).
1937	Hunters Brook Trail extended north from Wildwood Farm Road to base of Pemetic (#454) and extended west to East Triad (#35)	Built by the Seal Harbor VIS Path Committee, described by Allen in 1937, shown on 1937 map
ca. 1941	Jordan Pond Path (#39)	CCC records describe 6,500 feet of trail surface improvement
ca. 1941	Jordan Pond to Cliffs (#458)	Shown on 1941 path map, but poorly constructed—just cairns in the woods—and disappeared in the late 1960s[225]
improved ca. 1941	Jordan Stream Path (#65)	500 feet of trail improvement including new bridges
ca. 1941	Youngs Mountain [White Cap] Trail (#359)	Trail to Ranger Cabin at the summit of Youngs Mountain, shown on the Acadia NP Master Plan for Bar Harbor area, 1941
ca. 1941	Steep Trail (#508)	Shown on the 1941 path map, built by the Northeast Harbor VIS (a confusing area with many crossing trails)
ca. 1941	Norumbega, Lower Hadlock to Goat Trail (#69)	Shown on 1941 path map
ca. 1941	Gorham Mountain Trail (#4)	Possibly extended to Monument Cove by CCC, shown on 1941 Acadia NP Master Plan
ca. 1941	West Beehive Trail (#8)	Western half of trail leading to The Bowl, shown on 1941 Acadia NP Master Plan
ca. 1941	Pemetic Mountain Trail/Southeast (#31)	Extension north from Pond Trail to Pemetic Mountain, shown on 1941 Acadia NP Master Plan

WESTERN HALF OF MOUNT DESERT ISLAND, CCC AND VIA/VIS TRAIL WORK		
Year	**Route and Number**	**Comments**
1934	Western half of Valley Trail (#116) and improvements to Beech Mountain West Ridge Trail (#108)	CCC records list 7,500 feet of new trail, laying stone steps, cutting out trees, grading and surfacing with available material. Also 2.5 miles resurfaced and repaired, considered important because near the island Boy Scout Center and the AMC Camp. Trail shown on 1937 path map. CCC work still evident on #108.
1934	Western Mountain Perpendicular Trail (#119)	CCC records describe construction of new trail with stonework and steps, shown on 1937 path map
1935	Beech Mountain South Ridge Trail (#109)	CCC records list 1,500 feet of new trail on "Long Pond, east side," also shown on 1937 path map
1936	Long Pond, fish rearing pools near Cold Brook Trail (#117)	CCC records describe 700 feet of new trail
1937	Great Pond Trail (#118)	CCC records note 9,500 feet of new trail, proposed as a supplemental work project in fourth enrollment period, shown on 1937 path map
1937	Western Mountain West Ledge Trail (#123)	Shown on 1937 path map
1938	Valley Cove Trail from Valley Cove Truck Trail to Man o' War Brook (section of #105, #626)	4,500 feet of new trail proposed by Dorr in 1935 "to open up public use of an unusually beautiful and presently inaccessible shore section," northern section partially shown on 1937 path map and complete on 1941 path map
ca. 1938	Pretty Marsh Picnic Area Trail (#128)	Emergency Relief Act, Recreational Demonstration Area Project to encourage visitor use on the west side, picnic area road shown on 1941 path map, trail shown on NPS design drawing
ca. 1939	Pine Hill Picnic Area Trail (#633)	Emergency Relief Act, Recreational Demonstration Area Project to encourage visitor use on the west side, picnic area road shown on 1941 path map, trail shown on NPS design drawing
ca. 1939	Oak Hill Picnic Area Trail (#634)	Emergency Relief Act, Recreational Demonstration Area Project to encourage visitor use on the west side, picnic area road shown on 1941 path map, trail shown on NPS design drawing
1941	Beech Cliff Ladder Trail (#106)	CCC construction, but undocumented, 2,000 feet of new trail shown on 1941 path map
ca. 1941	Echo Lake Diving Area (#126)	CCC construction, 1000 feet of new trail to connect new facilities, shown on the 1941 Acadia NP Master Plan

FIRE, OBLITERATION, MISSION 66, AND PARK TRAILS PROGRAM, 1943–2003

During World War II there was little use or maintenance of the trails. In the first two decades after the war, park visitation increased dramatically, but trail use did not. This nationwide trend was attributed to the romance of auto-touring and camping. With new park roads and campgrounds at Blackwoods and Seawall, Acadia was an ideal motoring destination. Trails in close proximity to the park motor road on the eastern side of the island, such as the Ocean Drive Trail, received the greatest use. On the western side of the island, the Recreational Development Areas at Pretty Marsh, Pine Hill, and Oak Hill, and the trails associated with them, were not heavily used.

As a result of the park's motor roads, facilities, signs, and maps, there were in effect two trail systems. The first, located within park boundaries, was represented on park maps and used by visitors. The second was the preexisting path system built by the village improvement associations and known by residents. Through time the second system became increasingly obscured. By the 1940s, many of the founding members of the village improvement association path committees had reached an age when they were no longer able to tend the trails. The last path map printed by the Joint Path Committee, showing both paths within and outside of park boundaries, was issued in 1941.[226] Joseph Allen, Path Committee Chairman for the Seal Harbor VIS for over thirty years, directed the construction of his last trail in 1937 and died in 1945. After his death, the Seal Harbor VIS placed a bronze tablet in his memory on a boulder along the east shore of Jordan Pond. William Turner, Path Committee chairman for Northeast Harbor, also died in the 1940s.[227] Though new Path Committee chairmen were elected, the maintenance responsibility for Seal Harbor and a portion of the Northeast Harbor District trails within the park was transferred to National Park Service maintenance crews.[228]

The Bar Harbor VIA already had passed trail maintenance responsibilities to the National Park Service in the 1930s. However, as recorded in Bar Harbor VIA Annual Reports, this was a source of frustration for several years. During the CCC period, crews had been pulled from trail maintenance to focus all of their energy on the completion of the campgrounds. During the war and for several years thereafter, the labor shortage precluded adequate path maintenance. In an effort to maintain the trail network on a small budget, the park closed many trails.

By the mid-1940s the trail system was in disarray, as noted by the visiting Secretary of the Interior Harold Ickes: "So far as I can see, all trail signs are down; footbridges are thoroughly disintegrated; only 3 paint markings were visible on what I would judge to be about one and one-half miles of woods and rock trail."[229] Benjamin Hadley, who was appointed as Acadia's superintendent following the death of George Dorr in 1944, confirmed that very little maintenance had been done on the trails since 1941, which he estimated at 150 miles within the park plus another 100 miles on town and private lands. Hadley projected that $1,000 a year was needed to remove fallen branches and trees; prune back vegetation; re-mark trails with signs, arrows, and cairns; renew footbridges; relocate sections obliterated by road construction. In short order, the park received $1,000 for trail maintenance.[230]

EFFECTS OF THE 1947 FIRE

In October 1947, a forest fire swept across the eastern side of the island, engulfing many of the largest cottages in the vicinity of Hulls Cove, Bar Harbor, and Schooner Head. After an extremely dry summer and fall, a small fire by Dolliver's Dump near Town Hill easily escaped control and, propelled by high winds, rapidly spread east, scorching several mountains and burning up most trail signs (Fig. 124). Maine firemen, National Park Service fire crews, and volunteers tried to contain the blaze, but could do little when winds gusted up to seventy miles per hour. Park Service crews attempted to hold the fire on its southwestern front with a fire-line

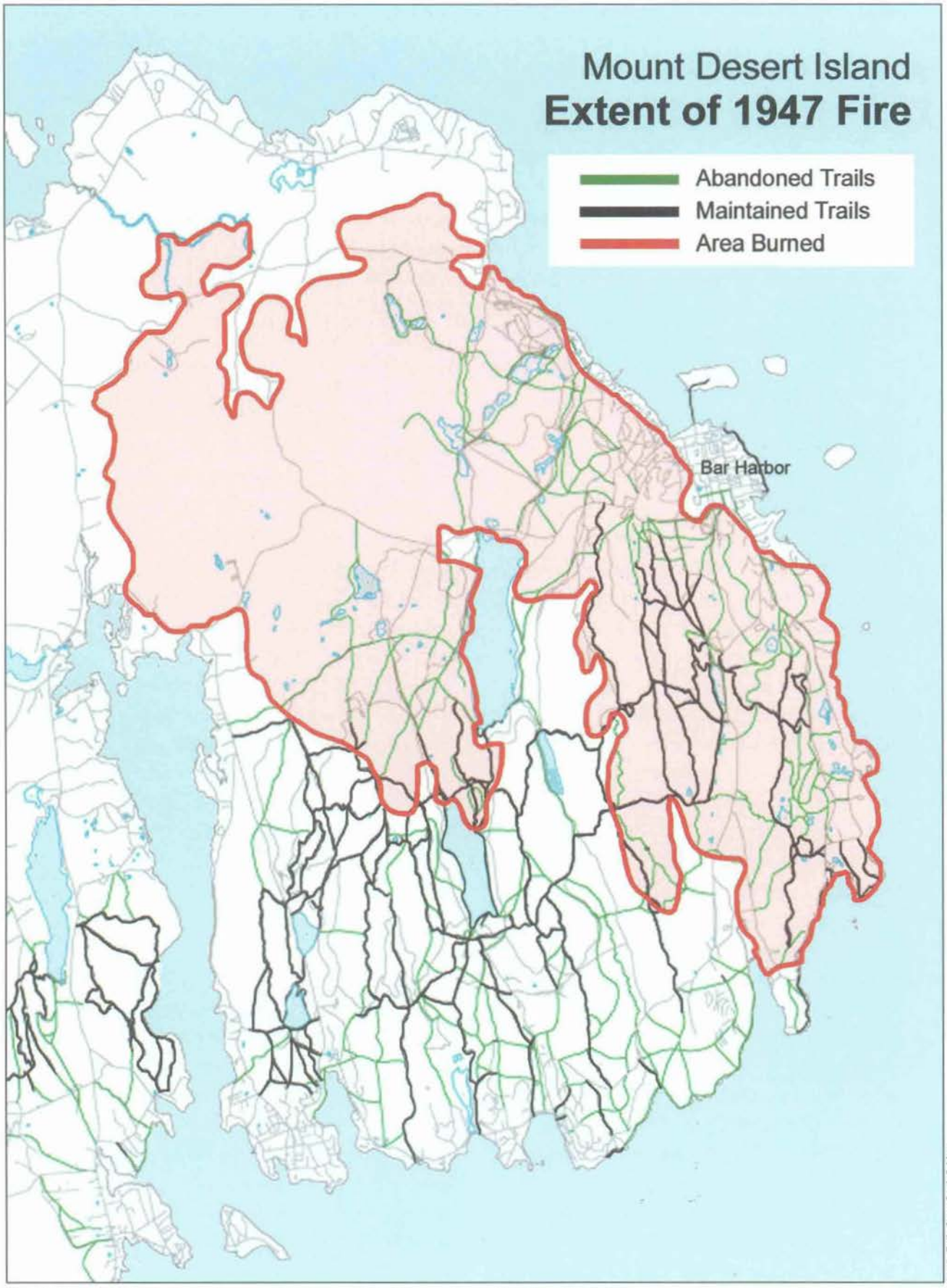


Fig. 124 Many of the trails no longer marked are within the area burned by the 1947 fire.

by Aunt Bettys Pond, but were only partially successful as the winds shifted and pushed the fire to the east towards Hulls Cove and Bar Harbor and south over Dorr Mountain, through Sieur de Monts Spring, and along Schooner Head. After a week of intense burning, over 17,000 acres of forest and more that 200 homes were burned. The many hours of fuel reduction for fire prevention by the CCC in the early 1930s had provided little protection from a conflagration of such magnitude.

After the fire, work crews funded by the park, John D. Rockefeller, Jr., and the village improvement societies worked to reopen most, but not all, of the trails that had been damaged in the fire. Rockefeller contributed the labor of his foresters to aid in the clean up after the fire. Their work extended along the carriage and motor roads as well as up the mountains, where they were directed to remove trees that were "unsightly" or gave "more discomfort to the passerby than pleasure."[231] Use of trails decreased dramatically in burned-over areas. Hiking through these areas meant returning covered with ashes and black soot from the knees down.[232] Many summer residents who used the trails regularly, lost their cottages in the fire and did not rebuild, instead offering their land to the park.

In 1955, Otter Creek resident Norm Walls joined the National Park Service summer trails maintenance crew. He recalled that many of the trails in the burned-over sections of the island were inaccessible. When work crews initially cleared these trails, partially alive trees were left standing.[233] Weakened by the fire and the loss of surrounding trees, these trees subsequently blew over, obscuring the trails under a tangled pile of tree trunks, branches, and rapidly growing post-fire scrubby vegetation. Needless to say, trail maintenance was not the most sought-after job. Thus when Norm Walls expressed an interest in the trails, he soon was promoted to the position of trails crew leader.[234]

The crew led by Walls consisted of two older men in the spring and three or four college students during the summer. The older men, Irad Norton and Forrest Norwood, were seasoned trail workers. Both had worked for the Bar Harbor VIA on the construction of the endowed trails. Norton had also been a member of the CCC trails crew at the Great [Long] Pond Camp. For several years after the fire, Norm Walls and his crew attempted to reopen as many trails as possible using cross-cut saws, buck saws, and when feasible, a chain saw. They cut trails to a width of 4 feet, a width considered excessively wide by some members of the Bar Harbor VIA. However, with a limited crew and budget, Walls calculated that he could cut back growth along paths on a three-year cycle. This allowed him to cover the whole network of paths as well as respond to immediate problems caused by blowdowns and rockslides.[235]

The park crew installed new signs on brown-stained boards, with routed letters painted yellow. The signs were not as distinctive as the CCC's, nor as highly crafted. Most signs indicated the names of the trails and some indicated destinations. For the first time, signs identifying the mountain summits and elevations were installed, using the mountain names assigned by Dorr in 1918.[236]

Maintenance of the Endowed Paths

For several years, Norm Walls and his crew divided their time between the NPS and the Bar Harbor VIA. On weekdays Walls's crew worked for the Park Service, while on Saturdays they worked for the Bar Harbor VIA on the five endowed trails.[237] Eventually the six-day weeks were too cumbersome. Under a new arrangement, the crew worked five days a week and charged hours worked on the endowed trails to the Bar Harbor VIA. In 1960 Bar Harbor VIA President Haskell Cleaves and Park Superintendent H. A. Hubler agreed that the cost of maintaining the five trails was nominal with respect to overall park maintenance. Thereafter the endowed trails became part of the Acadia National Park trails program.[238] The Bar Harbor VIA redirected the endowed path funds to their ongoing maintenance of the Village Shore Path.[239]

REDUCTION OF THE TRAIL SYSTEM

A United States Geological Survey Map showing the path system in 1942 was updated in 1956. Prior to printing the 1956 map, the park formed a committee to evaluate and reduce the trail system. Reasons for eliminating trails included the low use of trails and a maintenance budget limited to approximately $3,000 to $4,000 a year. Norm Walls recalled that trails were eliminated if they:

- followed a route similar to another trail,
- led to or crossed onto private land,
- were seldom used, or
- were costly to maintain or were in poor condition.

A total of approximately seventy trails within the park, comprising about 65 linear miles, were closed in the late 1950s. Most of the colored trails on the east side of Champlain were closed. The Ladder Path was closed since it was difficult to maintain and ran parallel to two other trails, the Emery Path and Kurt Diederich's Climb, which remained open. The Potholes Path and Eagles Crag Path on the south ridge of Cadillac led walkers toward private land and thus were closed. The trails west of Eagle Lake were seldom used so all were closed, including the Curran Path, McFarland Path, Southwest Pass, and Waldron Bates Memorial Chasm Brook Trail. The South Bubble Cliff and North Bubble Cliff Trails, in disrepair since the 1940s, were deemed unsafe and closed. Walls was instructed to dismantle the steps and railings held by corroded iron pins and to close the trails.[240]

In 1959 the Park Service removed all old signs and installed 400 signs that were perhaps modeled after the CCC signs of the 1930s, but were neither highly crafted nor rustic. Posts of 4-inch by 4-inch milled lumber were flat topped, short, and stained gray. Simple block-style letters were routed into gray-stained boards that were square on one end, with no chamfer or bevel, and pointed on the other.[241] Most signs no longer indicated trail names, but instead described destinations and distances. For example, rather than "Giant Slide Trail" and "Sargent Mountain Ridge Trail," the signs read "Sargent Mountain 2.0." Some trails were renamed and others were misspelled, such as Jessup instead of Jesup. Signs were removed completely for trails that were to be abandoned.

To eliminate confusion in the field, brush was piled at the entrances to closed trails. Hikers who were familiar with the trails walked around the piles and continued down the trails to their destinations, but new visitors who relied on the maps issued by the park were confused. In many cases the trail signs and trail junctions differed on the map and in the field. Without individual trail names on the new signs, it was often difficult to know which trail one was following.[242] Further confusion was caused by the concurrent use of the old mountain names and George Dorr's new mountain names. Many people, including the Northeast Harbor VIS, objected to the new names imposed by the park.[243] As a result, trails near the park boundaries that were still maintained by the VIS posted signs with the old mountain and trail names next to Park Service signs with the new names.

Many hikers objected to the closing of what they considered to be some of the park's finest trails. The Appalachian Mountain Club, disappointed by the closure of vigorous climbs such as the South Bubble Cliff Trail and Ladder Trail, continued to show the unmarked trails on their 1961 trail map (Fig. 125).[244]

Walls recalled trails that were used regularly through this period were the mountain summit trails, connector paths to Seal Harbor and Northeast Harbor, and the walk around Jordan Pond. These trails required frequent applications of stepping stones, rocks, and many wheelbarrows of gravel from nearby borrow pits.[245] During this period wet spots on trails were filled with gravel rather than spanned with bridges.

MISSION 66

While many trails were closed in the late 1950s due, in part, to limited maintenance funds, new trails were constructed in the park with special funds received

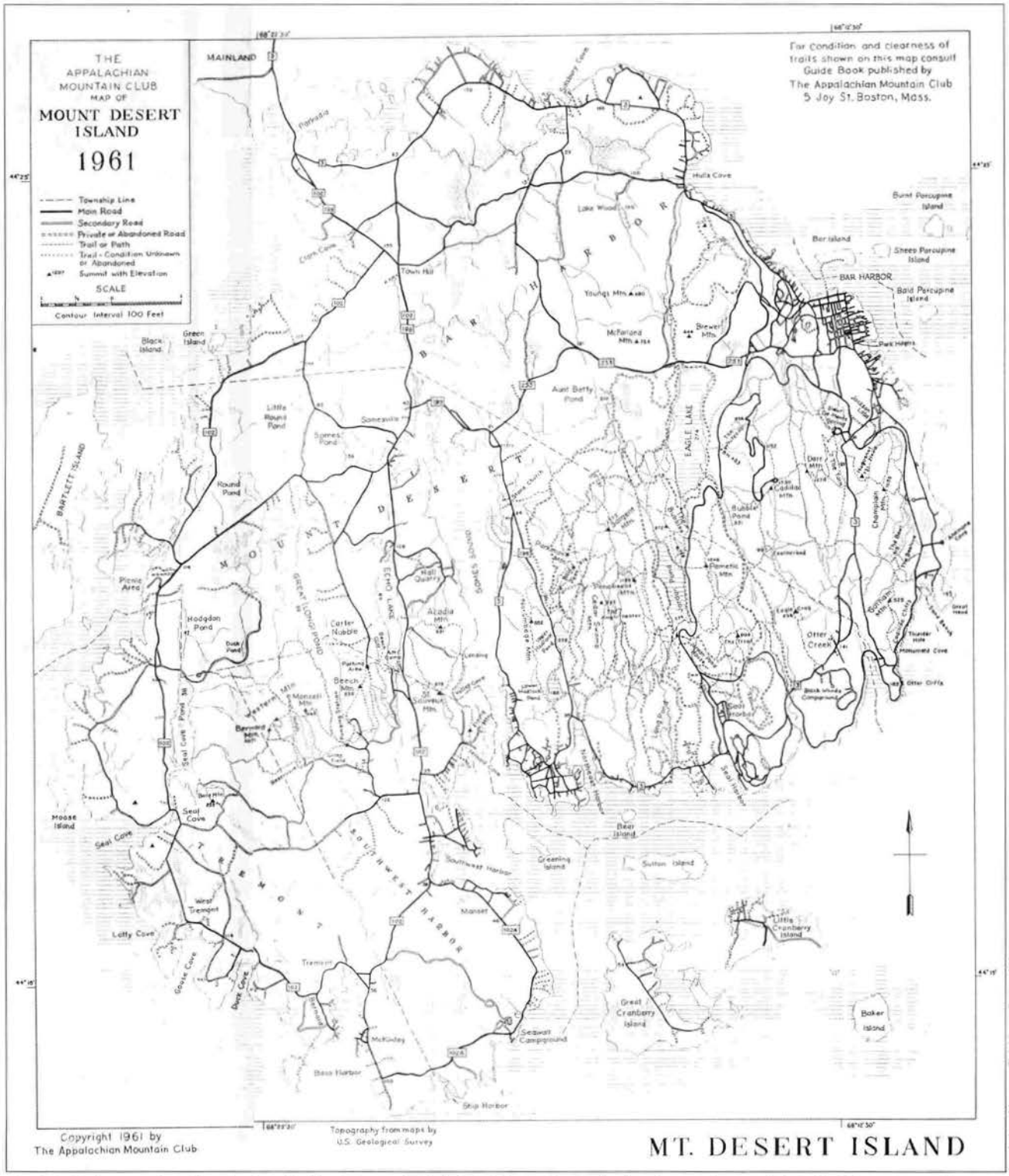


Fig. 125 Trail map printed by the Appalachian Mountain Club (AMC) in 1961. Marked paths are shown with dashed lines. Recently closed routes are shown with dotted lines and described as "condition unknown or abandoned."

Appalachian Mountain Club Library, Boston, MA

through the "Mission 66" program. Initiated in 1956 by NPS Director Conrad Wirth, the goal of the Mission 66 program was to upgrade facilities, interpretive staff, and resource management programs throughout the park system before the fiftieth anniversary of the National Park Service in 1966. Modeled after the CCC program, Mission 66 was endorsed by President Eisenhower and Congress, resulting in special allocations to parks of approximately $1 billion over ten years. At Acadia some of these funds were applied to the construction of new hiking trails, the rehabilitation of existing trails, and the construction of new parking lots at trailheads as articulated in the park's 1963 master plan:

> A number of walks and trails will be added to the existing system in connection with increased visitor use through expanded self-guided interpretation. There will also be deletions, alterations and additions to the existing system of hiking trails.[246]

Trails built during the Mission 66 program—the Ship Harbor Nature Trail, the new Anemone Cave Trail, a loop to the summit of Beech Mountain, a spur trail to the Jordan Pond Carry, and possibly the current Jordan Pond Self-guided Nature Trail—were designed on paper before construction. Design drawings for Ship Harbor, Beech Mountain, and Anemone Cave show attention to grades, alignment, turns, views, and vegetation; sidehill, bench-cut construction; specifications for a 5-foot-wide gravel base; simple, low rubble retaining walls; some uphill side drains; and the use of corrugated steel drain pipes under the treadway. Grades were minimal and steps seldom added, as one of the goals of the program was to provide "enjoyment-without-impairment."

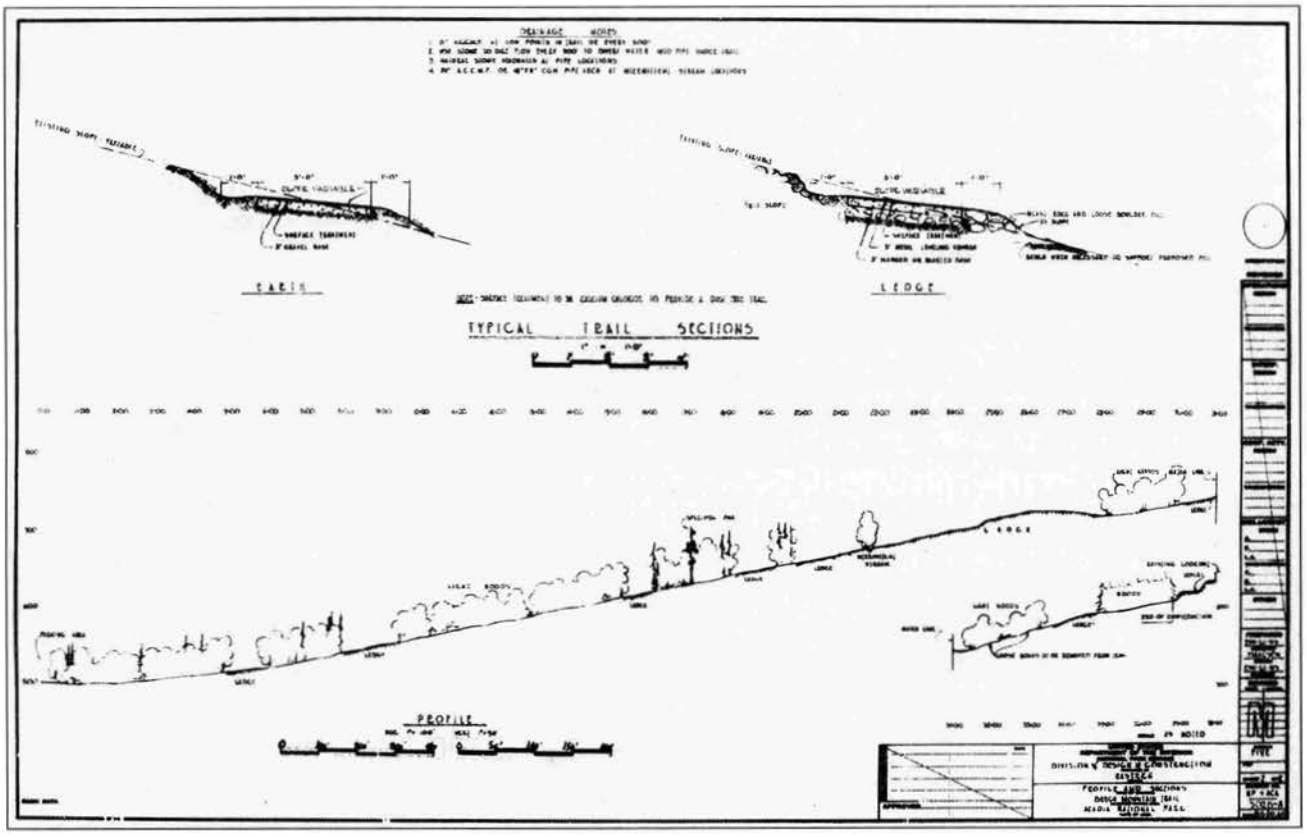
On the western side of the island a new trail was built at Ship Harbor. This had been proposed in the 1930s, but was not realized until the 1950s with Mission 66 funding. Mission 66 crews added a new trail to the summit of Beech Mountain and erected a new fire tower (Figs. 126 to 128). Norm Walls, trails foreman at the time, described the work.

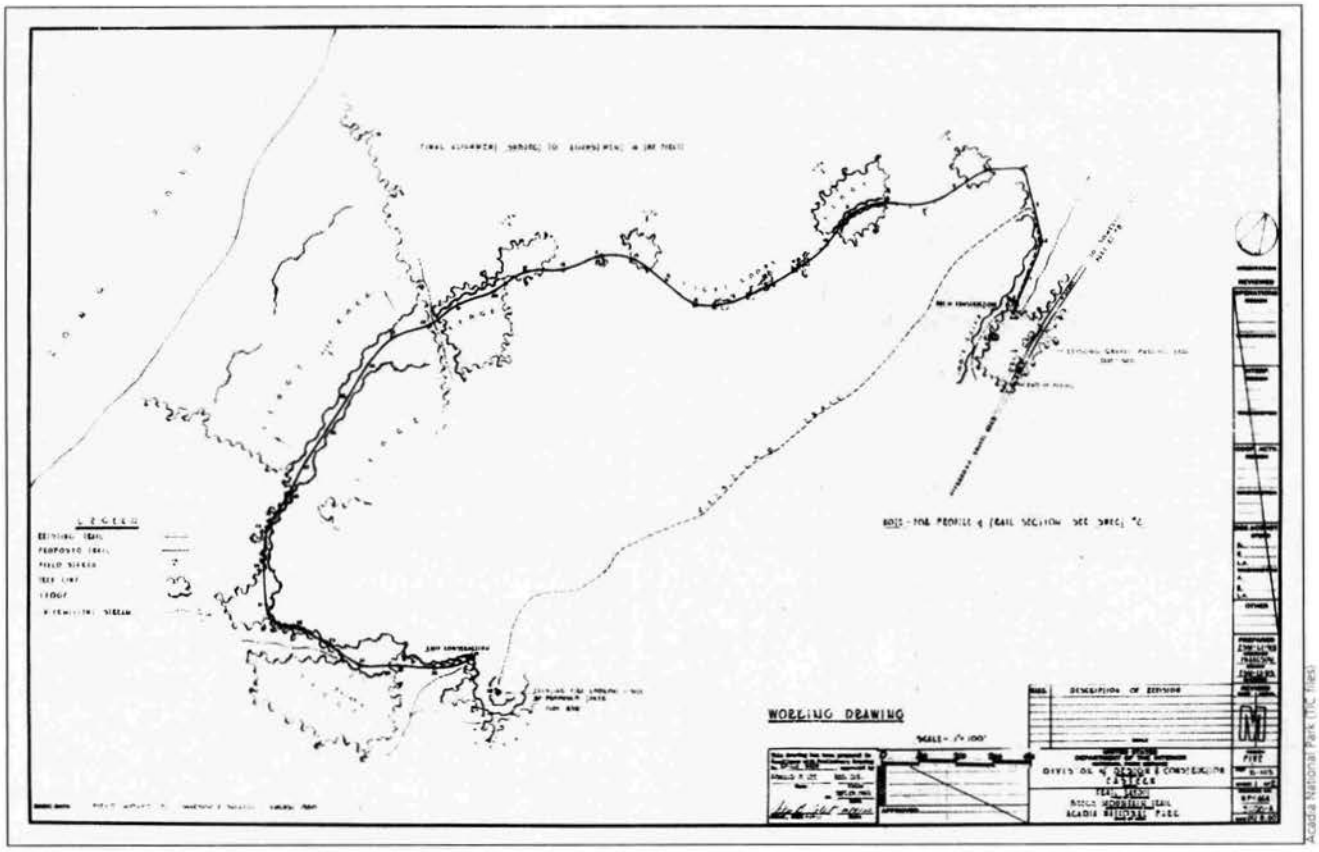
> We had a larger crew during this time and use of machinery to build the trail. We made a cart that could be pulled by a power sidewalk plough borrowed from Bar Harbor, known as "Mickey Mouse." To build the trail, rock had to be blasted with dynamite. The power plough and cart was used to haul gravel for the trail surface. A bulldozer was also brought in to level the trail near the summit. After the trail surface was graveled, the equipment was removed. We narrowed the trail by placing stones and planting blueberry bushes along its edges.

The Anemone Cave Trail, carefully laid out and constructed by the CCC in the 1930s, was washed out and in poor condition by the 1950s. As part of the Mission 66 goal to improve park interpretive programs, a parking lot was created, the upper section of the trail was rerouted to the new lot, and the path surface was paved with asphalt. As stated in a Mission 66 report:

> The interpretive develop at Anemone Cave will be unique in showing through aquaria and other means some of the richly varied life of the sea. Elsewhere will be roadside signs and trailside signs and markers and self-guiding nature trails to make known and interpret features of interest and importance to Acadia's Story.[247]

Other major trail projects carried out during the Mission 66 program included the path system around Thunder Hole and the addition of pavement to the Otter Cliffs Path. With the exception of the CCC paths on the summit of Cadillac, the use of asphalt as a path surface contrasted with the rustic stone and gravel work of both the village improvement societies and the CCC. Across the country, much of the Mission 66 work was criticized for abandoning the rustic design ethic of the National Park Service, and for carrying out inferior work, such as poorly built retaining walls and drainage, in an effort to complete projects by the 1966 deadline.[248] Another criticism was directed at the improved accessibility to fragile natural resources. The path to Anemone Cave, the most popular trail in the park in the 1950s, accelerated trampling of the sea anemones, resulting in the cave's effective closure.[249] The park later removed all signs and references to its location from maps and publications.[250] Table 11 summarizes path work during this period.





Figs. 126, 127 Plan, profiles, and sections of the Beech Mountain Trail drawn in 1960 as part of Mission 66 initiative (above). The new trail offered views to the west overlooking Great [Long] Pond. Similar drawings were prepared for the Ship Harbor Trail and the Anemone Cave Trail.

WORK OF THE VILLAGE IMPROVEMENT SOCIETIES

The Bar Harbor VIA continued to maintain the Shore Path in Bar Harbor, a challenging task as the area was often hard-hit by winter storms. Like the park, the Bar Harbor VIA closed sections of the Shore Path to facilitate maintenance and retain harmonious relations with the adjacent landowners. By the 1970s the Shore Path was shortened from 1 mile to 0.4 mile.[251] The Southwest Harbor VIA appears to have passed much of its work to the park. The Northeast Harbor and Seal Harbor Village Improvement Society Path Committees transferred much of their maintenance to the park and focused on their extensive networks of local trails. They actively maintained trails that connected facilities within the village as well as selected trails onto park land. In 1948 the Northeast Harbor VIS was disbanded and reorganized as part of the Mount Desert Chamber of Commerce, and a Trails Committee was formed to carry on the work of the VIS "to make an intensive effort to put our trails back in first-class condition."[252] Prior to the consolidation, both the VIS and Chamber of Commerce had trails committees. Charles Savage, who directed work for the Chamber of Commerce, continued to act in this capacity. Savage was responsible for construction of the elegant paths in the Asticou Gardens and the Asticou Terraces, rebuilding the simple paths on the property, which was left to the town of Mount Desert by Joseph Henry Curtis.

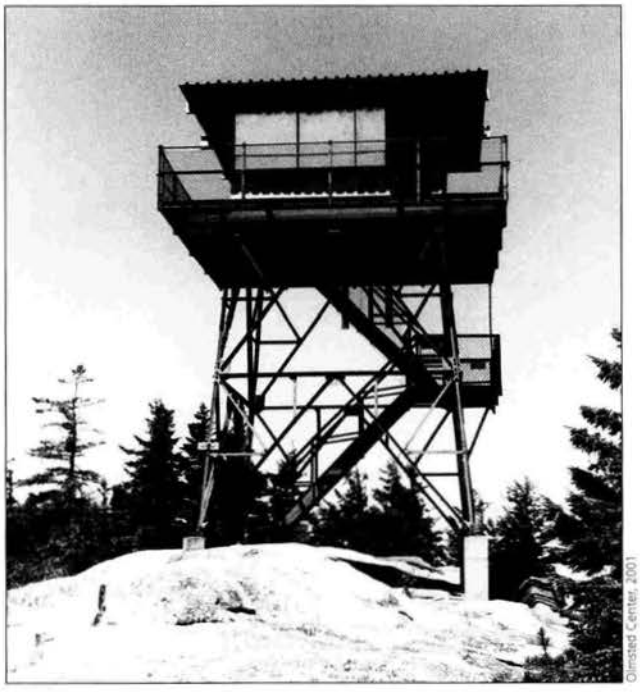

Olmsted Center, 2001

Fig. 128 Mission 66 fire tower on the summit of Beech Mountain.

Throughout the 1950s, approximately $1,500 a year was spent on the Northeast Harbor trails. As part of this work a trail map and guide were produced in 1954 titled "Trails and Paths of Northeast Harbor, Seal Harbor and Vicinity." In 1958 a bequest by Ethel Dubois of $5,000 led to the reincorporation of the Northeast Harbor VIS and a flurry of trail activity.[253] In 1960 and 1961, trails were reopened in the vicinity of Schoolhouse Ledge and from the golf course up Browns [Norumbega] Mountain. The following year, the trail from the Thuja Lodge to the summit of Asticou Hill was relocated for a more gradual ascent. In 1963, a parking lot was added on the hill above Hadlock Pond where five trails converged, known as Shady Hill. In 1964, the VIS funded a revised map of the trail system, prepared by Augustus Phillips of Northeast Harbor.[254] This was described as the first complete map since Turner's 1941 Joint Path Committee map. The map set was revised and reprinted many times, including the years 1964, 1968, 1972, 1975, 1991, and 1994 (Figs. 129 & 130).[255]

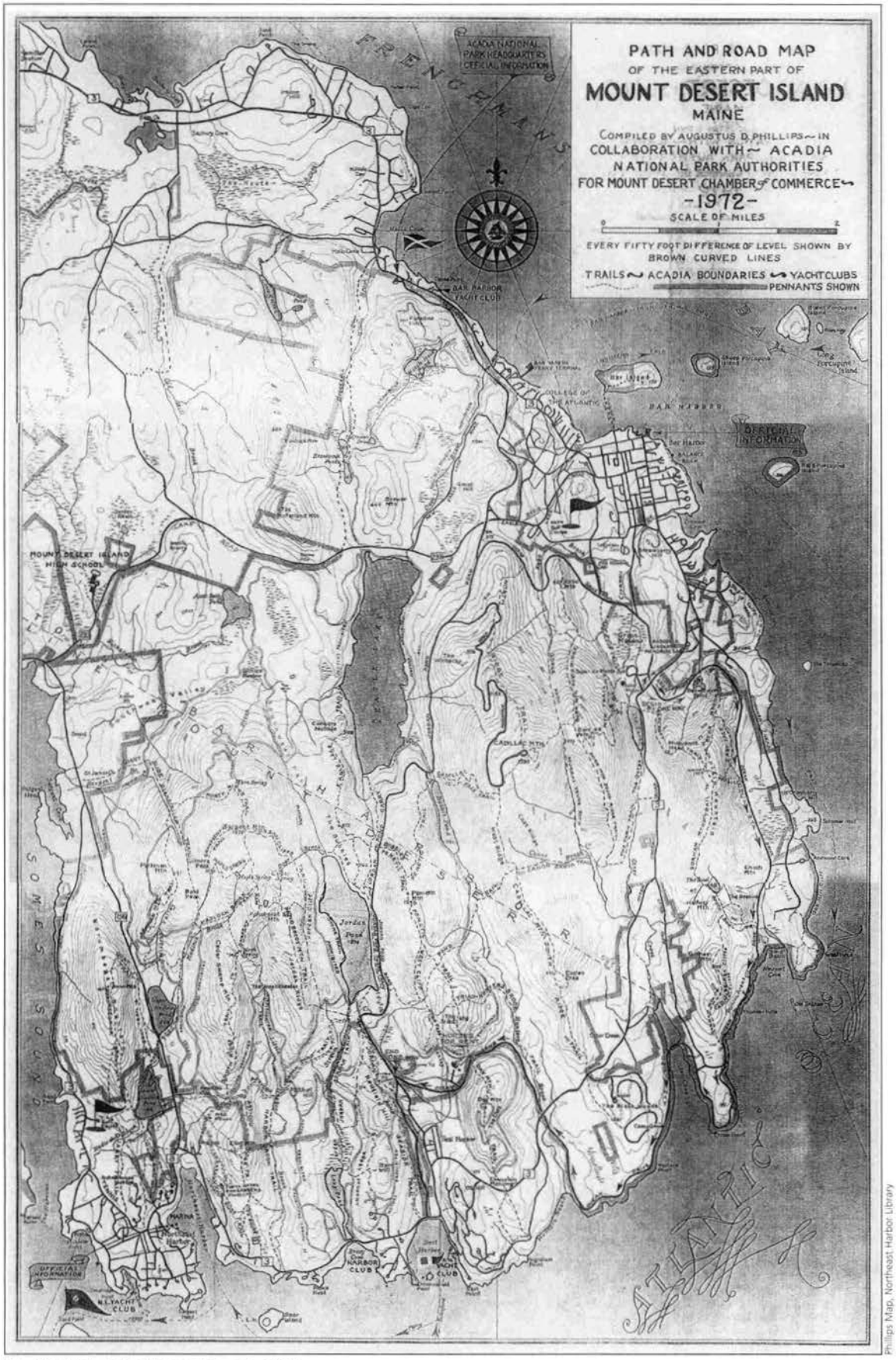
The popular, but high-maintenance Goat Trail was still marked on the 1968 AMC map but no longer marked on the 1972 Path and Road Map by Augustus Phillips. The park service produced maps in the 1950s, '60s, and '70s, but without topography, they were inferior to those produced by the AMC and Augustus Phillips.

EXPANSION OF THE NATIONAL PARK SERVICE TRAILS PROGRAM

After the Mission 66 program, the park has focused on trail maintenance rather than construction. As part of a nationwide trend in the 1970s, the number of hikers in Acadia National Park began to increase dramatically, putting great demands on the trails maintenance program. A park master plan prepared in 1971 states, "Perhaps the only deterrent factor in increasing trail use is the availability of information. Good trail maps are available. However, roadway approach signing,



Fig. 129 West side of Mount Desert, 1972. The Phillips map series was begun in 1964 and illustrates paths within and outside the park, similar to the discontinued VIA/VIS maps.



Phillips Map, Northeast Harbor Library

Fig. 130 East side of Mount Desert, 1972.

distribution of trail maps, and trailhead parking and informational facilities should be improved."[256]

Gary Stellpflug began working on the Acadia NP trails as a seasonal laborer in the summer of 1974. He recalled that at the time there were two trails crew leaders, one for the eastern side of the island and one for the western side. Stellpflug worked in the eastern district and served as crew leader from 1975 until his appointment as trails foreman for both sides of the island in 1978.[257] From 1978 until 1989 Stellpflug saw a steady increase in trail use and a corresponding need for higher maintenance of the trails.

One trail that saw a tremendous increase in use was the Jordan Pond Path. Afternoon popovers and tea at the Jordan Pond House were an island tradition since the turn of the century. The teahouse was operated by the McIntires until 1948, when ownership was conveyed to the Park Service through John D. Rockefeller, Jr.[258]

The Jordan Pond House burned in 1979 but was rebuilt and reopened three years later. Additional parking and expansion of this popular destination led to increased use of the Jordan Pond Path. Stellpflug and his crew spent three summers working on the trail to eliminate wet, eroded areas. Their work included rebuilding the stone causeway across the southeast cove, laying down log and stone turnpiking, constructing culverts on the east side. On the west side, the crew laid down boardwalks over wet areas rather than the gravel fill method employed by their predecessors. By the late 1980s boardwalks spanned most of the root-exposed, eroded, and wet areas on the west side (Figs. 131 & 132). Despite the extensive work, heavy use coupled with extensive cross-trail drainage returned sections of the trail to its derelict condition by the mid-1990s.

Another trail heavily impacted by increased use was the Beech Cliff Ladder Trail. Built by the CCC in the 1930s, the trail was severely eroded by the 1970s, particularly





Olmsted Center, 1997

Figs. 131, 132 Boardwalks were laid over the Jordan Pond Path on the western side of the pond in the 1980s to minimize erosion caused by an increasing number of hikers.





Olmsted Center, 1997

Figs. 133, 134 NPS Crew Leader Gary Stellpflug rebuilt the footbridge at the northern end of Jordan Pond in 1983 (above). He duplicated the previous design for the bridge using 2-inch instead of 1-inch planking and larger cedar logs. Stellpflug and the trails crew also rebuilt the footbridge on the Great [Long]Pond Trail (lower photograph) using Appalachian Mountain Club specifications for footbridges. Stellpflug recalled that the preexisting CCC bridge was wide enough for a fire vehicle.

where hikers short-cut switchbacks. Stellpflug and his crew spent five seasons rebuilding the trail. Where switchbacks had been cut by rockslides and hikers, he shortened and rebuilt the route. Extensive log cribbing was built to replace those in poor condition. Similarly, the path between the North and South Bubbles, which had been severely eroded, was little more than a gully. Philosophically averse to rerouting trails that would cause damage in another area, Stellpflug rebuilt the trail with wood cribbing over the existing route.

During the 1970s and '80s two trails were reopened and two rerouted. The Grandgent Trail and Bald Peak Trail were reopened at the request of local summer residents. However, the Old Southwest Harbor Road, repeatedly opened by unknown locals, was kept closed by the park since hikers frequently missed the turn of the Valley Trail and got lost. Approximately 2,000 feet of the lower end of the Cadillac Mountain North Ridge Trail was rerouted to the west so that the existing parking area at the overlook could also serve as a trailhead. The Gorge Trail was also rerouted from the west to the east side of the brook to connect with a small parking area along the motor road. Stellpflug also worked with United States Geological Survey mapmakers to update the representation of the path system and eliminate confusion experienced by hikers in the 1960s and early 1970s.[259]

By the late 1970s most of the CCC bridges were gone or in need of replacement. Stellpflug recalled that the remaining bridges on the Tarn Trail [Kane Path] were cedar log corduroy bridges with a gravel surface. When Stellpflug rebuilt bridges he did not duplicate the corduroy style but used modified designs from Appalachian Mountain Club trail standards developed in the White Mountains. When rebuilding the large footbridge at the north end of Jordan Pond, Stellpflug substituted 2-inch planking and larger cedar logs to prevent the bridge from floating off (Fig. 133). On the Great [Long] Pond Trail, the CCC bridge was wide enough for a vehicle, in keeping with the trail's purpose as both a recreational trail and fire access route. Stellpflug and his crew rebuilt a narrower bridge (Fig. 134). While working on trails, Stellpflug found many

open and closed culverts, steel pipe culverts, and corrugated pipe culverts that were no longer functional. On the Great [Long] Pond Trail he found ditches in the woods above the trail that directed one stream to flow into another. Some were lined with stone. When possible, ditches were dug out and culverts cleaned. In places where drainage systems had failed, open culverts were built.[260]

Gary Stellpflug's solution for the constant replacement of stolen signs, previously averaging 120 a year, was to bolt rather than nail signs at trail intersections. He also began using cedar instead of redwood. At trailheads he installed log signposts similar to a design that he had seen in a book. The cedar posts, set 3 feet deep with a deadman log at the base, were never stolen. These innovations reduced sign theft to ten to fifteen signs per year (Fig. 135). In the 1970s most of the trails were marked with metal tabs nailed to trees, some square and others cut in the shape of birds. Stellpflug attempted to continue this system. However, after a day of snipping tin that yielded ten birds, he switched to orange painted blazes (Figs. 136 & 137).[261]

Stellpflug inherited a trail numbering system, which appears to have been created in the early 1950s. Trails numbered between 1 and 99 were eastern-side trails, and between 100 and 150 were western-side trails. With almost a hundred trails to tend, Stellpflug developed a detailed inventory for each trail, which also served as a record of work accomplished and work to be done. By 1987, this detailed work log created a tally of the built trail features within the trail system, such as the number of steps, rungs, ladders, and bridges for each trail.[262] Filled with small sketches of construction techniques, detailed measurements, superlatives for remarkable work, and comparisons between trails, the inventory called attention to the types of stone-, iron-, and woodwork unique to Acadia's trails. The records also served as the primary source of documentation for repairs, reroutes, and rehabilitation work carried out in the 1970s and 1980s.



Fig. 135 Cedar post signs, introduced to the trail system by Gary Stellpflug in the 1980s, reduced theft and vandalism of trailhead signs. Very successful and durable, cedar post signs have been installed on all marked trails in the park.





Figs. 136, 137 Different systems of blazes found on the trails.

Maintenance by Appalachian Mountain Club and Village Improvement Societies

With increased use of the trails, the Park Service welcomed assistance with trail maintenance. Both the Northeast Harbor and Seal Harbor Village Improvement Societies have continued to maintain a network of trails that connect to the park trails (Fig. 138). The park also received assistance from Appalachian Mountain Club and later the Friends of Acadia. The

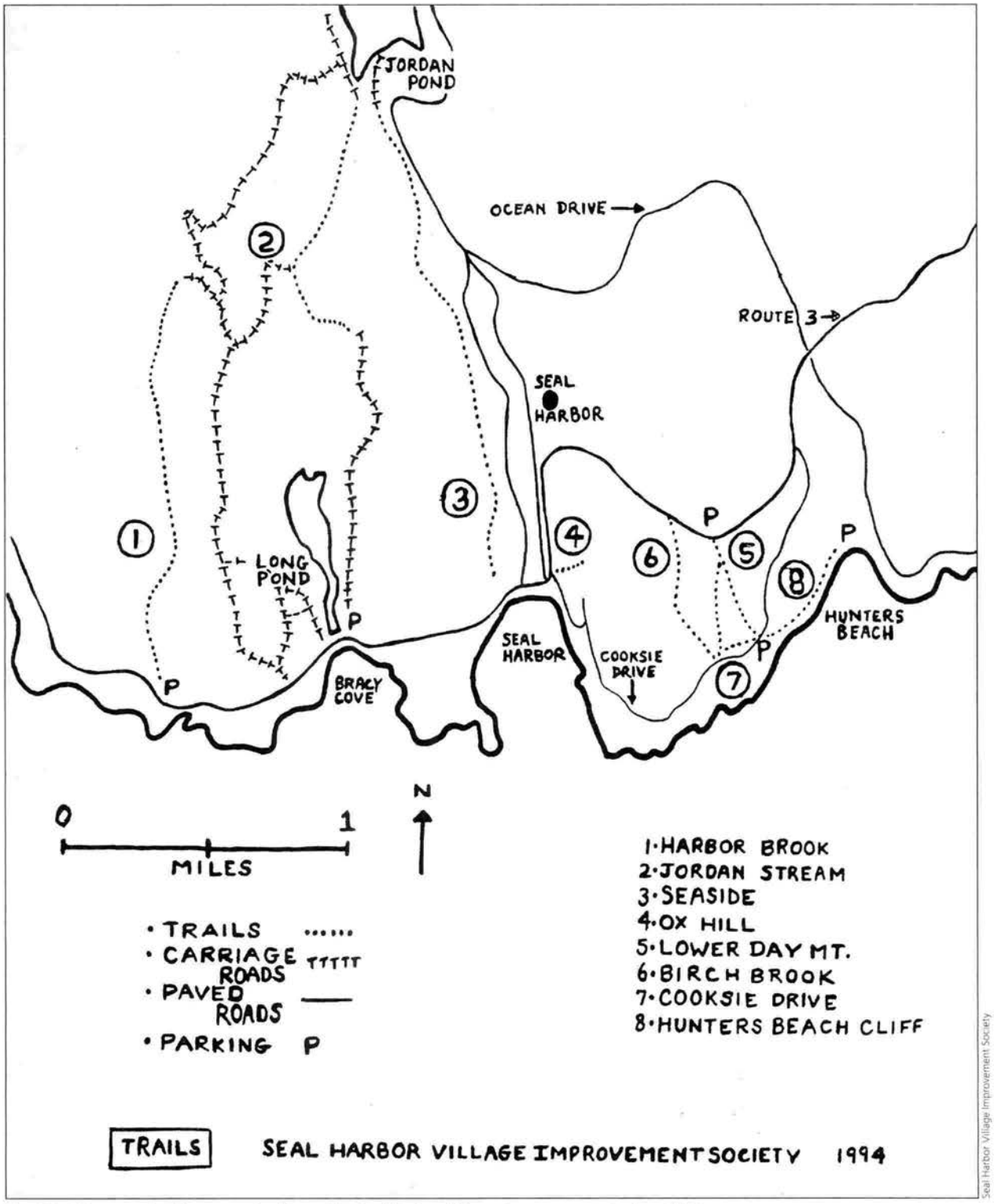


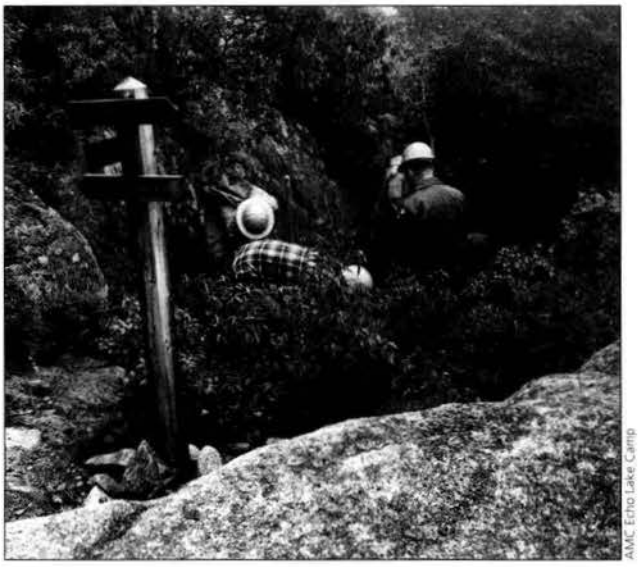
Fig. 138 Diagram of trail system distributed by Seal Harbor Village Improvement Society, 1994.

Appalachian Mountain Club (AMC) had been leading organized hikes and rock climbing excursions to the island since the late 1800s. In 1923, with the endorsement of Superintendent Dorr, the AMC leased land from the park and established the AMC Echo Lake Camp on the east shore of the lake. Recognizing the value of the organization's use and advocacy for the park, Dorr deeded this land to the AMC in 1934.

Until the 1970s, the focus of AMC trail activities on Mount Desert Island had been recreational.[263] In the 1970s the AMC set up an arrangement with Acadia National Park similar to their existing maintenance program with the United States Forest Service in the White Mountains of New Hampshire. At a meeting in 1971, Peter Madiera from the AMC and Keith Miller, Superintendent of Acadia NP, agreed to a pilot AMC trail assistance program in accordance with Park Service guidelines. In 1972 an AMC trails crew from the White Mountains worked on Parkman Mountain Trail, Maple Spring Trail, Sargent North Ridge Trail, Giant Slide Trail, and the Western Mountain South Face Trail. The crew constructed wooden water bars, placed galvanized steel trail blazes, rebuilt cairns, cut back brush, and built new footbridges.[264] Deemed a success, the AMC proposed expanding the program to include trail maintenance on the entire island.[265] However, Superintendent Miller recommended that the Youth Conservation Corps (YCC) crews work on the east-side trails and the AMC work on the west-side trails. Miller also expressed a concern that AMC standards of trail maintenance differed from those of the Park Service.[266] As a result, a training seminar was organized in 1973 to focus on trail maintenance techniques (Figs. 139 & 140).

The AMC trails maintenance was discontinued between 1978 and reactivated in 1988. In 1988, through a cooperative agreement, the AMC prepared a report, *Acadia National Park Trail System Assessment*, with a survey of the condition of marked and unmarked trails and recommendations for future trail system management and maintenance operations. The report considers the value of reopening several trails in order to establish loop walks for visitors as well as access to some of the island's special geological features. A cooperative agreement for assistance with trail maintenance continued with the AMC trails crew from the White Mountains. Concurrent with the AMC study, Trails Foreman Stellpflug cited the need for a technically skilled, long-season trails crew to return each year to adequately maintain the trail system.[267] Long-term seasonal park positions created in the 1980s increased the capacity of the park trails program and to refine technical skills of Acadia-style craftsmanship.





AMC Echo Lake Camp

Figs. 139, 140 Staff from the National Park Service and Appalachian Mountain Club conducted a training seminar in 1973 to focus on trail maintenance techniques, including ditching and log water bars (above). As a result of this cooperation, many AMC techniques used in the White Mountains of New Hampshire were introduced to Acadia's trails in subsequent years. Most signs were replaced in the 1970s (below).

DEFINING THE "ACADIA STYLE"

When Don Beal became Trails Foreman in 1991, the trails program was administratively separated from the roads program. With its own budget and staff the trails program was able to concentrate on trail maintenance skills. Three seasonal crew members, Chris Barter, Keith Johnston, and Peter Colman, joined the trails crew in 1989 and 1990 and returned seasonally. In 1993, the seasonal staff created a PROfile database and translated Stellpflug's handwritten notes into the database. Each feature and work type was given a two-letter code, and quantities and measurements were indicated in linear and square feet. Updating the data gathered in the 1980s, the maintenance staff could monitor changes such as the loss of steps due to erosion and rockslides. Documentation was aided by improved maps produced through Acadia's Geographical Information System (GIS) Program, in collaboration with a group of Global Positioning System (GPS) teams that mapped the location of trails. Ongoing GPS work will eventually record all of the marked and unmarked historic trails in the park's GIS Program.

Don Beal continued to produce the trailhead signposts designed by Gary Stellpflug. The posts proved to be weather- and vandal-proof and were installed at trailheads throughout the system, though the posts were no longer varnished and a decorative motif was added above the text. During the early 1990s four trails were reopened including the Stratheden Path, part of the Wild Gardens Path renamed the Sieur de Monts to Tarn Connector, the Western Mountain West Ledge Trail, and the Bar Island Trail. This trail work is summarized in Table 11.

The extended tenure of the trails crew allowed for training opportunities on construction methods as well as travel across the country looking at other systems. As a result several new trail construction features were introduced into the system. The design of the "bog walks," or split log bridges that span wet areas, was modified in the early 1990s using larger white cedar logs that were delivered to the park already stripped and split in half.[268] In the late 1990s, based on changes recommended by Lester Kenway from Baxter State Park, whole logs for longer durability were cut flat on two sides and not stripped. Long sections of trail were repaired with bogwalk, raising questions about the appropriateness of bogwalk on Acadia's trails and the extent of cyclic maintenance that would be needed to maintain and replace the logs every ten to fifteen years. Bogwalk bridges were also built on trails that had originally had VIA/VIS or CCC bridges. The use of bogwalk and bogwalk bridges and recommended alternatives are addressed in the second volume of the cultural landscape report.

In contrast to the highly visible bogwalk construction, several underground drainage and retaining features were introduced including checks, perforated pipe drains, "header" sidewalls for causeways, and crush walls. The crew introduced granite checks based on a technique promoted by Stephen Griswold, author of *A Handbook on Trail Building and Maintenance* (1996). Checks rather than log cribbing were used to stabilize eroded sections of trail.[269] Completed sections were surfaced with compacted gravel, providing hikers with an even and durable walking tread. The use of stone was well suited for Acadia and created the smooth gravel surface seen in VIA/VIS and CCC photographs. The trails crew installed numerous checks to stabilize sections of the Ocean Path near Otter Cliffs and Otter Point (Figs. 141 & 142). Plastic perforated pipe drains were installed under sections of trail that were constantly wet and widened by hikers trying to avoid puddles. Aided by the use of an all-terrain vehicle and a gas-powered dumper, the crew could move large quantities of crushed stone and gravel. Concealed by stone headwalls, perforated pipe drains were installed in areas with year-round seepage on the Jordan Pond Path and the Ship Harbor Nature Trail.

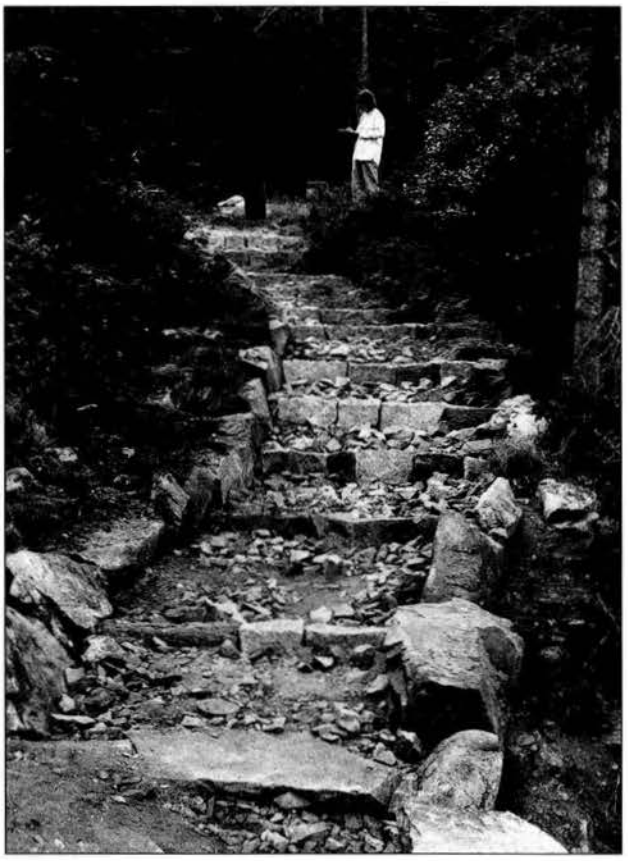
Coincidental with the introduction of "header"-style stonework, David Kari joined the trails crew from Yosemite National Park and Gary Stellpflug returned to Acadia as the Trails Foreman. Kari introduced the placement of stones "header" style for raised causeways based on a construction method used at Yosemite National Park. Many VIA/VIS trails were historically

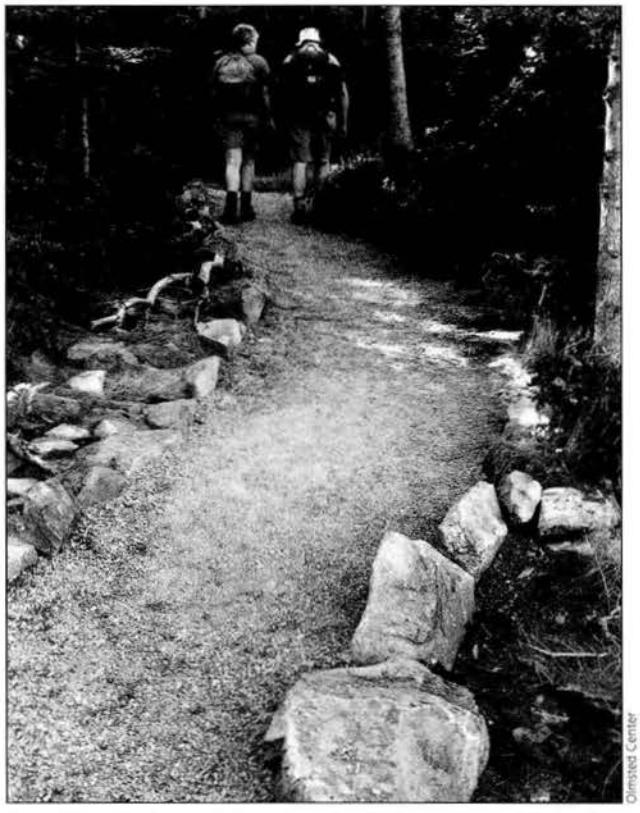
lined with stones to retain a raised gravel tread, or causeway. By laying large stones, sloping in and under the trail, the sidewall retained the original appearance but was more durable. The trails crew employed this technique along sections of the Jordan Pond Path (Fig. 143). A fourth technique developed in 2001 was the use of crush wall or "root wall" in areas with extensive erosion and exposed roots. Large stones were stuffed between roots with a bottom course of large foundation stones, then crushed stone packed into the remaining spaces. The treadway was then gravel surfaced and the retaining wall covered with soil and vegetation. This technique was applied to the steep and heavily rooted sections of the Jordan Pond Path (Fig. 144). Each of these techniques is described in more detail in the second volume of the cultural landscape report.

Trails Programs Sponsored by the Friends of Acadia

Friends of Acadia was founded in 1986 with the mission of protecting and preserving Acadia National Park and the surrounding communities. In 1990, Friends began funding the Acadia Youth Conservation Corps (AYCC) trail rehabilitation program. The program was established after a resident Youth Conservation Corps begun in the 1960s and based at McFarland Hill was phased out. The Acadia Youth Conservation Corps now employs a dozen or more local teenagers and four adult seasonal crew leaders for eight weeks each summer to work alongside the park's trails crew. Examples of projects recently completed by the crews include rehabilitating the Great [Long] Pond Trail, Cadillac South Ridge Trail, Ocean Path, and Jordan Pond Path. Where the crew has rebuilt bridges or other major logwork, the crew inscribes "AYCC" and the year, to aid in dating structures in the field. Friends also recruits and sponsors volunteers to work on trail maintenance.

In 1995, David Goodrich, an avid hiker since the 1950s, prepared a report for Friends of Acadia on the current condition of unmarked trails entitled, "A Report on the Abandoned Trails of MDI, Maine." Goodrich provided recommendations on which trails he felt should be reopened.[270] In 1997, to gather more information about the historic trail system, Friends funded the duplica-



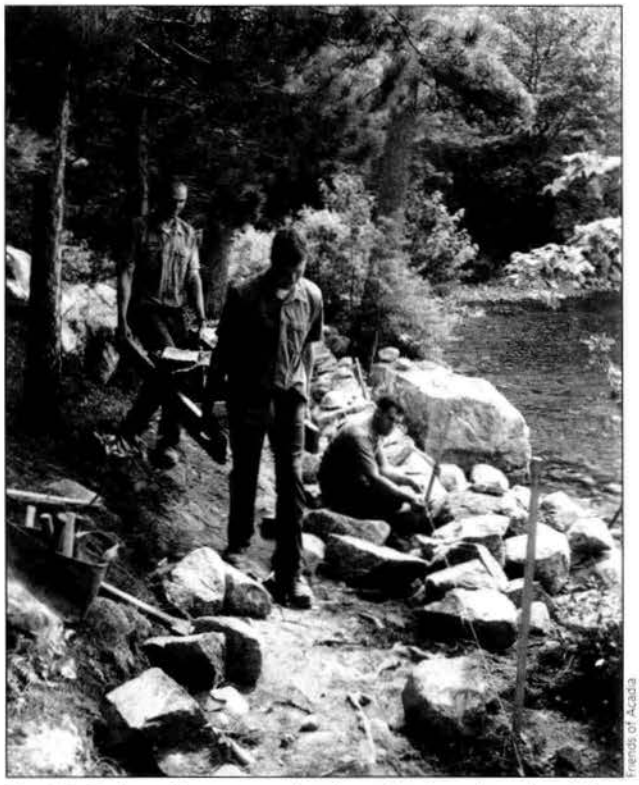


Olmsted Center

Figs. 141, 142 An eroded section of trails is repaired with checks, wall, and rubble infill (above). The stonework is covered with gravel and the edges revegetated (below) in 1997.

tion of primary documents relating to the history of the hiking trails system including path maps and VIA/VIS annual reports.

Friends also worked with local communities, interested residents, and the National Park Service Rivers, Trails, and Conservation Assistance Program on a Village Connector Trails Project to reopen historic trails into the villages of Bar Harbor and Southwest Harbor. The goal of the project was to provide community residents and visitors with a car-free alternative to accessing the park. Constructed between 1999 and 2001, the 2¼-mile Great Meadow Loop now connects Bar Harbor with the park trails through the Great Meadow to Sieur de Monts. The route parallels several historic routes including the northern end of the Jesup Path, Dorr's Cadillac Path, and Gorge Path. Bridges on the path were built in the same style as the CCC bridges built in the Great Meadow and no longer extant.



Friends of Acadia

Fig. 143 Trails staff set stones header-style along the edge of the rehabilitated Jordan Pond Trail.



Olmsted Center

Fig. 144 Rehabilitated section of the Jordan Pond Trail in 2003 where tread was raised by building a wall with stones and roots then surfaced with gravel for an easy walking tread.

To complement the opportunity of walking into the park, Friends, National Park Service, and the Mount Desert Towns initiated the Island Explorer Bus System. In 1999, a fleet of propane-powered buses began providing public transportation throughout the island. Hikers can now access the park by the village connectors or walk to different destinations then travel back by the bus. The buses have reduced exhaust emissions, the number of automobile visits to the park, and parking congestion at popular trailheads.

Friends and the National Park Service also launched a partnership effort in 1999, "Acadia Trails Forever" to underwrite the rehabilitation of the park's trail system. Acadia became the first national park with a privately endowed trail system and the first to use visitor fees to match private funds. The lead gift to Friends of Acadia, $5 million from Ruth M. and Tristram C. Colket, Jr., was at the time the largest contribution by individuals to a Maine conservation nonprofit. The campaign goal was to raise $9 million in private donations and $4 million of federal funds. From the campaign, about $7 million would be directed toward rehabilitation of existing trails, rehabilitation of abandoned trails, and construction of five village connector trails. Six million dollars would be placed in a permanent endowment with annual interest going, in perpetuity, into maintenance. Lead projects funded through the campaign included the rehabilitation of the Jordan Pond Path, rehabilitation of the Ship Harbor and Jordan Pond Nature Trails to meet standards set by the Americans with Disabilities Act Accessibility Guidelines for Outdoor Developed Areas, and the reopening of historic paths.

Expanded Maintenance Program

A series of publications, workshops, and initiatives including the Acadia Trails Forever fundraising campaign highlighted the need for an expanded maintenance program and for reopening trails to create more loops and village connectors. The park's 1992 *General Management Plan for Acadia National Park* (GMP) recommended an upgrade of the trail system, including the development of a comprehensive management plan to "provide a systematic approach to maintaining trails, restoring abandoned trails, and constructing new trails." The GMP notes that "understanding the history of the trail system at Acadia is critical to understanding the history of the park and its importance as a scenic reservation." To accomplish these objectives the park initiated the Cultural Landscape Report with the Olmsted Center and also completed a *Hiking Management Plan and Environmental Assessment.*

Begun in 1999 and completed in 2002, the *Hiking Trails Management Plan and Environmental Assessment* sets the overall direction for managing the trails, protecting resources, and providing a high-quality hiking experience, with actions to be carried forth over the next twenty-five years. Examples of specific decisions that affect the physical construction and maintenance of the trail system include the decision to reopen several closed trails, limits on the amount of materials that can be taken from borrow pits versus imported construction materials, and beaver management to prevent trail flooding.

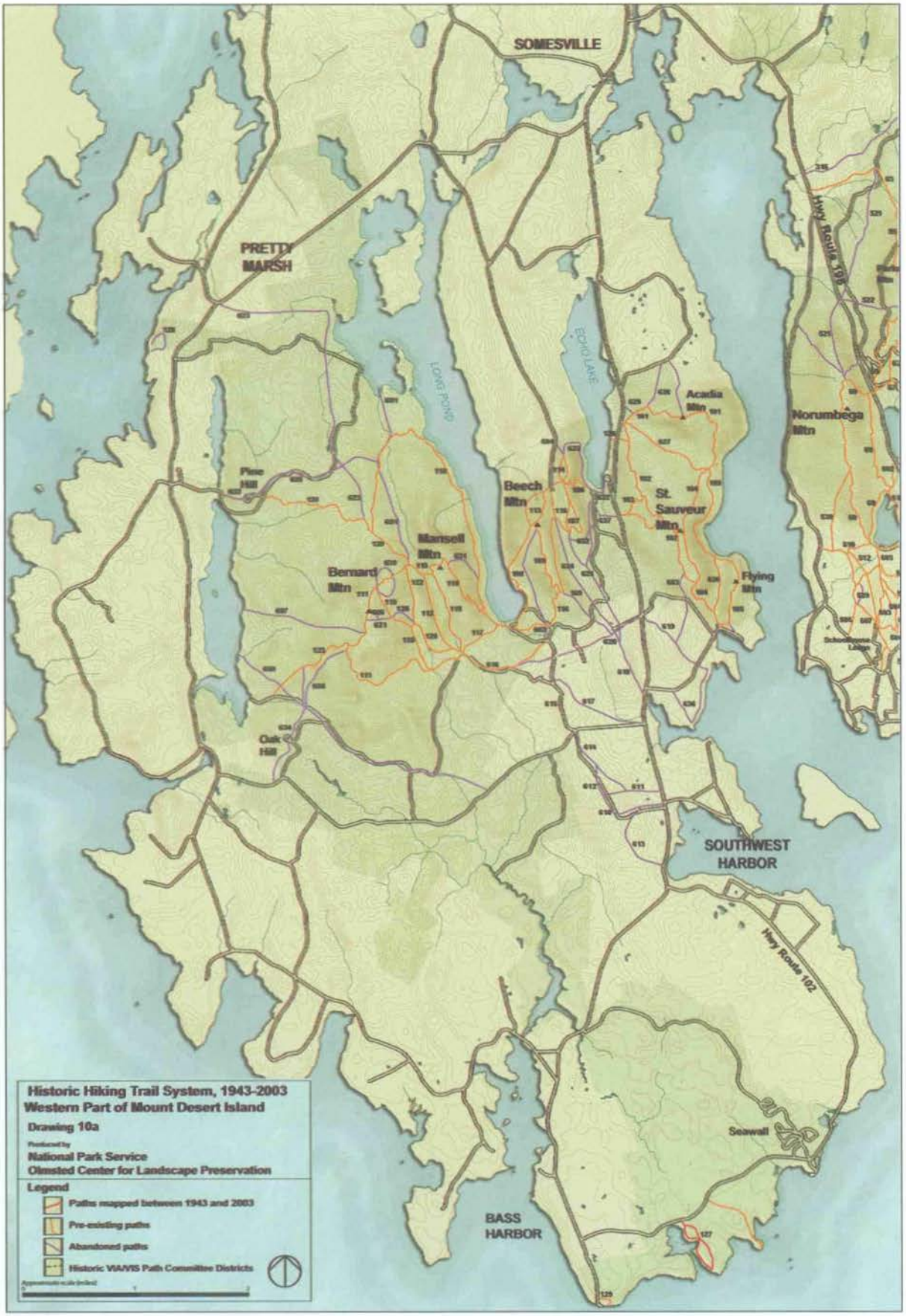
A conference held in 2000 at Acadia National Park, "Preserving Historic Trails," brought a national audience to the park to highlight the work on Acadia's hiking trails. The gathering allowed for comparisons with other trail systems and underscored the importance of good documentation, ample funding, a dedicated trails crew, and a well-organized volunteer program to provide the much-needed labor.[271] A key point illustrated by the Acadia trails crew was the importance of field investigation and documentation in understanding historical construction methods for built features such as steps, retaining walls, and drainage structures. In particular, the trails crew has used many of the abandoned trails as archives of pristine trail work from the late 1800s and early 1900s.

In the summer of 2003 as part of the Acadia Trails Forever rehabilitation projects, the park reopened the Homans Path (Fig. 145). Closed and no longer shown on path maps since the 1940s, the trail served as an outdoor museum of early trail construction carried out under the leadership of George Dorr in the 1910s. With relatively minor rehabilitation work, the stepped trail was reopened from the Hemlock Road near the Stratheden and Jesup Paths to connect with the Emery Path at Sieur de Monts Crag. The trail exemplified George Dorr's request that trail construction work be "well and permanently done." A strong trails program, backed by the support of the Acadia Trails Forever campaign, will help ensure that Dorr's standards are perpetuated. Drawing 10 illustrates the existing configuration of the trails system. Table 11 summarizes trail work completed between 1943 and 2003. The next chapter provides a narrative description of the existing conditions of the trail system.



Peter Travers for Friends of Acadia

Fig. 145 Re-opening of the Homans Path in July 2003, formerly abandoned, rehabilitated by the Acadia Trails Crew as part of Acadia Trails Forever.



Drawing 10a Paths constructed or closed by the National Park Service between 1943 and 2003.



Drawing 10b Paths constructed or closed by the National Park Service between 1943 and 2003.

Table 11. Paths Added or Modified, 1957–2003

Year	Route and Number	Comments
1957	Ship Harbor Trail (#127)	Built by Mission 66 work crews
extended ca. 1960	Western half of Beech Mountain Loop Trail (#113)	Built by Mission 66 work crews, working drawings prepared in 1960, work described by Norm Walls in 1997 interview
modified ca. 1960	Anemone Cave Trail (#369)	Rerouted and paved by Mission 66 work crews
modified ca. 1960	Otter Cliffs Trail (#3)	Sections paved by Mission 66 work crews
ca. 1960	Jordan Pond Carry Spur Trail (#40)	Constructed in conjunction with Bubble Rock overflow parking area
modified ca. 1960	Jordan Pond Nature Trail (#45)	Possibly designed during Mission 66, no documentation found
1979	Asticou Brook Trail (#514)	Built by the Northeast Harbor VIS, supervised by Dan Falt
Ca. 1980	Jordan Pond House Trail (#46)	Connection between Jordan Pond House and overflow parking area constructed
reopened ca. 1980	Grandgent Trail (#66)	Reopened by Acadia NP trail crew in response to local requests
reopened ca. 1980	Bald Peak Trail (#62)	Reopened by Acadia NP trail crew in response to local requests
rerouted ca. 1980	Gorge Path (#28)	Rerouted section south of motor road to connect with parking area
rerouted ca. 1980	Cadillac Mountain North Ridge Trail (#34)	Rerouted section south of motor road to connect with parking area
reopened ca. 1994-95	Bar Island Trail (#1)	Loop trail on western side of island marked by Acadia NP trail crew
ca. 1990	Sand Beach–Great Head Access (#9)	Constructed by Acadia NP trails crew
reopened ca. 1990	Stratheden Path (#24)	Reopened by Acadia NP trails crew
reopened ca. 1990	Sieur de Monts–Tarn Connector (#18)	Reopened by Acadia NP trails crew (possibly part of original Wild Gardens Path)
reopened 1993	Western Mountain West Ledge Trail (#123)	Reopened by Acadia NP trails crew
2001	Great Meadow Loop (#70) Constructed in the vicinity of historic routes: northern end of Jesup Path (#375), western end of Cadillac Path (#367), and northern end of Gorge Path (#365)	Predominantly outside of park boundaries. Constructed as part of Village Connectors Project.
modified 2002	Ship Harbor Nature Trail (#127)	Improved to meet Americans with Disabilities Act Accessibility Guidelines for Outdoor Developed Areas
reopened 2003	Homans Path (#349)	Reopened by Acadia NP trails crew as part of Acadia Trails Forever campaign

ENDNOTES

197 H. Eliot Foulds, *Cultural Landscape Report for Blackwoods and Seawall Campgrounds, Acadia National Park* (Brookline, MA: National Park Service, Olmsted Center for Landscape Preservation, 1996), 16.

198 National Park Service, "Memorandum on a Development Plan for Lafayette National Park," September 28, 1927, National Archives, W ashington, D.C. and U.S. Department of the Interior, National Park Service, "Trail System & Developed Areas: Part of the Master Plan for Acadia National Park," drawn by the Branch of Plans & Design, January 1, 1935. This plan shows trails existing, proposed, and removed.

199 "Notes Dictated by Mr. Taylor" (Dorr's ideas as interpreted by Mr. Taylor). September 15, 1932. NPS Boston Support Office National Register files.

200 Guy Arthur, *Construction of Trails, Civilian Conservation Corps Field Training*, U.S. Department of the Interior, Project Training Series No. 7 (1937), 2.

201 ECW Great Pond Camp NP-2, Narrative Report, April–June 1934. FRC Waltham, RG 79, box 1, ECW Projects Reports 4-9/1934.

202 Under the direction of Harry Hopkins, in six months the CWA employed more than 4,000,000 persons and spent approximately $1 billion on 200,000 projects.

203 George B. Gordon, Assistant Landscape Architect, Acadia National Park, "Report of CWA Projects carried out in Acadia NP," 12/1/33–3/31/34, National Archives, Waltham, Record Group 79, box 3, folder 10. Also box 13, folders 86 and 88.

204 Norm Walls, interview by author, August 13, 1997.

205 George B. Gordon, "Report of CWA Projects carried out in Acadia NP," 12/1/33–3/31/34, National Archives, Waltham, Record Group 79, box 3, folder 10. Also box 13, folders 86 and 88.

206 This was in addition to 1,250 acres on the western side of the island included within Acadia National Park and 1,800 acres already purchased by individuals and corporations for public use.

207 CCC Records. "Total Work Accomplishments, CCC," 202: Truck Trails and Minor Roads. National Archives, Waltham, Record Group 79, box 14, folder 95.

208 Civilian Conservation Corps reports, National Archives, Waltham, Record Group 79, box 2, folder 5, Progress report, M. B. Knowles, 1933–34.

209 Ibid., box 5, folder 5.

210 Ibid., box 3, folder 18, Progress report, 3rd Enrollment Period, December 1934.

211 Richard West Sellars, *Preserving Nature in the National Parks* (New Haven, CT: Yale University Press, 1997), 127–28.

212 Project report, Acadia NP Archives, shelf 5, box 2, folder 7.

213 Letter from Benjamin L. Hadley, Asst. Supt., to Carl Russell, Regional Director, NPS, Richmond, VA, February 14, 1938 to justify the cost of $8,322 per mile of foot trail construction. National Archives, Waltham, Record Group 79, box 9, folder 1.

214 Ibid., box 2, folder 5, M. B. Knowles, progress report, 2nd enrollment period. The placement of flat stepping stones to pave the trail surface may have been specified by George Dorr, who stated his preference for this construction technique in a 1932 memorandum.

215 Ibid., box 3, folder 8, 5th Enrollment Period Report, April–September 1935.

216 Ibid., box 2, folder 5.

217 Ibid., box 1, folder 2. This trail was greatly altered in the 1950s.

218 Field observations by Christian Barter and Gary J. Stellpflug, Acadia Trails Crew, 2001.

219 CCC Records. "Total Work Accomplishments, CCC," 153: Signs and Markers. National Archives, Waltham, Record Group 79, box 14, folder 95.

220 CCC Records, National Archives, Waltham, Record Group 79.

221 George Dorr reported "266 signs erected and double that to be made over winter." Dorr, Superintendent's Monthly Report, September 1939.

222 David Goodrich to Paul Haertel, Superintendent, Acadia National Park, correspondence, March 16, 2001, with attachment. "Historical Signs of Mount Desert Island."

223 During this period, the Path Committee requested $300 from VIA members to accomplish annual maintenance on the non-endowed trails under their care. The interest from the endowed funds available for maintenance was about half the amount available in the 1920s, no doubt due to the economic recession of the 1930s.

224 Nellie Carroll Thornton, *Traditions and Records of Southwest Harbor and Somesville* (Auburn, ME: Merrill & Webber Co., 1938), 120.

225 David Goodrich, letter to author, July 28, 1999.

226 During WWII the printing plates for the path maps were melted down for scrap metal. Gordon Falt, Path Committee chairman for Northeast Harbor in the 1970s, taped interview, ca. 1980, Northeast Harbor Library.

227 Lincoln Cromwell of Northeast Harbor wrote to Park Service Director, Newton Drury, warning that the upkeep of trails was dependent on a waning number of summer residents and urging the park to take responsibility. Cromwell discussed the matter with Hadley who indicated the cost at $800 a year. Lincoln Cromwell, Northeast Harbor, ME, to Drury, September 8, 1941. RG 79, Entry 6, Central Classified Files 1933–39, Acadia General 601-04, box 800, folder 601.011, Park Entrances.

228 Tertius Van Dyke, *Seal Harbor VIS Annual Report*, April 1947, 11–13. Trails outside of the park remained in the care of the Seal Harbor VIS including the path from the Village to Jordan Pond [Seaside Inn Path], Ox Hill, Jordan Brook, Shore Path, etc.

229 Harold Ickes to Demaray, September 8, 1945. RG 79, Entry 6, Central Classified Files 1933–39, Acadia General 630-660-04.2, box 808, folder 631.02, Roads and Trails.

230 Hadley to Demaray, September 11, 1945, RG 79, Entry 6, Central Classified Files 1933–39, Acadia General 630-660-04.2, box 808, folder 631.02, Roads and Trails and Hadley to Director, September 26, 1945.

231 Rockefeller to DeRevere, October 21, 1954, in Rieley and Brouse, 1989, 249.

232 Tom Wilson, AMC Trails Leader, interview by author, September 8, 1997.

233 Rockefeller's crews continued to clean up after the fire, particularly in areas within the viewsheds from the carriage roads. The carriage roads were maintained by Rockefeller until his death in 1960. At this time maintenance of the majority of the carriage roads became the responsibility of the National Park Service. Rieley and Brouse, *Historic Resource Study for the Carriage Road System, Acadia National Park*, 5.

234 Norm Walls, interview by author, August 13, 1997.

235 Ibid.

236 David Goodrich to Paul Haertel, Superintendent, Acadia National Park, correspondence, March 16, 2001. "Appendix: Historical Signs of Mount Desert Island."

237 The five endowed trails were the A. Murray Young Path, Beachcroft Path, Canyon Brook Path, Gorge Path, and Gurnee Path.

238 Bar Harbor VIA meeting notes, August 11, 1960 and Norm Walls, interview by author, August 13, 1997.

239 A proposal to redirect endowed path funds toward the maintenance of the Shore Path had been previously voiced at a 1946 Bar Harbor VIA meeting but was not acted upon since at this time the Bar Harbor VIA was dissatisfied with the Park Service trail maintenance. Bar Harbor VIA Meeting Notes, 1946.

240 Norm Walls, interview by author, August 13, 1997. David Goodrich recalls that the North Bubble Cliff Trail was extremely dangerous in 1955. He returned five years later and could not find it and noted a bridge was missing. The trail also had logs pinned to ledges for walkways and iron rungs. David Goodrich, correspondence, October 29, 2003.

241 David Goodrich to Paul Haertel, Superintendent, Acadia National Park, correspondence, March 16, 2001. "Appendix: Historical Signs of Mount Desert Island."

242 David Goodrich, letter to author, "Comments on Park Maps of the 1950s," September 19, 1996.

243 Norm Walls, interview by author, August 13, 1997.

244 Mallory Lash, interview by author, August 12, 1997.

245 Norm Walls, interview by author, August 13, 1997.

246 General Plan Narrative, Part of the Master Plan, Acadia National Park, October 1963.

247 "Mission 66 for Acadia National Park," ca. 1956, NPS Harpers Ferry Library, Box ACAD, B2.

248 Foulds, *Cultural Landscape Report*, 37.

249 Clifford Senne, Park Ranger, Ranger's Monthly Report, Eastern District, July 1954. Acadia National Park Archives, Administrative Files, box 46, folder 3.

250 Deb Wade, Acadia National Park to suthor, June 6, 1999.

251 Bar Harbor VIA Meeting Notes, 1977.

252 Eliot Wadsworth to Gordon Falt, October 25, 1948, Northeast Harbor VIS files.

253 Murray Johnson to the Northeast Harbor Village Improvement Society, February 24, 1958, Northeast Harbor VIS files. Specifically, the bequest stated "To Northeast Harbor Village Improvement Society, located at Northeast Harbor, Maine, the sum of Five thousand dollars...to be used by the Society in its work of improving, marking and extending paths, trails, and bridle paths at Northeast Harbor, and in its work of preparing and distributing correct path maps and guidebooks, and generally in the work of the Committee on paths and trails of said Society."

254 Special Improvements Committee of the Mount Desert Chamber of Commerce 1964–65 report, Northeast Harbor VIS files.

255 Copies of maps can be found at the Northeast Harbor Library and NPS Harpers Ferry Library in West Virginia.

256 Acadia National Park Master Plan, February 1971, 54. From NPS Harpers Ferry Library, box 2.

257 Prior to this time Frank Anderson served as the trails crew leader for the east side.

258 Rieley and Brouse, *Historic Resource Study for the Carriage Road System, Acadia National Park*, 209.

259 Gary Stellpflug, interview by author, August 10, 1997.

260 Ibid.

261 Ibid.

262 These inventories are located in the trails crew office files.

263 During the summer and early fall, two organized hikes, one easy and one more rigorous, were offered every day except Saturday. These activities continue to the present. The camp is steeped in tradition, one activity being "race hiking" from the beginning of the Precipice Trail, over Champlain, Dorr, Cadillac, Pemetic, the Bubbles, and the Stone Church Mountains in Northeast Harbor. The record as of 1989 was 4 hours and 39 minutes. Some of the hardiest walkers would consider this only half of the hike, continuing on across the western side of the island. From Bob Armstrong in *Echos of Echo*, ed. Mary Mitchell (Boston, MA: Appalachian Mountain Club, 1989), 17.

264 Peter Madeira to Keith Miller, November 21, 1972. Trails file, AMC Echo Lake Camp Files, MDI.

265 Ibid.

266 Peter Madeira to Robert Dean, November 22, 1972. Trails file, AMC Echo Lake Camp Files, MDI.

267 Theresa Michaels, "A Guide to the History of Acadia National Park's Hiking Trails" (Bar Harbor, ME: College of the Atlantic Senior Project), 1987, 8.

268 Cedar logs are used ranging in width from 7 to 12 inches in diameter and 10 to 16 feet in length. These are purchased from private woodlots on the island, stripped of bark, and sawn in half. The logs are notched at the base and set on cross pieces, or cribs, and spiked into place. Once in place, the logs are bolted together at the center of the span to add rigidity to the bridge. Don Beal, interview by author, June 10, 1997.

269 Stephen Griswold, *A Handbook on Trail Building and Maintenance* (Three Rivers, CA: Sequoia Natural History Association, 1996).

270 Interest in abandoned trails was also kindled by the 1993 publication, *Trails of History, The Story of Mount Desert Island's Paths from Norumbega to Acadia*, written and published by Tom St. Germain and Jay Sanders. In the epilogue, the authors advocate the restoration of the trail system, pointing out that many of the unmarked trails are maintained by trail phantoms. A 1994 edition of Tom St. Germain's *A Walk in the Park, Acadia's Hiking Guide* illustrates many of the unmarked trails as light dashed lines on the enclosed maps.

271 National Park Service, *Preserving Historic Trails, Conference Proceedings, October 17–19, 2001, Acadia National Park, Maine* (National Park Service, Olmsted Center for Landscape Preservation, 2000), vii.



Olmsted Center for Landscape Preservation

Historic stone steps on the Kurt Diederich's Climb in 1998, similar to view shown in Figure 40 in c. 1920.

EXISTING CONDITIONS

EXISTING CONDITIONS

The existing trail system reflects a combination of early routes, VIA/VIS paths, CCC trails, and more recent Park Service additions. This chapter of the Cultural Landscape Report provides an overview of the extant landscape characteristics and features in the summer of 2003. The narrative is supported by the existing conditions plans for marked and unmarked trails (see Drawing 10). Detailed descriptions of individual trails from the project database are included in the appendices. Photographs of existing conditions are contained in the second volume of the cultural landscape report.

The trail system is one of three major circulation systems in the park, the others being the motor roads and carriage roads. Of these three, the trail system is the most extensive. Over 270 miles of historic trails on Mount Desert Island were included in this study, most which predate the park.[272] Of these, 118 miles or 103 named trails are currently marked and maintained by the Park Service, while 110 miles of trails within the park are no longer marked. Outside of the park, 45 miles of trails exist but of these only 15 miles are marked. The trail system extends over the island's major peaks and hills, along lake shores, streams, and the rocky coast. Trails range in grade from flat shoreline paths to cliff climbs with rungs and ladders up nearly vertical faces, rising in elevation from sea level to 1,530 feet on the summit of Cadillac Mountain. There are 88 miles of marked trails within the park on the east side of the island and 30 miles on the west side.[273]

No point on any trail is greater than one mile—as the crow flies—from a road, fire road, carriage road, or trailhead. The most remote trails are on the north side of Western Mountain. Trailheads range from small gravel pullouts on the side of the road to large paved parking lots. Many of these trailheads overflow with cars in the busy summer months. The park receives approximately three million visitors year, most of whom experience some part of the hiking trail system. The Island Explorer Bus System, initiated in 1999, stops at many trailheads, providing a public transportation alternative for hikers.

The heavy use of most trails has resulted in erosion in steep areas, trail widening, exposed roots, and the loss or shifting of steps and retaining walls. Coping stones and ledges, once covered with lichen and moss, are now bare due to high traffic. Summit areas and steep, direct summit trails show the most damage from erosion, such as the Pemetic Mountain Trail, where water flows directly down the trail. Some heavily used trails have been stabilized with extensive water bars such as the Bear Brook Trail or checks, such as the Ocean Path. Trail widening is often due to two-way foot traffic on popular trails such as the Bowl Trail, where walkers must step off the trail to allow groups to pass. Some trails have been widened with log crib construction to accommodate high use, such as the South Bubble Trail. Exposed roots appear on most trails, but are extremely prevalent on steep trails such as the Deer Brook Trail. Steps have been lost due to foot traffic and rockslides, such as on the Champlain East Face Trail. The detailed inventory and work log maintained by the Acadia trails crew documents the extent of these conditions and the work needed.

Many of the unmarked trails within park boundaries are easy to follow and differ dramatically in character due to their low use. Steps, coping stones, and cairns are encrusted in lichen but often in good condition, serving as outdoor museums of early construction methods. Some unmarked trails can no longer be followed. Their routes are obscured by the construction or widening of an adjacent road, the growth of vegetation, the force of ocean waves, or an elevated water level caused by beaver dams.

RESPONSE TO TOPOGRAPHY AND NATURAL FEATURES, SPATIAL PATTERN AND ORGANIZATION

The topography of Mount Desert Island consists of mountains and valleys that were formed when massive

sheets of glacial ice moved across the island 18,000 years ago, carving out elongated deep valleys. As a result of this terrain, many of the earliest and easiest routes travel along the north–south valleys and ridgelines. The steeper, rigorous trails climb the east and west sides of the mountains. Many of the early VIA/VIS trail builders intended to meld the paths with surrounding natural features. Interesting geological features, such as the Cadillac Cliffs, and streams, such as Hunters Brook, are areas where this relationship has been successful and enduring. In contrast, cliff trails such as the Precipice Path are subject to rockslides, which have destroyed several sections of original pathwork. Peregrine falcons nest on the east face of Champlain, the Jordan Cliffs, and Beech Cliffs. As a result, these popular cliff-side trails are closed for the spring and early summer. Beaver activity has affected many trails near ponds and streams, particularly in areas burned over in the 1947 fire that offer excellent beaver habitat. Deer are also abundant, creating a maze of smaller trails around ponds and streams.

The density of trails changed dramatically during the late nineteenth and twentieth centuries. By examining a trail map that shows current and historic trails (see Drawing 10), one can see that there were many trails radiating from villages. Historically, the eastern side of Champlain Mountain had the greatest density of trails, which was due primarily to two prolific path builders, Herbert Jaques and Rudolph Brunnow, who both had oceanfront homes below Champlain's rugged east face. In the mountainous areas of the eastern side of the island, extensive path construction resulted in a grid of north–south and east–west trails crossing every summit and valley. Today, most village connectors and paths on the east side of Champlain are no longer marked. The grid of trails is less apparent since more north–south trails are marked than east–west trails. A contributing factor to this change is that the east–west trails are usually steeper, more susceptible to erosion, thus requiring more maintenance and prone to closures. One effect of the reduced number of east–west trails is fewer opportunities for hiking loops. This is particularly noticeable in the Blackwoods Campground area, which was criss-crossed with trails in the early 1900s.

Historically the trail system had more miles of trails through the woods than trails ascending summits. Now, due to the closure of many woodland trail sections, this condition is reversed. Of the marked, maintained trails, 63 percent ascend mountains to ridge lines and summits, 29 percent lead walkers through the woods and along pond shores, and 8 percent are coastal trails. One can postulate that 100 years ago summer visitors were not in such a hurry to get to the summits. In addition VIS path enthusiasts sought a greater variety of walking trips during their extended summer stays. In 1911, Seal Harbor VIS Path Committee chairman John Van Santvoord wrote, "There are still scores of beautiful views, and interesting trails, which should be made accessible to our summer residents.[274] The island now has a large year-round resident population, many of whom add variety to their hiking trips by using trails that are no longer marked but still easy to follow. Some are maintained by unknown individuals, locally referred to as "trail phantoms." Evidence of their work includes orange-tape markings, recently built cairns, and trimmed trees and branches along the trails. Occasionally park visitors unknowingly end up on these trails and become lost.

As part of this study, the park trails crew classified maintained trails according to difficulty. The results were 3 percent very easy, 15 percent easy, 52 percent moderate, 22 percent difficult, and 8 percent ladder trails with very steep inclines and sharp drops. While further analysis is needed to determine the miles of trails in each category, these numbers show the limited opportunities for hiking easy, accessible trails. Recent work has improved opportunities for easy, comfortable walking on the Ocean Path, Ship Harbor Nature Trail, Jordan Pond Path, and Great Meadow Loop.

CURRENT USE

As part of this study the park trails crew informally categorized trails according to use level based upon their extensive hours spent on the trails. The results were 21 percent high use, 47 percent moderate use, and 32 percent low use. All of the trails they classified as high use radiate directly from officially designated parking

areas including the Ocean Path, Cadillac Mountain South Ridge Trail, and the Bass Harbor Head Trail. Of those classified as low use many were more distant from parking areas and almost half are on the west side of the island. The remaining trails classified moderate are varied in character. Although a more quantitative study is needed, these observations are helpful in showing the relationship of parking areas and trail use.

STRUCTURES

Historically the trail system evolved in connection with many structures including private homes, boardinghouses, hotels, teahouses, cabins, picnic shelters, visitor centers, and campgrounds. These tended to be the most popular trails. Many of these structures are no longer extant, while others have been replaced with new structures. The summit of Cadillac was the site of a circa-1850 United States Coast Survey residence, followed by a boardinghouse and hotel. Current structures include restrooms and a gift and snack shop. Similarly the Jordan Pond House evolved from a farmhouse to teahouse which burned in the 1970s. The current structure contains a restaurant, gift and snack shop. The walking trail that is most closely associated with a historic structure is the Bass Harbor Head Light Trail. Walkers of all ages and abilities descend the recently built steps and walkway and often venture over boulders to photograph the picturesque lighthouse. One structure that is accessible only by hiking trails is a fire tower located at the summit of Beech Mountain. Other structures associated with trails include concessions and outhouses at Thunder Hole, Sand Beach, and at Sieur de Monts Spring, though in all cases these are primarily used by motorists. Ranger cabins built by the CCC along the trails are all gone, including the cabins at Sieur de Monts Spring, McFarland Hill, Youngs Hill, and Western Mountain.

Picnic shelters built by the CCC are gone at Pine Hill and Oak Hill, but the paths can still be followed. Conversely, the picnic shelters at Pretty Marsh are extant but most of the path is not. Historically there were paths in the trail system that led to the Bear Brook picnic area, Fabbri picnic area, Lakewood picnic and swimming area, Pretty Marsh picnic area, Pine Hill picnic area, and Oak Hill picnic area. These paths are no longer marked or maintained by the park, but some are used by locals.[275]

When the park was established as a National Monument in 1916, George Dorr envisioned the park headquarters located at Sieur de Monts Spring and built many trails radiating from the area. When park headquarters was actually located at the athletic field in Bar Harbor, trails were built from this area for walking paths along Schooner Head Road, through the Great Meadow to Sieur de Monts Spring, and up Kebo Mountain. The existing visitor centers at Hulls Cove and McFarland Hill have no marked hiking trails that connect to the trail system.

The Cadillac Mountain South Ridge Trail extends into the Blackwoods Campground in Otter Creek. However, many other trails are no longer marked that crossed through what is now the heart of the campground, originally cut by the Seal Harbor VIS when the land was privately owned. Trails have never been marked between the Seawall campground and mountains on the western side of the island.

VEGETATION

The trails traverse slopes covered with coniferous spruce-fir forests and granite ledges speckled with lichen and bisected with lowbush blueberry and huckleberry. Valleys are filled with sedge meadows and groves of fern and white cedar. In the areas burned over by the 1947 fire, large sawn trunks, rotted and moss-covered, are still visible amidst forests of birch, poplar, and other deciduous trees. Areas planted by the CCC have naturalized and are indistinguishable from the surrounding vegetation. Examples include plantings along the Cadillac Mountain North Ridge Trail and along the Ocean Drive Trail. Plantings by George Dorr, most notably ash trees, can be seen along the path that extended along Main Street from the former park headquarters in Bar Harbor toward Schooner Head. The ash trees that Dorr planted around the Bicycle Path at Beaver Dam

Pool probably burned in the 1947 fire. A few younger ash trees are present. The plantings around the Sieur de Monts Spring are diverse and may be attributed to George Dorr and Andrew Liscomb, the CCC, and, since 1961, the Wild Gardens Committee of the Bar Harbor Garden Club. Dorr admired and wrote about the enormous hemlocks just to the north of Sieur de Monts Spring, constructing and naming the Hemlock Road and Path in their midst. Some of these trees survived the 1947 fire and are still standing.

VIEWS AND VISTAS

Summits, ridgeline trails, and cliff climbs provide spectacular views. Every mountain trail offers a different panorama of surrounding mountains, lakes, and ocean, which historically was the incentive for cutting so many mountain trails. Documentation from the Bar Harbor VIA records in the early 1900s and the CCC records in the 1930s indicate that selective clearing was done to both improve distant views as well as visibility through the forest understory. In the years following the 1947 fire, the trails offered continuous, unobstructed views. With no major fires in the past fifty years, many of the views at lower elevations have become increasingly obscured. From the summits of Day Mountain, Oak Hill, and Pine Hill and from the upper outlook shelters at Pretty Marsh picnic area, the views are obscured by surrounding trees. To date no documentation has been found regarding a managed viewshed plan for trails comparable to those for motor and carriage roads. With the exception of the Jackson Laboratory and buildings near Schooner Head, there are few incongruous views to adjacent private lands.

SMALL-SCALE FEATURES

Many small-scale features constructed along the island's trails in the late nineteenth and early twentieth century are still evident, particularly stone features. Stone steps, culverts, bridge abutments, coping stones, and stone-lined or terraced tread surfaces have endured with little or no maintenance in certain areas. These areas tend to be dry slopes and summits that are not subject to rockslides, erosion by water, or freeze-thaw movement. Exceptional examples of original enduring stonework are found in sections of the Champlain East Face Trail, Beachcroft Path, and Perpendicular Trail. In some cases ironwork has also persisted. Original rungs are likely present on the Precipice, Beehive, and other ladder trails in places where the cliffs remain dry and free of ice. Others have been replaced at least once and continue to be replaced by the trails crew.

Woodwork, including bridges, benches, and signs, has required frequent replacement. With each replacement the style and method of construction has evolved with available technology. The 1870s rustic bridges built over Duck Brook, while aesthetically pleasing, did not endure the island's harsh winters and damp stream valley conditions. The CCC corduroy bridges built with many hours of available labor have been replaced with simpler, longer-lasting split log bridges. Signs, mostly lost to vandals, have been replaced gradually over the years. Signs are no longer painted but are routed on unfinished cedar. Trailhead signs are currently routed on large cedar logs, a vandal-proof style introduced by Gary Stellpflug in the 1980s. More detailed descriptions of additional small-scale features, including drainage features, stepping stones, bridges, retaining walls, steps, ironwork, cairns, monuments, and associated structures, are included in the second volume of the cultural landscape report, *Acadia Trails Treatment Plan*.

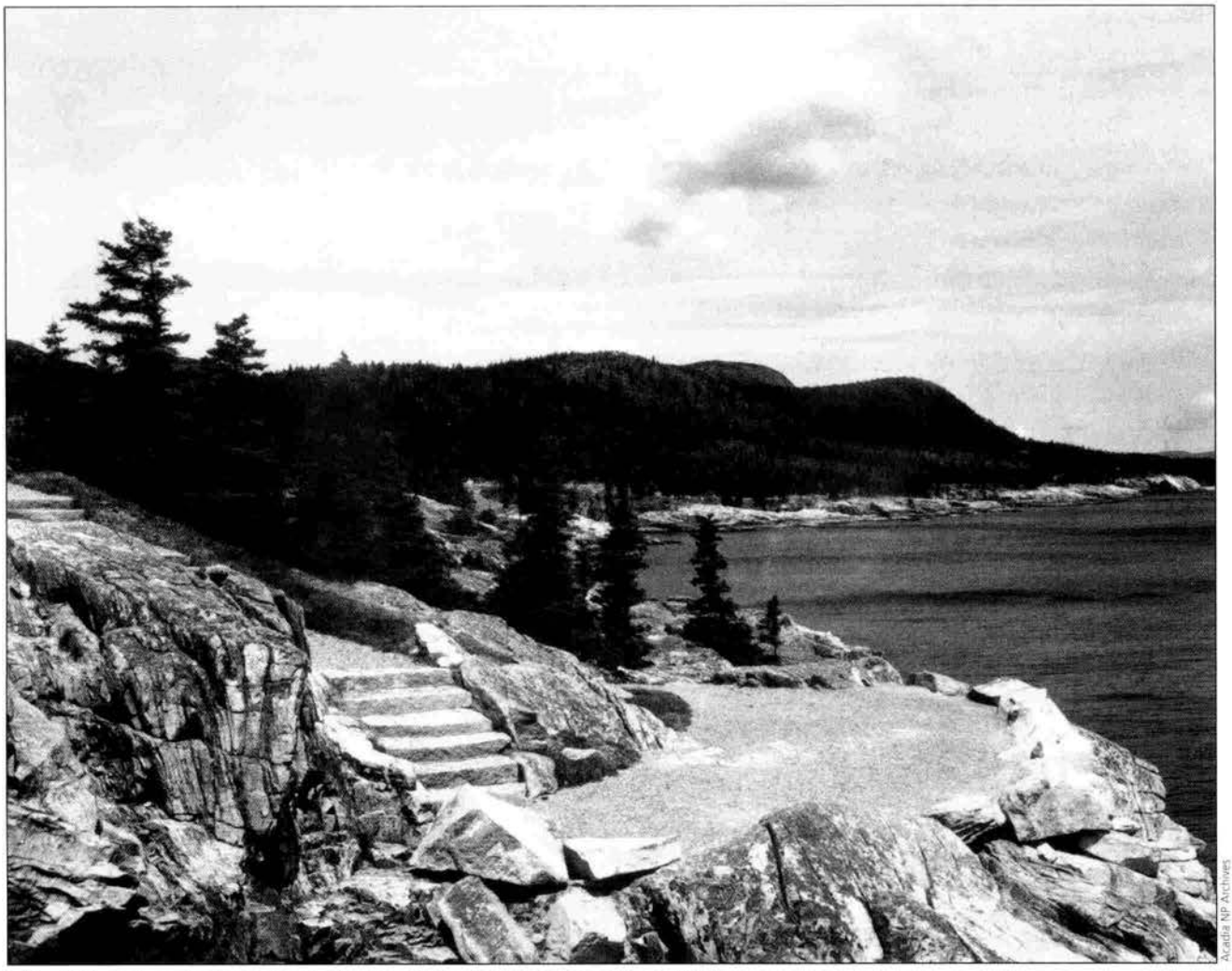
ENDNOTES

272 This does not include water routes that connected walking paths used by Native Americans.

273 The Acadia NP trails crew also maintains 6 miles of trails on the Schoodic Peninsula and 18 miles on Isle au Haut that were not included in this study.

274 *Seal Harbor VIS Annual Report*, 1911.

275 It is not clear whether connections were severed to prevent long-term parking by hikers in picnic areas.



Acadia NP Archives

Otter Cliffs Trail overlook constructed by the Civilian Conservation Corps in 1937.

ANALYSIS OF SIGNIFICANCE AND INTEGRITY

ANALYSIS OF SIGNIFICANCE AND INTEGRITY

STATEMENT OF SIGNIFICANCE

ANALYSIS OF LANDSCAPE INTEGRITY

EVALUATION OF LANDSCAPE CHARACTERISTICS AND FEATURES

ANALYSIS OF SIGNIFICANCE AND INTEGRITY

NATIONAL TRAILS SYSTEM ACT

Two separate programs for national recognition are pertinent to the Mount Desert Island trail system, the National Trails System Act and the National Historic Preservation Act. The National Trails System Act, enacted by Congress in 1968, recognizes National Historic Trails, National Scenic Trails, and National Recreation Trails and their side or connecting trails. National Historic Trails and National Scenic Trails, such as the Mormon Pioneer Historic Trail and the Appalachian Mountain Scenic Trail, typically span several states. National Recreation Trails tend to be shorter. Many are multi-use trails in urban areas such as the Freedom Trail in Boston, Massachusetts, and the Seaway Trail in New York. Several trails and carriage road sections within Acadia National Park were listed as National Recreation Trails in 1981. The 3.5 miles of trail listed includes the Emery and Schiff Paths [Dorr Mountain East Face Trail, 1.6 miles], Kane Path [Tarn Trail, 0.9 mile], Kurt Diederich's Climb [0.5 mile], and possibly the Ladder Trail [0.3 mile].[276]

While designation of a National Historic or National Scenic Trail requires an act of Congress, the designation of National Recreation Trails may be approved by the managing federal agency. A proposal for a National Recreation Trail is prepared for designation, including information on the trail's purpose, use, maintenance, police protection, rules and regulations. This is reviewed in this region by the Rivers and Trails Program of the National Park Service or by the U.S. Forest Service and then forwarded to the Secretary of the Interior or the Secretary of Agriculture for approval. Once designated, the trail becomes eligible for funding available through the Land and Water Conservation Act. Advocates for the National Trails System include the Partnership for the National Trails System, which encompasses sixteen trail associations. There are over 800 National Recreation Trails listed across the country. It is likely that additional trails in Acadia National Park are eligible for designation as National Recreation Trails.[277]

NATIONAL REGISTER OF HISTORIC PLACES

The second program, established under the National Historic Preservation Act in 1966, is the National Register of Historic Places. The Register lists properties significant to our country's prehistory and history. The criteria for nomination are summarized in Table 12. Several properties on Mount Desert Island, both within

Table 12. Criteria for Evaluation for the National Register of Historic Places

Significance in American history is determined through a process of identification and evaluation defined by the National Register Program. Historic significance may by present in districts, sites, buildings, structures, and objects that possess integrity of location, design, materials, workmanship, feeling, and association and which meet at least one of the following National Register criteria:
A. That are associated with events that have made a significant contribution to the broad patterns of history,
B. That are associated with the lives of persons significant in our past,
C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, or
D. That have yielded or may be likely to yield information in prehistory or history

and outside Acadia National Park, are currently on the National Register and a park-wide multiple-property nomination is in progress.[278] This nomination, entitled "Historic Resources of Acadia National Park," addresses community development and the origins of Acadia National Park, John D. Rockefeller, Jr.'s role in the development of the park, rustic design work that predated the park, and rustic landscape design in the National Park Service. All three circulation systems, motor roads, carriage roads, and hiking trails, have been determined eligible. The multiple-property nomination study also recommends further research of the prehistoric and early historic periods for the island to explore additional contexts.

SUMMARY STATEMENT FROM NATIONAL REGISTER NOMINATION

The trail system on Mount Desert Island has been evaluated for its potential National Register eligibility. This report will only address trails on NPS property, though trails outside the park may also be eligible. As detailed in the site history, the recreational trail system became popular in the 1860s when a series of guidebooks described routes to scenic destinations. Efforts to organize and manage an island-wide trail system coalesced in 1890 when the Bar Harbor Village Improvement Association started marking and mapping trails. An infusion of donated funds and land coupled with high standards of craftsmanship allowed the Village Improvement Associations of four communities to construct and maintain an extensive and elaborate trail system. As private funds and involvement diminished in the 1930s, the federally-funded Civilian Conservation Corps and other work programs provided a carefully supervised, large work force to expand the trail network within the park boundaries. The combined efforts of these groups created a highly crafted trail system. The Acadia National Park trail system will be recommended for the Register as summarized below.

COMMUNITY DEVELOPMENT AND THE ORIGINS OF ACADIA NATIONAL PARK

The trail system is locally significant under Criterion A for civic improvement and community planning during the period of 1867–1937. The foundation of the trail system was apparent by 1867, when popular routes were described in early travel guides. Recognizing the value of the trail system as a community asset, the trail system is a noteworthy example of landscape enhancements completed by village improvement groups in New England in the late nineteenth and early twentieth centuries. This movement to improve the appearance of villages was inspired by noted horticulturist Andrew Jackson Downing, and paralleled the city parks movement.[279] Although other village improvement groups maintained a few paths, the village improvement associations and societies on Mount Desert Island managed an island-wide system that collectively covered over 270 miles. The development and maintenance of the system reflected the investment of substantial financial resources, extensive labor, and unified desire to protect and make available the undeveloped, scenic areas of Mount Desert Island. The trail system was also a catalyst for creating the first organized land conservation group on the island, the Hancock County Trustees of Public Reservations. Ultimately, the work of the village improvement groups made the scenic resources of Mount Desert Island accessible to a broader group of recreational users. This led to recognition of Acadia's trails as some of the finest hiking trails in the country.

RUSTIC DESIGN AND PICTURESQUE STYLE IN AMERICA

The trail system is locally and possibly nationally significant under Criterion C for the use of the picturesque style of landscape design. Rooted in the English landscape design tradition, this informal and naturalistic approach to design evolved into a uniquely American style through the work of Downing, Frederick Law Olmsted, and others.[280] The trails built by civic organizations display superior craftsmanship in construction techniques that are indicative of the picturesque style,

including the creative use of materials such as stone for cairns, steps, ramps, bridges, walls, drainage features, and archways; wood for bridges, signs, railings, benches, and structures; and iron for rungs, ladders, and bridges. Additionally, the trails reflect the careful selection of routes to provide access to natural features including interesting rock formations, water bodies, forested lowlands, and dramatic island vistas.

RUSTIC DESIGN IN THE NATIONAL PARK SERVICE

The trail system is nationally significant under Criteria A and C in the area of conservation, landscape architecture, and recreation during the period of 1916–42 within the context established by the multiple-property listing "Historic Park Landscapes in the National and State Parks."[281] As part of the New Deal, workers in federal and state work programs like the Civilian Conservation Corps (CCC), Civil Works Administration (CWA), and Works Progress Administration (WPA) laid and constructed several hiking trails and rebuilt or rerouted others as part of the park's recreational trail system. These later paths exemplify the Natural American or rustic style popularized by National Park Service (NPS) architects and landscape architects during this period. The paths increased accessibility for public enjoyment and were built to harmonize with the natural setting using local materials. The system reached its peak size in 1942 during this era of trail work.

STATEMENT OF SIGNIFICANCE

The historic trail system of Acadia National Park is classified as a "Hiking Trail" property type and is significant in the areas of community planning/development, conservation, entertainment/recreation, landscape architecture, and social history. The overall period of significance for the system is 1890–1942. The trail system is the oldest and the most extensive of the park's three historic circulation systems of trails, carriage roads, and motor roads. The earliest trails were Native American carry trails, though little documentation in available for these routes. After European settlement in the 1760s some early cart paths became part of the trail system. By the mid-1800s there were some routes that later became part of the path system, but the framework for the existing trail system was created primarily after 1865.

After the Civil War, the island became a fashionable resort for summer visitors. Several guidebooks were printed during this era that described popular destinations and included recreational walking routes to mountain summits and other scenic places. The first guidebook was written by Clara Barnes Martin and published in 1867. For most trails documented during this period, the intent is still evident and was typically to reach a summit, waterbody, shorepoint, or another village. These routes tended to be direct, following ridgelines and fall-lines. Routes often traveled across open ledges where there were distant views and little need for maintenance. Steep woodland paths had few constructed features, which later caused extensive erosion and resulted in reroutes and the addition of built features. Ponds and lakes were crossed by boat, rather than walking trails along the shore. Most of the early routes described and in use since this period are direct and destination-oriented, remote, travel across ledges, and have dramatic views. Others from this period were heavily reworked during later periods of trail development and assumed the winding character common to Village Improvement trails. An example is the lower end of the Gorge Path, which has long runs of steps added by the Bar Harbor Village Improvement Association.

The Champlain Society, which laid much of the ground work for future land conservation efforts, actively used the trails in the 1880s, some of which they described in their 1882 annual report and marked on an associated map. These routes included their own "Champlain Society Trail." This route extended from their 1880 and 1881 summer camp on Asa Smallidge's property in Northeast Harbor, which they called Camp Pemetic, eastward up Hadlock Brook, and along the shores of Lower and Upper Hadlock Ponds to the base of Sargent Mountain. From 1882 to 1888, the Society moved their summer camp to a site near the Asticou Inn and called it Camp Asticou. From here they used the "Wood Trail to Jordans Pond," which is now known as the Asticou Trail. By 1885 the Asticou Trail was marked with red-painted arrows. Other trails marked in a similar fashion included the Eliot Mountain Trail and a trail from "St. Marys by the Sea to Sargent Mountain," which may have followed the Sargent Mountain South Ridge Trail or Giant Slide Trail. By the end of the 1880s, about sixty trails covering eighty miles existed on the island, some of which were well worn or marked by cairns.

The organized effort to create a cohesive island-wide trail system began in 1890 when the Bar Harbor VIA began marking existing trails and mapping, maintaining, and building new trails as part of its effort to improve the physical and cultural qualities of the town. The Bar Harbor VIA, formed in 1881 and incorporated in 1891, consisted mostly of summer residents intent upon the preservation and development of the "natural beauties of the place." Although the organization eventually attracted an increasing number of year-round residents, particularly those with business interests, initially the members consisted mostly of wealthy summer residents. When incorporated, the organization had four active committees: Finances, Entertainment, Sanitary, and Inspection. The Inspection Committee addressed issues relating to the condition of the village and included subcommittees for the improvement of hospital facilities, fire safety, water supply, sewerage, trees, the cemetery, roads, streetlights, signs, sidewalks, and footpaths. In

1892 the Bar Harbor VIA created a committee specifically for roads and paths.[282]

The success of the Bar Harbor VIA led to the incorporation of the Northeast Harbor Village Improvement Society in 1897, the Seal Harbor Village Improvement Society in 1900, and the Southwest Harbor Village Improvement Association in 1914. Unlike most societies established across the country during this period, these four societies extended their work beyond village centers through the work of their roads and paths committees. The four societies worked cooperatively across the island through a Joint Path Committee. Eventually, their combined efforts led to the construction and maintenance of approximately 250 miles of recreational walking paths.

Trails or walking paths extended from the villages along the coast or inland to mountains, lakes, teahouses, and other scenic and cultural destinations. Prior to the automobile, the trails also served as an important link between the towns. Members of the path committees solicited donations, laid out new paths, and allocated funds for construction and maintenance. The Bar Harbor VIA's Committee on Roads and Paths, under its chairman Herbert Jaques (1893–1900), developed a system of colored paths. In adding new trails to the system, Jaques connected what had previously been three separate systems. In 1896, the Bar Harbor VIA published the first complete path map of the island.

In 1901, Harvard President Charles W. Eliot initiated the founding of the Hancock County Trustees of Public Reservations (HCTPR), modeled after the Trustees of Public Reservations in Massachusetts. The organization, which sought to acquire and control land for public use, saw the walking path system as part of its vision.[283] Many members of the HCTPR, including Eliot and George B. Dorr, the organization's first secretary (and later Acadia National Park's first superintendent), were avid hikers and path builders associated with the VIAs and provided financial support to both organizations. In some cases protection of land by the HCTPR sparked the construction of new paths, while in other cases it ensured existing paths would be protected.

With both the establishment of the Joint Path Committee in 1900, comprised of path committee chairman from Bar Harbor, Northeast Harbor, and Seal Harbor, and the protection offered by the expanding reservation, the network of paths expanded rapidly. The Joint Path Committee established maintenance districts for each village, agreed on sign standards, prepared path maps and guides of the island-wide trail system, and conferred on the location of additional paths. Its work included sponsoring path construction on the western side of the island, lobbying against the use of automobiles on the island, and advocating land protection. Initially the Northeast Harbor and Seal Harbor village improvement societies built many short paths radiating from their villages, connecting with existing trails. By the 1910s, however, both groups had expanded their maintenance districts and assumed responsibility from the Bar Harbor VIA. By 1916, the system was considered nearly complete by some, with the path committees marking and maintaining over 200 miles of trails, but incomplete by others, including George Dorr.

In the early 1900s the Bar Harbor VIA maintained the majority of the trails and also built the most elaborate trails commencing with the leadership of Waldron Bates (1900–1909), Jaques's successor as Path Committee chairman. Bates laid out routes along scenic rock ledges and with rubble retaining walls and sets of stone steps. Steeper sections of trail built after 1900, and especially under the direction of George Dorr and Rudolph Brunnow, contained series of steps gracefully cut to circle around switchbacks. Steps were locked into place by retaining walls, iron pins, and coping stones that were roughly set to harmonize with the surrounding landscape. When necessary, iron hand and foot railings were drilled into vertical rock faces to provide assistance across otherwise precarious cliff ledges.

Between 1910 and 1929, a number of trails were funded and endowed with special funds as memorial trails. The first such trail, the Chasm Brook Trail, was rebuilt and renamed the Waldron Bates Memorial Path in

1910 after Bates's untimely death. A memorial trail was built in the Seal Harbor district in 1915 for Path Committee Chairman John Van Santvoord. Six memorial trails were constructed as part of Dorr's development of the Sieur de Monts Spring area. Dorr envisioned this area as the core of the proposed national park and built path connections between this area and the surrounding mountains. The Kane Path, Beachcroft Trail, Kurt Diederich's Climb, Emery Path, Homans Path, and Jesup Path were all built during this period. Following the Maine legislature's attempt to annul the Hancock County Trustees in 1913, Dorr unsuccessfully sought to have the Wilson administration support a national park in early 1914. Dorr afterwards developed the Sieur de Monts Spring area and included photographs of these paths, taken by landscape photographer George R. King, in his 1916 proposal to President Wilson to illustrate the striking beauty of the reservation.

Dorr was ultimately successful, and the establishment of Sieur de Monts National Monument in 1916 (renamed Lafayette National Park in 1919 and Acadia National Park in 1929) ushered in a new era for the island's path system. Although initially the path committees continued to be very active, the work halted with American involvement in World War I. After the war, the path committees continued maintenance of the system, but did not resume expansion efforts at the prewar rate. With strong advocacy by Park Superintendent George Dorr, memorial trail construction continued into the postwar period, with seven such trails funded between 1924 and 1930, including the Schiff Path, A. Murray Young Path, Gurnee Path, Cadillac Mountain Gorge Path, Canon Brook Path, improvements and endowment of the previously constructed Beachcroft Path, and construction of a memorial bridge on the Lakewood Path. With the exception of the Canon Brook Path, each of these trails was marked with a bronze plaque or engraved boulder.

When established in 1916, the 5,000-acre park occupied only the central portion of the island and contained a small fraction of the island-wide trail system that by this time covered almost 250 linear miles and linked all the villages together. During the early park period, the path committees built new trails and maintained existing trails both on private and federal property, since the new park had neither staff nor funds for maintenance. However, as John D. Rockefeller, Jr.'s influence increased with the construction of carriage roads (begun in 1913) and motor roads (begun in 1923), care of the paths foundered. After the onset of the depression of the 1930s, the VIA/VIS groups diminished their trail activities, especially within the park. After the death of Superintendent of Paths Andrew Liscomb in 1931, the Bar Harbor VIA transferred trail maintenance responsibilities to Acadia National Park. In the Seal Harbor VIS path district, under the leadership of Joseph Allen, new trails were added to the system up until 1937.

With Dorr's efforts to secure additional funding for the trail system, the park underwent master planning, which was initiated by the National Park Service's Branch of Plans and Designs in Washington, D.C. Although the initial 1927 master plan did not include the trails, revisions to the plan recommended trail system additions that would create loops, connect to new roads, and direct visitors to new areas of the park. Between 1933 and 1942, with funding and labor available as part of the New Deal, these recommendations were implemented. Eighteen miles of new foot trails were laid out, and the island-wide system reached its peak size of 270 linear miles during this era. Unlike the trails built by the VIA/VIS groups that radiated from villages, paths built by federal work crews were laid out within the park boundaries and in conjunction with new visitor parking areas, roads, picnic areas, swimming areas, and campgrounds that served to separate the park from the surrounding villages.

The infusion of labor from the New Deal economic recovery programs revitalized trail work, including the maintenance, rebuilding, and rerouting of existing trails as well as the construction of new trails. Like the VIA/VIS trails, those built by federal crews were of high quality, reflecting the availability of labor, use of mechanical equipment, and carefully prepared designs by park service landscape architects and engineers. Trail features were built following Park Service guide-

lines prepared for CCC trail work. These guidelines dictated the procedures for laying out trails, preparing the tread surface, and constructing closed culverts, steps, and log bridges. All new trails, laid out by the park's resident landscape architect, were approved by the Branch of Plans and Designs in Washington, D.C. CCC crews expended considerable efforts moving gravel, loam, boulders, and logs to construct the trails and to revegetate areas. The seemingly natural appearance of the completed trails belied the planning, physical labor, and attention to detail of their work.

During World War II and after the disbanding of the CCC, there was little use or maintenance of the trails. In the first two decades after the war, although park visitation increased dramatically, trail use did not. With development of a motor road system, trails in close proximity to the roads and parking areas, such as the Ocean Path, received the greatest use. On the western side of the island, the recreational development areas at Pretty Marsh, Pine Hill, and Oak Hill, and the trails associated with them, were seldom used during this period.

After a small surge of new trail construction during the "Mission 66" era during the 1950s and 1960s, the trail system was lightly used. During this period, the Park Service closed many trails that were seldom used, paralleled other routes, led onto private land, or were considered hazardous. The late 1970s brought a resurgence of interest in the trail system that coincided with a nationwide increase in recreational walking. Trail usage increased steadily in the 1980s and '90s with a large percentage of the park's three million yearly visitors using the trail system. Beginning in the 1990s, efforts to preserve the character and integrity of the trail system have been undertaken by park management with the assistance of friends groups, volunteers, and other NPS agencies.

AREA OF SIGNIFICANCE CONSIDERED BUT REJECTED

Settlement Routes

In an effort to identify the beginning of the period of significance, the earliest extant trails were examined to consider their significance in the development of the trail system. The first route for which there is both documentation and physical evidence is the eastern half of the Valley Trail. This travels along an old cart road that connected the 1760s settlements in Somesville and Southwest Harbor. The route extended over Beech Hill and cut down the steep saddle to Norwood Cove in Southwest Harbor. The road was officially closed in the 1830s but in use through the 1880s and continuously used by walkers. The route is notably direct and straight, broad, and steep. Shoulders on the sides of the trail attest to its early use and erosion. As the route descends towards Southwest Harbor, the current Valley Trail turns sharply west (the segment that heads west was built by the CCC in the 1930s and is of a different character). The historic cart road continues south towards Norwood Cove and is still very evident as it crosses onto private land. This is one of the earliest trails in the system and although it is only a portion of the historic cart road, it reflects the location, design, setting, lack of workmanship and materials, and feeling of the early settlement period. In later periods, as recreational use increased, people staying in Somesville or Southwest Harbor took this route to walk between the two villages and to visit Beech Cliffs, a dramatic vantage point above Echo Lake. While this route is intact, it relates more directly to the settlement of the island and is an isolated example of the beginnings of the trail system.

Other early routes that date to the late eighteenth century are remnants of logging roads. Since these roads were seldom used, often moved or had many small spurs, they are difficult to locate. It is likely that many of the trails in the Western Mountain area, Triad Area, and Day Mountain Area followed traces of old logging roads. In the Western Mountain area, a section of the Bernard Mountain South Face Trail follows an old road bed. The lower end of the Razorback Trail likely follows an old logging road but with no recognizable

features. The Cold Brook Trail likely follows an old logging road. The Great Notch Trail is the most likely route to follow an old logging road and makes a more gradual ascent and passes through the saddle between Mansell and Bernard/Western Mountains. In all cases there are sections of broad trail but none are as evident as the Beech Hill Road described above, most likely due to lighter use. Nineteenth-century walkers frequently used these routes to reach popular destinations, but there is very little documentation or physical evidence of their connection to the trail system.

Artists' and Writers' Routes

An area of significance that was considered but rejected was Criterion A for the theme "Expressing Cultural Values."[284] This would recognize the contributions of artists and writers that came to Mount Desert Island in the period of 1836–60, during the Early National Era.

Artists and writers that traveled to Mount Desert between 1836 and 1860 recorded the island scenery as part of a nationwide movement to define America's identity through its expansive natural wonders. These individuals explored the island's coastline on foot and scrambled up the mountains in search of vantage points from which to sketch inspiring views. Those that followed them etched the beginnings of the island's path system and cast a sense of public ownership to the landscape's spectacular scenery. The favored locations of these artists, Schoodic and Great Head, Otter Cliffs, and the inland lakes and mountains of Mount Desert, are now protected landscapes, as are most of the favored destinations of the Hudson River School of artists, including Niagara Falls, the White Mountains, the Catskills, and the Holyoke Range.

Two of the most nationally significant artists that traveled to Mount Desert Island were Thomas Cole and Frederic Church. Thomas Cole is considered to be nationally significant because he was a founder and premier exponent of the Hudson River School that embodied many of the major aspirations of the nationalist period. Cole was a great artist who wrote about and painted the American landscape, investing it with divinity and inspiring other artists. He was a significant spokesman for Americans' emerging pride in what was distinctive about their country. Frederic Church, a student of Cole, transcended the status of a follower to become a major nineteenth-century landscape painter and the first American landscape artist to be celebrated internationally. His wall-sized canvases, painted with great technical ability, depicted the grandeur and variety of the New World from the arctic to the tropics. Presenting the American landscape as dramatic, his works reflected the intellectual and religious leanings of the national psyche. Frederic Church's home and studio, Olana, located on the Hudson River in New York, is a designated National Historical Landmark.

While many of the popular destinations of the artists and writers are documented, the exact routes they used are not. While it is possible that either the works of these artists, and other artists of the period, or the sites that inspired them may be nationally significant with respect to the Mount Desert Island landscape as a whole, their relationship with the development of the path system is tenuous. Thus this area of significance for the path system was rejected.

ANALYSIS OF LANDSCAPE INTEGRITY

Integrity is the ability of a historic resource to evoke its appearance from the historic period of significance. For the Acadia trail system, an evaluation of integrity was conducted as part of the National Register nomination for the historic period of post-Civil War to pre-World War II trail development, extending from 1867 to 1942. While evaluation of integrity is often a subjective judgment, particularly for a landscape, it must be grounded in an understanding of a property's physical features and how they relate to its significance. The National Register identifies seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Retention of these qualities is essential for a property to convey its significance. In the narrative below and in Table 13, integrity is evaluated for the period of landscape significance which extends from 1867 to 1942, for community development, conservation, recreation, and landscape architecture carried out from the earliest descriptions of the trail system in the 1860s, through the work by the village improvement associations and societies between 1890 and 1937 and by the Civilian Conservation Corps and other New Deal programs between 1933 and 1942. For this extended period of trail development, the trail system retains a high level of integrity.

Location refers both to the place where the trail system was constructed and the alignment of individual trails. At its peak size in 1942 of some 270 miles of trails within and outside park boundaries, the system was subsequently reduced by the disuse and abandonment of trails outside the park that connected to island villages or individual residences, and in the 1950s with the closure of some trails in the park. Closures also occurred both during and after the period of significance due to construction of motor roads, carriage roads, changes in water level due to beaver dams, and connections to new park facilities. Within park boundaries, approximately 118 miles of trails are marked and maintained and 110 miles of trails are abandoned. As detailed in the project database for individual trails (Appendix C), many of the abandoned trails can still be found and serve as preserved examples of early trail construction. The combination of an actively managed trail system and the substantial evidence of abandoned trails have preserved the integrity of trail system and the alignment of most individual trails.

Design refers to the aesthetic choices made in the form, plan, and style of the trails network, the conscious layout of trail route, its winding or straight character, its width, its relationship to scenic, natural, and cultural features, and the choice of materials and methods employed to construct the trails. As described earlier, the trails within the system are significant as examples of rustic design in the picturesque style carried out by the village improvement groups and rustic design work by the NPS. A substantial amount of stonework remains, particularly on the memorial and endowed VIA/VIS trails and the CCC trails. Most of the original trail routes are still evident, with some exceptions as described in the previous paragraph. Most scenic and natural features that were part of the original trail design remain, such as lakes, summits, and rock formations. Fewer of the cultural features are still present. Gone are the Building of the Arts, the Russian Tea House, the Satterlee Tea House, the Green Mountain House, the Seaside Inn, the Kaighn summer house on Western Mountain, and the Oak Hill and Pine Hill picnic areas. Remaining cultural destinations and facilities linked to the trail system are the island villages, the rebuilt Sieur de Monts Spring House, the Abbe Museum at Sieur de Monts, the rebuilt Jordan Pond House, the Eliot Mountain Map House, the Echo Lake Swimming Area, the Sand Beach facilities, the Mission 66 Beech Mountain fire tower, and the structures on the summit of Cadillac Mountain. With extensive stonework, most original alignments, most natural features, and some cultural features still present, the trail system retains a high level of integrity with respect to design.

Setting refers to the physical environment of the trail system on Mount Desert Island. As initially conceived and constructed, the trail system allowed people to transcend on foot from the populated villages and busy

wharf areas into the pristine wilderness in the heart of the island. The construction of the motor road system and carriage road system substantially dissected many natural areas, though much of this occurred during the historic period. During the summer, the high volume of traffic and the heavy use of the trail system have changed the natural setting to one that is shared with many other people. The closure of many village connector trails altered the experience of transition from village to wilderness. Current work in progress to reestablish village connector trails and management strategies to disperse trail users will enhance the integrity of the trail system setting. Due to the extent of the Park Service lands and the limited development of areas where the trail system extends beyond park boundaries, the majority of the historic trail system retains its original setting.

Materials are the elements and supplies used to construct the trails, including stone, iron, and wood. Much early stonework, from the turn-of-the-century VIA/VIS work to the 1930s CCC work, has survived intact. Stone steps, culverts, bridge abutments, coping stones, and stone-lined or terraced tread surfaces have endured with little or no maintenance in certain areas. Original stone cairns can still be found on many of the summit trails, especially the abandoned trails. A large amount of ironwork, including ladders, rungs, railings, and retaining pins, still exists on many trails. Some iron has been added or replaced and is compatible with the historic material. Woodwork, including bridges, benches, and signs, has required frequent replacement. With each replacement the style and method of construction has evolved with available technology. Continued maintenance of constructed features, detailed documentation by the trails crew, or lack of use on the abandoned trails has preserved the integrity of stone and iron features, but only a few wood features, such as railings and signs.

Workmanship refers to the physical evidence of the crafts of a particular period. In the process of developing treatment guidelines, park staff studied and documented the multiple styles of workmanship found on the trail system. With a fifty-year period of peak trail construction, there were many hands involved in trail construction, including federal work crews and four VIA/VIS organizations. Notable differences in methods of construction, tools used, and durability are described in more detail in the second volume of the cultural landscape report for specific features. For example, the method of step building ranged from loosely stacked, uncut stones to carefully laid, cut, and pinned steps, supported with coping stones. The higher level of workmanship has generally proved more durable. The highly crafted character of many trails is still evident, though in some cases years of heavy use and natural conditions have caused erosion of tread, slipping of stones, and decay of woodwork.

Feeling refers to the expression or historical sense of a particular period. The VIA/VIS groups constructed and named trails, then prepared maps, guidebooks, and signs to direct people from natural wonders to historic sites and cultural attractions of Mount Desert Island, such as Cadillac Cliffs, Sieur de Monts Spring, and the Jordan Pond House. Similarly, the CCC constructed trails to connect park facilities with scenic areas. Today the trails offer the same experience, or feeling, that they were originally designed to provide. One exception, however, is the use of automobiles. During the late 1800s and early 1900s, most visitors came to the island by boat, or by train and then boat, and stayed for a week, month, or longer. The island was experienced largely on foot or by carriage. Today the island is accessed and traversed primarily by automobiles, and most hiking experiences begin by parking at trailheads. Although the automobile has impacted the island in significant ways, the trails, natural attractions, and destinations remain relatively unaltered and retain their ability to evoke feelings traditionally associated with Acadia's system.

Association refers to the direct link between historic persons and events and the historic property. The trails built by the VIA/VIS groups were built in association with their respective villages of Bar Harbor, Northeast Harbor, Seal Harbor, and Southwest Harbor. Within the core of the trail system, the trails themselves, with associated structures, plaques, and engraved boulders, are physical evidence of the historic trail system and

its builders and stewards. At the perimeter of the trail system, the loss of some village connectors, structures associated with cultural destinations, and the relocation of park headquarters diminish some associations. As pointed out above, there have been considerable changes since the end of the historic period in 1942. Due to the extent of the trail system, however, and the extensive historic resources still extant, Acadia's trails retain an overall high level of integrity for their historical significance.

Table 13. Summary of Landscape Integrity for Acadia's Historic Hiking Trails

Aspects of Integrity	Early Tourism Period, 1867–1889	VIA/VIS Period, 1890–1937	CCC Period, 1933–1942
Location	Yes, location remains unchanged	Yes, location remains unchanged	Yes, location remains unchanged
Design	Yes, alignment, still evident, but many routes later altered	Yes, alignment, construction methods, and materials are still evident, but many routes are no longer maintained	Yes, alignment, construction methods, and materials are still evident, but some connectors are no longer maintained
Setting	Yes, majority of the trail system is in undeveloped, natural, scenic areas of the island	Yes, majority of the trail system is in undeveloped, natural, scenic areas of the island	Yes, majority of the trail system is in undeveloped, natural, scenic areas
Materials	Yes, most trails led along listing ledges or through woods	Yes, majority of the historic materials, stone and iron, are present; however, wooden features are gone or have been replaced	Yes, majority of the historic materials, stone and iron, are present; however, wooden features are gone or have been replaced
Workmanship	Yes, little workmanship during this period	Yes, most stone- and ironwork is still present; however, maintenance is required to ensure that additional stonework is not lost due to erosion and heavy trail use	Yes, most stone- and ironwork is still present; however, maintenance is required to ensure that additional stonework is not lost due to erosion and heavy trail use
Feeling	Yes, the existing trails offer the same experience, level of difficulty, destination, and views	Yes, the existing trails offer the same experience, level of difficulty, destination, and views	Yes, most of the trails offer the same experience, level of difficulty, destination, and views
Association	Yes, framework of the path system and surrounding villages are still evident	Yes, strong associations remain with the natural areas throughout the island and memorial path plaques and engraved boulders; however, some associations diminished due to the loss of some village connections, some associated structures, and relocation of park headquarters	Yes, the majority of facilities associated with the trail system are intact, including parking areas and overlooks. Associations that are missing include connections to the picnic areas and ranger cabins.

EVALUATION OF LANDSCAPE CHARACTERISTICS AND FEATURES

Landscape characteristics and features are distinctive aspects or qualities of the trail system from the historic period that aid in understanding its historical value. In order to contribute to the significance of the historic trail system, features must have been present during the period of significance: from the early path system development during 1867 to 1889, from the path work by the village improvement associations and societies (VIA/VIS groups) between 1890 and 1937, or from the Civilian Conservation Corps (CCC) and other New Deal programs between 1933 to 1942. The format of the evaluation includes a brief synopsis of related history, a description of the current physical condition, and a determination of whether the feature contributes to the significance of the trail system. A summary table is provided at the end of the chapter (Table 14). General characteristics that have influenced the historical development of the landscape are described below, including natural systems and features, spatial organization, land use, cultural traditions, circulation, topography, vegetation, structures, views, and small-scale features. Specific types of small-scale features essential to trail construction and maintenance are addressed in greater detail in the second volume of the cultural landscape report.

NATURAL SYSTEMS AND FEATURES

Natural systems and features are the natural aspects of the landscape that influenced the trail system development during the historic period which are still evident. Trails that formed the framework of the trail system that were evident by the 1880s led directly between ponds, to mountain summits, and other scenic and recreational points including boat landings, along coastal and mountain ledges, to scenic overlooks, along streams and by waterfalls. During the VIA/VIS period the trail system was laid out to highlight but not detract from the island's natural systems and features. Most trails led to the mountain summits, ponds, and along the rocky coast. In addition, the VIA/VIS path builders often marked routes to lead walkers through or to geological curiosities such as Great Head, Thunder Hole, Cadillac Cliffs, Bubble Rock, Tilting Rock, and the Day Mountain Caves. Some paths led walkers through botanically interesting areas such as the Hemlock Path, Jesup Path, and Wild Gardens Path. Other paths led adventurers up steep cliffs, offering the thrill of exposure to the natural elements. The diversity of path destinations, degree of difficulty, and length reflected the path builders' desire to behold the island's array of natural systems and features. The CCC trail builders also built trails to access the mountains, ponds, and coast to expand the VIA/VIS system, particularly on the western side of the island where there had been less path construction. However, the CCC trails were less focused on leading hikers to interesting geological features but rather on creating recreational loop trails, connecting to picnic facilities and developed areas, and penetrating remote areas to create fire control routes.

The natural features that attracted visitors in past centuries are extant, with much of the natural systems and features protected within Acadia National Park. Natural features along the trails and visible at scenic overlooks contribute to the significance of the trail system.

SPATIAL ORGANIZATION

Spatial organization refers to the configuration of trails both collectively as a network and individually as corridors through the landscape. This includes the articulation of ground, vertical, and overhead planes that define and create spaces and corridors. Beginning in the 1860s, guidebooks encouraged early tourists venture forth from the coastal village resorts and to explore the interior of the island. The system radiated from villages into the remote, scenic areas, most notably the mountain summits. The greatest density of trails could be found on the mountains within a comfortable, half-day hike from the villages, such as to Champlain Mountain, Kebo Mountain, Day Mountain, The Triad, Schoolhouse Ledge, St. Sauveur, Beech, and Western

Mountains. Due to the natural topography most trails were laid out for gentle travel on north–south slopes and rigorous hiking on east–west slopes. Between 1890 and 1937, the VIA/VIS groups built or rebuilt over 250 miles of hiking paths throughout the mountainous southern half of Mount Desert Island. Multiple trails were added to allow walkers to loop back to the villages without having to return on the same trail.

The earliest routes were typically not constructed and narrow, defined by the ever-increasing foot traffic. The individual trails built by the VIA/VIS groups varied in width but tended to be narrow, ranging from 24 to 36 inches, but sometimes up to 48 inches. Routes wound through trees and ledges, often leading from a village or structure to another or to panoramic views. As described in greater detail in the section "Small Scale Features," the VIA/VIS groups built trails with increasingly elaborate detail, including steps, retaining walls, bridges, railings, rungs, ladders, and even a few stone archways. These carefully constructed trails became permanent, discernible linear elements stretching across the mountainous landscape, in some cases visible from one peak to the next. Between 1933 and 1942, CCC work crews added more trails to the core of the park trail system. Trails were designed with a uniform width, typically 42 or 48 inches. Trail grades and turns were worked out in advance, resulting in straight or gently winding trails and extensive regrading along the sides of the trails. Exceptional views were highlighted by widening the trail and creating overlooks bounded by a low retaining wall such as on the Otter Cliff section of the Ocean Path.

The configuration of the trail system is still evident, with a grid-like layout between ridges and valleys. Although some trails are no longer marked, their presence contributes to the spatial organization of the system. The winding routes of the VIA/VIS trails and the carefully graded sections of CCC trails are still evident and contribute to the significance of the trail system. Where extensive erosion has not widened the trails, the desired width of 24 to 48 inches on VIS trails and 42 to 48 inches on CCC trails is still evident.

LAND USE

Land use refers to the principal activities in the landscape that formed, shaped, or organized the landscape as a result of human interaction. In the late 1800s, Mount Desert Island changed from a landscape of subsistence agriculture and commercial lumbering to a tourist mecca. As hotels and summer cottages were built, farming and wood harvesting gradually receded from the village edges. Yet many of the walking paths transcended these two worlds. To get to mountain summits, walkers climbed over fences or through turnstiles. Dodging sheep and courting cows added an element of unpredictability to their adventures. In some places paths were obscured by recent wood harvesting by the landowner, causing confusion and dismay. With the formation of the VIA/VIS groups and later the Hancock County Trustees of Public Reservations, the walkers' preference for a pristine natural setting and their financial resources led to the purchase of these areas for a public reservation. As they acquired land, the village improvement societies built paths of an increasingly permanent character. While the core of the path system was within the reservation, many paths were maintained on private land. When the reservation became a national park, some landowners became more reluctant to allow public use and their trails were no longer marked or maintained, and eventually deleted from the trail maps. But many landowners continued to support the private-public trail system and have continued to mark and maintain trails on private land that lead into the park. During the CCC period of path construction, trail building shifted to the interior of the park. Trails were added to the system to serve as connectors between different use areas designated for swimming, picnicking, parking, and sightseeing.

The continued use of the trail system for recreational hiking contributes to the significance of the trail system, as do the connections to the path system that are still maintained by the local village improvement groups and connections to the villages. Connections to other park facilities, designed and implemented during the CCC period, also contribute to the significance of the trail system.

CULTURAL TRADITIONS

Cultural traditions are the practices that have influenced the development of the landscape in terms of land use and patterns of trail development. The recreational trail system originated as a network of trails that connected the coastal villages with scenic areas. Early tourists often came to the island for at least a month or for the entire summer. With plenty of leisure time and interest in island improvements, the VIA/VIS path committee members were primarily summer residents that they were able to fund, construct, maintain, and use a trail system of over 250 miles. The trail system was a source of tremendous pride and ownership by members of the village improvement societies, even after the land became part of a national park. Members showed their support by contributing to the path fund, funding the construction of a memorial trail, or endowing a trail with a maintenance fund. Some areas were covered with trails due to the close proximity of the cottages of prolific path builders. Herbert Jaques and Rudolph Brunnow laid out many trails on Champlain [Newport] Mountain, not far from their estates along Schooner Head Road. George Dorr built many paths near his property "Old Farm" just south of Bar Harbor. The path system to the northwest of Bar Harbor was enhanced by nearby cottagers Frederic Weekes and Augustus Gurnee. However, summer residents dwindled in the 1930s, were absent during World War II, and many did not return after the 1947 fire. Gone also were the private funding of, enthusiasm for, and use of much of the trail system.

While the CCC had the manpower to maintain the entire trail system, the focus of the Emergency Conservation Works program was not routine maintenance. Crews were directed to reduce fire hazards and carry out noticeable improvement projects that would provide them with skills to reenter the private work force, such as masonry and construction. As a result, new paths were added to the system while existing paths suffered from lack of maintenance. Some existing paths were rerouted or extended to connect to visitor facilities such as parking and picnic areas. Park visitors were increasingly motor tourists, many of them staying at campgrounds with tents or in recreational vehicles rather than hotels. There was also a gradual transition to a trail system within the park rather than one radiating from villages. During both the VIA/VIS and CCC periods it is important to recognize that the path system was dynamic, evolving to match the interests of trail donors, builders, and maintainers.

Physical evidence of the traditions associated with the path system, including village connections, memorial plaques, engraved tablets, and monuments, contribute to the significance of the historic trail system. As stated above, connections to CCC facilities also contribute to the traditions associated with the system.

CIRCULATION

While circulation obviously defines the character of the trail system, it important to consider where, historically, walkers were coming from and going to, and the relationship of the trail system with the circulation of boats, carriages, and automobiles. As described in the history of the trail system, the path system was marked in the 1800s to allow people staying in the villages to walk into the mountains, to the lakes, along the coast, and to other villages. As path committees became increasingly active in the villages of Bar Harbor, Seal Harbor, Northeast Harbor, and Southwest Harbor, it seemed as if every summit, valley, interesting rock formation, cliff, and rocky coastline merited a marked path. Many early routes were combined with buckboard or boat rides to help tourists reach their destination. For example, before the construction of Ocean Drive, walkers were dropped off at Otter Creek, hiked along the coast, and were picked up at Schooner Head. Boats were used by walkers to cross Eagle Lake, Jordan Pond, and Great [Long] Pond. Boats were also used frequently between Southwest Harbor, Northeast Harbor, Somesville, Valley Cove and Sargents Cove to access trails across Somes Sound. At Valley Cove, a landing was maintained at the end of Robinson Road and described in the 1915 path guide. CCC signs indicated the location of the landing. Now, only iron rings at the shoreline are pres-

ent.[285] The use of boats diminished with the improvement of roads.

When George Dorr began actively pursuing designation as a national park in the 1910s, he envisioned walkers coming to and radiating from the Sieur de Monts Spring area. John D. Rockefeller, Jr. and Dorr also envisioned carriage and motor road systems throughout the park and in many places overlaid remote trails with broad roads. And, when a master plan was prepared for the park in the 1930s and '40s, the planners envisioned tourists parking at nodes called "developed areas" and hiking into remote, scenic areas within the park. Thus within the period of significance, 1890–1942, the distinctive aspect of the trails as a circulation network ranges from an extensive number of trails radiating from the villages to a more controlled trail system within the confines of the park.

The period of significance encompasses major changes in the circulation system on the island. The relationship and careful design of intersections of the hiking trail, carriage roads, and motor roads contribute to the significance of the historic trail system. Intersections such as the Stanley Brook Bridge, where the three systems gracefully flow over and under the bridge, are representative of the elegant design solutions and construction during the historic period. All of the bridges built in association with the historic carriage and motor road system are listed on the National Register. The trails themselves as a circulation network that provides access to many remote areas also contributes to the character of the trail system. The trails provide connections between scenic areas and interesting geological features. As described under spatial organization above, the trails also radiate from village centers and developed park areas and extend along and across ridgelines.

TOPOGRAPHY

Topography refers to the configuration of the trail system with respect to slope, elevation, and orientation. The earliest recreational hikes described in the 1800s are those to the mountain summits and the eastern rocky coast. The majority of the earliest marked trails extended along north–south ridgelines with shorter access trails running east–west. There were few pond-side trails since it was easier to cross by boat. During the early 1900s the village improvement groups built many more east–west trails to create loops within the trail system and many more pond- and stream-side trails to improve access to these scenic areas. Some of the later trails built by the VIA/VIS path committees were the most rigorous, including the Precipice and Beehive Paths and the South Bubble Cliff Trail. The CCC added trails to flat, sloped, and cliff areas, thereby broadening the diversity of trails within the park.

The diversity of mountainous, woodland, pond-side, and coastal trails used and marked by the early tourists or built by the VIA/VIS groups and the CCC contributes to the historical significance of the trail system.

VIEWS

Views refer to the expansive or panoramic prospect offered by a broad range of vision, which is naturally occurring or deliberately contrived. Vistas refer to the controlled prospect of a discrete range of linear vision, which is deliberately contrived. The trail system is defined predominantly on the views that it offers walkers. Almost all trails were laid out specifically to lead through or to areas with panoramic views of the surrounding mountains, ponds, ocean bays, and rocky coast. Many paths built by the village improvement societies wound up mountains and through boulders in such a manner as to frame a view, bring walkers to a promontory, or highlight a particular rock formation. The 1915 and 1928 path guides described the views that a walker was likely to enjoy on each route. Annual reports of the VIA/VIS path committee chairmen presented proposals for new paths in terms of the new views that they would offer. In some cases attractive viewpoints were highlighted by the placement of benches, such as on the Gurnee Path, Jesup Path, and Seaside Path. The CCC also selected path routes that would offer spectacular viewpoints. These points were emphasized during trail construction by widening the

trail to create an overlook. Both VIA/VIS and CCC records indicated that to enhance views, understory vegetation was removed.

The summit views and the destinations of most early trails remain. For VIA/VIS trails, most views remain, though there is little documentation for the exact location of overlooks. For CCC trails, specific designed overlooks that were shown in design drawings are still extant, such as along Otter Cliffs, and contribute to the significance of the historic trail system. The practice of removing understory vegetation is now considered disruptive to the forest ecology and is no longer practiced except to clear along the trail corridor.

VEGETATION

Through the history of Acadia's trails there has been an appreciation of the island's native flora observed along the trails. When describing walking routes, Martin's 1867 guidebook speaks of the almost impenetrable forest and "brushing the gossamer from before our faces." She states, however, this condition prevails in one or two inaccessible valleys and that elsewhere the forest primeval is all gone, with only stumps and scattered trees remaining. The 1915 path guide prepared by the village improvement societies described routes as pleasant strolls through mossy woods and included an appendix on mushrooms. The trail between Upper and Lower Hadlock Ponds passed through patches of lady-slippers and habanaria. The Goat Path up Pemetic Mountain passed through an interesting grove of trees with rare orchids, and the Hemlock Path passed through a stand of virgin hemlocks. In 1916 George Dorr laid out the Wild Gardens Path, Jesup Path, and Cadillac Path to lead walkers through botanically interesting areas. In 1929 G. Ledyard Stebbins, Jr. and the Seal Harbor VIS laid out a nature trail near the Jordan Pond House and Jordan Stream with 75 plant labels and the intention of labeling all 150 species found along the route.

Since the late 1800s, botanizing on Mount Desert Island was very popular. Martin relates that her hiking companion searched for, but found few rare plants. Edward Rand, co-author of *The Flora of Mount Desert* and Seal Harbor VIS path committee chairman, described the dilemma faced by path builders. Paths through botanically rich areas exposed these fragile resources to "flower fiends." The 1915 path guide offered the following as a general consideration: "Careless or thoughtless picking may so easily exterminate an entire group or species that they should be regarded as a public trust and treated accordingly." Yet Rand and his companions could not derail the enthusiasm of others to maintain paths through sensitive areas.

The CCC work crews were both respectful and careless in their treatment of native flora. Use of native flora for revegetation projects was part of the CCC philosophy for harmonious rustic design. Native seeds and seedlings were collected, grown in nurseries, and transplanted to denuded areas such as where roads had been obliterated and buildings removed. Yet, the practice of woods cleaning for forest fire prevention and to improve views through the trees stripped many woodland areas of their understory vegetation and decaying wood that served as habitat for small plants. Similarly, stream improvement projects often resulted in the clearing of sensitive wetland species. Thus the "clean" appearance that characterized trailside vegetation during this period should be weighed against its later recognized ecological consequences.

While individual plants have changed, the presence of native species contributes to the significance of the trail system. As stated above, the practice of "understory cleaning" to remove vegetation and open up views is no longer practiced for ecological reasons. Increased use of the trails has altered the vegetation composition of fragile areas such as alpine ecosystems. Excessive trampling caused by hikers walking off the marked trail, such as around Bubble Rock, has altered the appearance of these areas. Conversely, increased growth of trees on some summits has obscured distant views that were present during the historic period.

STRUCTURES

Historically many trails were built to link structures in villages and throughout the island including boardinghouses, hotels, teahouses, cabins, picnic shelters, visitor centers, and campgrounds. These tended to be the most popular trails. Many of these structures are no longer extant, while others have been replaced with new structures. The summit of Cadillac was the site of a circa-1850 U.S. Coast Survey residence, followed by a boardinghouse and hotel. Current structures include restrooms and a gift and snack shop. Similarly the Jordan Pond House evolved from a farmhouse to teahouse which burned in the 1970s. The current structure contains a restaurant, gift and snack shop. For both destinations, the significance of the walking paths was undermined by the easier access allowed by automobile. In contrast, the Bass Harbor Head Light Station is best seen by taking the walking path. Another structure that is accessible only by hiking trails is a fire tower located at the summit of Beech Mountain. Other structures associated with trails include those at Thunder Hole, Sand Beach, and at Sieur de Monts Spring, though in all cases these are primarily used by motorists.

When park headquarters was located at Sieur de Monts Spring, there were many trails radiating from the area. Similarly, when park headquarters was located at the athletic field in Bar Harbor, it also served as a trailhead for walking paths along Schooner Head Road, through the Great Meadow to Sieur de Monts Spring, and up Kebo Mountain. Similarly the Kebo Valley Golf Club and the adjacent Building of the Arts served as nuclei for trails. The existing visitor centers at Hulls Cove and McFarland Hill have no marked hiking trails radiating from the vicinity.

As part of the park's master plan implemented by the CCC in the 1930s, paths were designed to lead to and radiate from "developed areas," which contained visitor facilities such as picnic and swimming areas. Most of the trails connecting to these areas are no longer marked, and many structures are gone. Picnic shelters built by the CCC are gone at Pine Hill and Oak Hill, but the paths can still be followed. Conversely, the picnic shelters at Pretty Marsh are extant but the path is not. Historically there were paths to the Bear Brook picnic area, Fabbri picnic area, Lakewood picnic and swimming area, Echo Lake picnic, swimming, and diving area, Pretty Marsh picnic area, Pine Hill picnic area, and Oak Hill picnic area. With the exception of the Beech Cliff Ladder Trail, these paths are no longer marked or maintained by the Park Service. In most cases the old routes are easy to follow and are used by locals. Ranger cabins built by the CCC along the trails are all gone, including the cabins at Sieur de Monts Spring, McFarland Hill, Youngs Hill, Oak Hill, and Western Mountain.

The remaining structures from the VIA/VIS and CCC periods contribute to the significance of the historic path system.

SMALL-SCALE FEATURES

Small-scale features are those elements associated with the trail system that provide detail and diversity combined with function and aesthetics. Documentation for the trails from the 1860s through the 1880s indicates that there were few built features on the trail system, with the exception of cairns on the mountain paths and several rustic wooden bridges and other structures in the Duck Brook vicinity. Trails built by VIA/VIS groups between 1890 and 1937 varied in level of craftsmanship. Most trails built between 1890 and 1900 were scarcely defined scrambles through the woods, marked with colored markers, branch pointers, and pillar-like cairns. In the early 1900s, during the leadership of Waldron Bates, there was an increased effort to construct a comfortable walking tread by adding rock rubble retaining walls, and rough steps. By 1910 trail construction became quite sophisticated with the use of cut stone steps set with edge stones, retaining walls and coping stones. Stone staircases allowed walkers to climb easily through rough talus slopes, around giant boulders, and across exposed ledges. Iron rungs, ladders, and bridges further enabled walkers to surmount the island's steepest cliffs. In gentler terrain,

paths were improved by placing rows of flat stone slabs, creating a durable, comfortable, and attractive walking tread, currently described as "rock paving." Wet areas could be easily crossed on stepping stones, stone causeways, and simple bridges. An extensive system of signs, markers, maps, and cairns helped walkers to find their way. Between 1933 and 1942, the CCC perpetuated the tradition of fine trail construction, though with a slightly different character. Drainage systems were also incorporated into trail design. Closed culverts, bridges, and side drains were built to provide an uninterrupted walking surface. Trail signs on the western side of the island and in the Bar Harbor district were replaced with CCC-style signs.

Many small-scale stone and iron features remain from the VIA/VIS and CCC work and contribute to the significance of the historic trail system. A more detailed analysis of these features is contained within the second volume of the cultural landscape report.

Table 14. Summary of Evaluation of Landscape Characteristics

Characteristic or Feature	Extant in 1942	Extant in 2003	Contributing	Notes
Natural Systems and Features • Mountains, lakes, streams, coastline, geological formations, and botanically unique areas associated with the trail system	yes	yes	yes	The array of natural systems and features is too extensive to list; however, they are noted for individual trails in Appendix C
Spatial Organization • Overall trail system radiating from villages to wilderness areas	yes	yes	yes	Some village connections are extant in Bar Harbor, Seal Harbor, and Northeast Harbor
• Densest network of trails within half day hike of villages	yes	yes	yes	Though many trails are no longer marked, the densest network of trails are within a half-day hike of the villages
• Grid-like arrangement of trails along ridgelines and valleys with trails crossing over summits and crossing valleys	yes	yes	yes	Though many trails are no longer marked, the framework of the gridiron is extant and allows for loops
• Opportunities for loops	yes	yes	yes	The existing network allows for loops, though the historic trails no longer marked increased these opportunities to the extent that it was easy to become lost
• Winding character of VIA/VIS trails	yes	yes	yes	Extant throughout the island, particularly on highly crafted trails with extensive stonework
• Varying width of 24 to 48 inches	yes	yes	yes	Most evident on highly constructed trails with stone steps or coping stones
• Connections to park facilities and parking areas constructed by the CCC	yes	yes	yes	All connections to parking areas and most connections to facilities are extant
• Evenly graded and carefully designed character of CCC trails	yes	yes	yes	Extant throughout the island on CCC trails, particularly on pond-side, woodland, and coastal trails
• Even width of 42 or 48 inches	yes	yes	yes	Most evident on highly constructed trails with gravel surfacing
Land Use • Protected natural habitat designated during the VIA/VIS period	yes	yes	yes	Majority of the historic trail system within park boundaries, with some in adjacent natural areas protected by private groups or local groups

Characteristic or Feature	Extant in 1942	Extant in 2003	Contributing	Notes
• Connections to villages	yes	yes	yes	Some connections to villages over private land, or private or locally protected land exist in Bar Harbor, Seal Harbor, and Northeast Harbor
• Connections to CCC park facilities for swimming, picnicking, parking, and sightseeing	yes	yes	yes	Most CCC facilities remain, though Pine Hill and Oak Hill picnic areas are no longer maintained
Cultural Traditions • Memorial plaques, structures, and monuments associated with paths	yes	yes	yes	A detailed list and photographs of the plaques, structures, and monuments is contained in the second volume of the CLR
• CCC-era connections to park facilities	yes	yes	yes	Most extant as noted above
Circulation • Connections to remote areas	yes	yes	yes	Extant, though dissected with carriage and motor roads during the historic period
• Connections to interesting geological features	yes	yes	yes	Extant though some trails no longer marked, features still evident
• Radiating from villages and extending along and across ridgelines as described in "Spatial Organization" above	yes	yes	yes	Circulation patterns are extant, though less evident due to the closure of many trails
• Intersections with the carriage and motor road system, such as at bridges, integrated into the design	yes	yes	yes	Notable examples include the triple-arched Stanley Brook Bridge, Amphitheatre Carriage Road bridge, and Waterfall Bridge on Parkman Mountain
Topography • Array of trails including flat, sloped, steep, and rigorous	yes	yes	yes	Diversity of trail topography still evident but fewer woodland trails marked and maintained
Views • Scenic and panoramic views	yes	yes	yes	On some mountains, summit vegetation has grown up since the 1940s, obscuring views; some viewshed intrusions include Jackson Lab, new home construction along Schooner Head Road, the Southwest Harbor treatment plant
• CCC overlooks	yes	yes	yes	Some require resetting of coping stones
Vegetation • Paths constructed through scenic woodlands and varied plant habitats, emphasis on protection of native species during VIA/VIS and CCC periods	yes	yes	yes	Emphasis on native species management continues
• Understory clearing to enhance views to ponds	yes	no	no	Understory vegetation clearing discouraged for ecological reasons
• Alpine vegetation	yes	some	yes	Decreased summit vegetation due to trampling and foot traffic off defined trails
• Summit trees	some	yes	no	Increased growth of trees on some summits, obscuring views

Characteristic or Feature	Extant in 1942	Extant in 2003	Contributing	Notes
Structures • Monuments, including commemorative plaques and engraved stones	yes	yes	yes	Approximately twenty monuments installed by the VIA/VIS and one installed during the CCC period contribute to the significance of the trail system. These are listed in second volume of the CLR. Two associated plaques postdate the period of significance, including a plaque for Joseph Allen, placed in 1945 by Jordan Pond, and a plaque for John D. Rockefeller, Jr., placed in the 1960s along the Ocean Path.
• Monument added to the trail system in the 1970s	yes	yes	no	A monument at Great Head to David Phillips McKinney is not associated with the trail system
• Eliot Mountain Map House • Abbe Museum • Bass Harbor Head Light • Kebo Valley Club • AMC Echo Lake Camp	yes	yes	yes	Extant but not on park service land
• Russian Tea House, Otter Creek • Satterlee Tea House, Great Head • Building of the Arts, Bar Harbor • Park Headquarters, Bar Harbor • Kaighn Summer House, Western Mountain	yes	no	no	No longer extant
• Sieur de Monts Spring House				Reconstruction of historic structure, original burned in the 1947 fire
• Jordan Pond House • Cadillac Summit Buildings	yes	yes, but replacements	no	Important destinations that still have associated structures but historic structures are gone and have been replaced
• CCC facilities	yes	some	yes	Remaining picnic, parking, swimming, and camping areas associated with both the motor road and trail system, ranger cabins and ski shelters no longer present
• Beech Mountain Fire Tower	no	yes	no	Constructed by Mission 66 crews
Small-Scale Features • Causeways • Gravel tread • Stone pavement • Unconstructed tread • Culverts • Bridges • Stepping stones • Retaining walls • Coping stones • Steps • Ironwork • Signs • Railings and fences	yes	yes	yes	Features that contribute to the significance of the trail system, detailed in the second volume of the CLR

ENDNOTES

276 Note that the mileage does not accurately add up, but possibly different data was used at the time of the nomination.

277 For further information on the National Trails System Act, refer to www.nps.gov/nts/legislation.html.

278 Lauren Meier and Lee Terzis, "Historic Resources of Acadia National Park Multiple Property Listing" (Brookline, MA: Olmsted Center for Landscape Preservation, Draft June 2001).

279 Lauren Meier and Lee Terzis, "Historic Resources of Acadia National Park Multiple Property Listing" (Brookline, MA: Olmsted Center for Landscape Preservation, Draft June 2001), F-87.

280 Ibid., F-87.

281 Linda Flint McClelland, *Building the National Parks: Historic Landscape Design and Construction.* (Baltimore, MD: The Johns Hopkins University Press, 1998). There are other instances of national park hiking trails and hiking trail systems listed on the National Register. At Glacier National Park the "Tourist Trails Historic District" is listed under Criteria A and C, for the areas of government, recreation, and landscape architecture for the period of 1890–1945. This nomination is within the context established by a Glacier National Park multiple-property listing. It includes trails built prior to the designation of the area as a park in 1910. After 1910 many additional trails were built by the hotel companies to create a hotel–trail–chalet network. The nominated trail system includes thirteen named trails extending over 163 miles. At Bryce Canyon National Park, two trails that were built by the CCC are listed under Criterion A in the areas of government and recreation for the period 1935–44 within the context provided by the multiple-property listing "Historic Park Landscapes in the National and State Parks." These trails were nominated within the context of the Bryce Canyon NP multiple-property listing. Other parks with trails listed or soon to be listed on the National Register include Yosemite, Mount Rainier, and Zion National Parks.

282 *Bar Harbor VIA Third Annual Report*, 1892.

283 Charles W. Eliot, *The Right Development of Mount Desert* (privately printed, 1904).

284 Humanities Review Committee of the National Park System, *Adapting to Change*, "Workshop Findings and Recommendations, Painting and Sculpture Theme Study Workgroup," 1996.

285 David Goodrich, correspondence, October 29, 2003.



NPS Photo Collection, Harpers Ferry Center, 73-913(164)

Civilian Conservation Corps constructing trail at base of talus slope, west shore of Great/Long Pond in 1935.

REFERENCES

RECOMMENDATIONS FOR FURTHER RESEARCH

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APPENDIX A: TERMINOLOGY

APPENDIX B: JOSEPH ALLEN'S PATH CHRONOLOGY

APPENDIX C: INDIVIDUAL TRAIL DESCRIPTIONS

APPENDIX D: MOUNT DESERT ISLAND PATH CHRONOLOGY

APPENDIX E: PATH MAPS

RECOMMENDATIONS FOR FURTHER RESEARCH

In every research project, there comes a time when one must stop digging for information and synthesize all available information. For this report, there was some missing information, but also a tremendous amount of detailed information that could not be included, such as annual reports by the VIA/VIS relating to the use and maintenance of individual trails. The following recommendations pertain to seeking additional information to fill voids, but also to carry out a synthesis of detailed information for individual trails.

RECOMMENDATIONS FOR FURTHER RESEARCH:

- Search for additional information on Native American and early European settlement trails. Conduct a context study for the pre-contact period and 1630 to 1890 in order to evaluate the significance of early trails.
- Search for Northeast Harbor Village Improvement Society annual reports for 1897, and 1934 to 1970.
- Search for Southwest Harbor Village Improvement Association annual reports from 1914 until disbanded in the late 1900s, with the exception of the 1932 annual report, which was found at the Southwest Harbor Library.
- Conduct further interviews with former trails staff and volunteers to record major trail projects completed prior to the existing maintenance records begun in the 1970s.
- Conduct further review newspaper articles from 1881 through the 1940s pertaining to the construction of paths, as well as the individuals associated with physical path work.
- Search for additional correspondence by VIA/VIS path committee chairmen that may be held in family, library, or university collections. For example, many chairmen were associated with universities in Massachusetts, New York, New Jersey, and Pennsylvania. Of particular interest is the correspondence of Waldron Bates, Herbert Jaques, and Rudolph Brunnow.
- Contact descendants of path committee chairmen and donors for memorial paths to locate additional correspondence or photographs relating to path construction.
- Review all correspondence by George Dorr, particularly for further information on the construction of the memorial trails.

RECOMMENDATIONS FOR FURTHER FIELD DOCUMENTATION:

- Locate and document physical remnants of historic trails, using Global Positioning System technology and photographs.
- Verify the condition of unmarked trails to determine whether the trail is still evident.
- Locate the Waldron Bates Memorial Path/Chasm Brook Path tablet or a photograph.

RECOMMENDATIONS FOR INDIVIDUAL TRAILS:

- Synthesize information on individual trails from VIA/VIS annual reports and meeting notes, and add to the database.
- Prepare histories and treatment guidelines for individual trails.
- Match historic photographs with contemporary photographs and georeference using a Global Positioning System.
- Conduct detailed field inventories for trails that have not been previously inventoried by the Acadia Trails Crew.

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APPENDIX A: TERMINOLOGY

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

abutment A stone, wooden, or concrete substructure supporting the ends of a bridge.

accessible See **wheelchair accessible**

ADA Americans With Disabilities Act; this legislation governs the construction of trails for people with disabilities, including physical aspects of the trail and which trails must be built in such a manner; ADA trail refers to a trail constructed according to such legislation to allow use by handicapped persons.

ADA trail A trail constructed according to the requirements of the Americans With Disabilities Act that allows access by people with disabilities; wheelchair accessible.

alignment A trail's placement on the landscape; route.

AMC Appalachian Mountain Club.

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

Backed waterbar A waterbar "backed" or held in place by steps or checks immediately on its downhill side.

backfill Fill material behind a structure.

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.

batter The slope of a wall face; batter is the relationship of rise to run, where rise is the height of the wall and run is the distance from vertical that the face recedes from foundation to top; this relationship is expressed in this document as "rise:run"; hence, a two-foot tall wall that slopes back on foot is said to have a batter of 2:1. A wall may have a large or small batter, indicating the increasing degree to which the wall is sloped backwards from the base.

bedlog Support log for the treadlogs of a bogwalk.

bedrock See **ledge**.

bellying Technique of constructing steps in which each slab-laid step is shaped so that it "bellies" down behind the step on which it sets, thus locking it in.

bench cut A side-hill or cross-slope treadway constructed by removing material from the slope to create a flattened surface.

berm Raised strip of soil, usually vegetated.

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

blocking Stones used to support or backfill building stones in a masonry structure; see also **core**.

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.

borrow pit Pit along a trail from which material for trail construction was taken.

breaking joints Principle of stone work in which the seam between any two stones is "broken" or overlaid with a single stone; one over two.

bridge A structure providing passage over an impediment such as a waterway, gully or crevice.

broad paths Historic gravel paths in the Seal Harbor and Bar Harbor districts.

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

brushing The clearing of brush along a trail corridor.

bullrail A low barrier, usually not over four inches high, placed along the side edges of a bridge; see **curbrail**.

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

cake (AMC term): way of setting rock so that it is laying down with its greatest surface area flat in the ground; oppose to **toast**.

cantilever A beam or member that extends past its support, resulting in an overhang.

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

catch basin An excavated, constructed area at the entrance to a culvert designed to "catch" debris before it clogs the culvert.

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

CCC Civilian Conservation Corps.

character-defining features Exemplary characteristics of a historic structure of object or landscape that contribute to its historic character and aid in the understanding of its cultural construction.

check A 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.

chinked Stuffed with the correct small stones to fill gaps left between building stones; process is called "chinking."

climbing turn Gentle turn that reverses a trail's direction, designed to gain grade on a side-hill trail; the turn is less sharp than in a switchback.

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; see **gravelled-over bridges**.

colored paths Paths of a system developed under Herbert Jacques in Bar Harbor in the early 1900s in which each path was named for a color, or two colors; ex. "Orange and Black Path"; all of these trails have been renamed, though some may be restored to historic color names.

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

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

contact Touching; a fundamental principle of sound masonry, in which all abutting building stones contact each other; see also **high contact**.

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 A continuous row of coping stones.

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

core Interior of a masonry structure, especially a retaining wall, in which it is the material between the face of the wall and the material being retained; provides structural integrity and drainage to the structure.

cradling Technique of construction, especially as used in shallowly battered walls, in which rocks are trapped partially behind rocks they are set on top of, and thus locked in.

creep Slow movement of material down a slope.

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

cross-slope Tread slope perpendicular to trail direction, or, a trail perpendicular to the fall-line.

crowned Refers to gravel paving that is raised in the middle to shed water to either side of the treadway.

culvert Structure that carries water across or under a treadway.

curbrail A low barrier, usually not over four inches high, placed along the side edges of a bridge, parallel to the treadway; see **bullrail**.

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

cyclic maintenance Maintenance scheduled to take place at a given interval, such as annual drain cleaning.

decking Walking surface constructed of planking, especially on a bridge.

designed alignment An alignment laid out with consideration for factors other than control points, such as grade and treadway sustainability.

destination points The end points of a trail.

direct alignment An alignment that takes the shortest feasible route to its control points.

directional signs On the trail system, signs which locate and direct hikers.

ditch Earthen channel to direct water; usually a side drain, outlet ditch, or off-trail drainage

ditch and fill A 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.

dry-laid Stone work constructed without the use of mortar or bonding agents; type of construction used in the Acadia trail system.

endowed trails A specific group of historic trails whose maintenance was funded by an endowment; many of these are also **memorial trails**.

engraved stone A 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.

expansion bolt A bolt designed to anchor to rock by expanding when it is installed.

eye bolt A piece of iron anchored into rock that has been bent at the end to form a circle, or "eye" for attaching something.

face The front, or exposed area, of a retaining wall.

fall line The direct downhill line; the line which water takes as it descends a slope.

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

fines Very small particles of soil; see silt.

fitted wall Retaining wall constructed of stones fitted in between existing stones in the landscape, especially in a talus slope.

flat notch Method of joining logs in which a flat surface is cut in each log, and the logs are joined at the flat surfaces.

flat signs Planed wood signs mounted on posts; may be pointer signs or square signs

floor The bottom of a drainage channel.

footing Base of a masonry structure, usually well below the surface of the ground.

French drain A 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 side drains.

geotextile material Synthetic cloth that allows water penetration while acting as a barrier to silt.

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.

grade string See line.

gravel paving Any treadway surfaced with gravel.

gravelled-over culvert Closed stone culvert overlaid with gravel paving.

guidance features Features designed to direct hikers along a trail and contain hikers within the treadway.

gully An eroded channel, usually carrying water.

handrail A rail at hand height; may be along a bridge or along a steep portion of a trail.

header Any stone set header style; in a retaining wall, a stone set in the face of the wall that penetrates the core, also called a tie rock.

header-style Set with the length of the stone into the structure; strongest way of laying stone; as opposed to **stretcher style**.

high contact Contact at the top of a row of stones; a technique for retaining surface material.

historic A term used to describe a person, place or object that is significant to a culture.

historic scree Scree that was constructed in a period of significance, generally more precise and attractive than contemporary, or AMC-style scree.

historical A term that refers to periods or themes in history.

historical significance Meaning or value based on evaluation criteria for inclusion on the National Register of Historic Places given to a district, site, building, structure, or object. These criteria are based on associations with important persons or events in American history, design characteristics, or pre-history.

hub A central location at which a number of trails converge by design; such as at Sieur de Monts Spring.

informational signs Non-historic signs in a variety of styles that convey information of many types about trails; also called "interpretive signs."

inslope Tread cross-slope against the prevailing grade, i.e., towards the hillside.

insloping Sloping in towards higher ground, usually into the treadway, or towards the core of a structure; the ideal type of slope for rocks in a masonry structure

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.

keyed In setting a rock, it means set into a space in which the rock is secured by other rocks, especially in reference to foundation stones or bottom steps secured by rocks or ledge in the landscape.

laid coping Free-standing wall laid at the edge of the treadway.

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-gestured route will have many straight and evenly curving sections.

lead wool A matted gathering of thin strands of lead, similar in appearance and consistency to steel wool; used to seal holes around iron work and thereby prevent rusting.

ledge Solid, continuous layer of rock; bedrock, slickrock.

line Mason line; high-tensile string used as a reference for construction; string line; mason line; grade string.

lintel Stone that bridges a gap; part of any closed stone culvert or pipe culvert.

live edge An edge of a log with the bark left on it.

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**.

log scree Scree made of logs or brush.

log signs At Acadia, synonymous with **trailhead signs**; signs crafted from a single log which has a flat face cut on one or both sides on which information is routed.

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

mason line See **line**.

memorial trails A specific group of historic trails built in memory of deceased persons; ex. Emery Path.

non-native species Any species not native to Acadia; no such plants should be used in revegetation.

NPS National Park Service.

off-set intersection An intersection at which the ends of two connecting trails, or the segments of a single trail, do not line up at either side of the trail or road they cross.

off-trail drainage Drainage away from the trail, usually ditching that directs water to trail drainages.

one over two See **breaking joints**.

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.

outflow drain see **outlet ditch**

outlet ditch Ditch at the outflow, or downhill side of a drainage; outflow drain.

outrigger bracing Bracing that triangulates from the outside of a bridge.

outslope Tread cross-slope with the prevailing grade, i.e., towards the downhill side.

outsloping Sloping away from higher ground or core of a structure; outsloping rocks usually weaken a masonry structure.

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

patio See **stone pavement**.

pea-stone Small rounded stone.

perforated pipe drain A type of subsurface drain in which perforated pipe is the main drainage channel.

pier Support structure between bridge or bogwalk spans.

piled coping See **scree**.

piled wall Piled stones performing a retaining function.

pin A straight piece of iron anchored vertically into stone for the purpose of securing other structures.

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

planking Decking surface of milled boards.

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

pressure treated wood Wood treated with chemicals to make it rot-resistant; most types of pressure treated wood are not allowed for use at Acadia due to chemicals used in them.

raised tread Earthen treadway raised above surrounding ground; see **causeway**.

reconstruct The act of rebuilding a missing historic feature.

rectilinear A three-dimensional object with rectangular surfaces.

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 A 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.

revegetation Reintroducing vegetation to an area that has been damaged.

Ridge Runners In Acadia, a group that marks trails and assists visitors on the trails.

ridge-line route A direct route that follows the top of a ridge.

ripped Cut in half lengthwise with a saw, pertains to logs used in bogwalks and bridges.

riprap Technique of trail construction in which a continuous stone treadway is constructed of many abutting, locked-in stones, many of which are individually narrower than the treadway width; riprap may be level, graded or terraced. Riprap is primarily a western technique, and is not an historically appropriate method of construction on the Acadia trail system. "Riprapped" refers to any random-laid, continuous rock surface.

riprap steps A series of tiers built in the style of riprap: randomly laid abutting stones; each tier consists of many stones laid so their tops form a single smooth surface.

rise Amount of vertical distance, usually understood per horizontal distance, or run; see also **slope**.

route The alignment of a trail; its design, and placement on the landscape.

rubble Non-building stone used for fill, subgrade, or a drainage floor.

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

run Amount of horizontal distance, usually understood per vertical distance, or rise; see also **slope**.

rung A horizontal piece of iron work for climbing; may be anchored into rock itself, or a crosspiece of a ladder.

running joint Unbroken vertical seam in a masonry structure; a place of weakness; see also **stack bond** and **breaking joints**.

rustic A term used by Albert Good in *Park Structures and Facilities* (1938) to refer 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."

saddle notch Method of joining logs in which a rounded cut is made in one log for the other log to fit into.

scouring The loss of material due to moving water, especially of a drainage floor.

scree Stones, logs or other material piled along the sides of a trail to define the treadway; see also **historic scree**.

seepage Slow-moving underground water.

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; oppose to **slab laid**.

shim In masonry, a small rock used to support larger, building rocks in a masonry structure; usually a weak element.

side drain A 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.

side-hill route A route that travels perpendicular to the fall-line along the side of a slope; a cross-slope route.

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

Sill A supporting timber set in the ground; a bridge sill sits at either end of the bridge, perpendicular to it.

Silt Fines left by moving water.

Siltation The build-up of fines deposited by moving water; can clog subsurface drainage.

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

slickrock Ledge.

slope Grade; the degree to which a surface is out of horizontal; calculated as rise divided by run, or expressed as the angle out of horizontal.

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

social paths Paths developed by hikers to shortcut trail routes or access points of interest.

spill point In a water bar or water dip, the point at which water leaves the trail.

stabilize To prevent further deterioration of a landscape or structure using the least amount of intervention necessary.

stack bond Rocks laid with a series of **running joints**.

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

stanchions Iron uprights used to support a rail.

step A constructed feature that is a vertical rise onto a horizontal surface suitable for stepping.

stepped-down railing Extension of a railing that angles down from the main railing.

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 stepstones in the drainage channel.

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

stone pavement Constructed continuous stone treadway.

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

string line See **line**.

stringer A long horizontal timber to connect uprights in a frame or to support a floor.

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

support wall Retaining wall that supports the treadway.

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

switchback A designed element of a trail's alignment in which a side-hill trail reverses direction in order to gain grade.

switchbacked route A 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.

terrace Flat, raised area; checks and terrace steps create a series of stable terraces as the treadway.

terrace steps Non-abutting steps spaced to create terraces of tread material between them.

tie rock In a retaining wall, a long face stone that penetrates the core; usually set header-style.

tier Row of face stones in a retaining wall.

tiered wall Retaining wall in which rocks are laid on top of other rocks in the face; oppose to **single-tier wall** and **sidewall**.

tiling Flat stones laid into a drainage floor, then called "tiled."

toast (AMC term): way of setting rock so that it is straight up and down in the ground so that it resembles a stood-up piece of toast; weakest style of setting stone; oppose to **cake**.

trail braiding When multiple paths become used in addition to or instead of the treadway.

trail corridor The space occupied by the trail and its features, including the brushed area above the treadway.

trailhead signs At Acadia, synonymous for log signs; signs crafted from a single log which has a flat face cut on one or both sides on which information is routed; or any sign at the beginning of a trail.

tread The walking surface of the trail.

tread pavement Stone pavement constructed in a soil treadway.

treadlog Milled, ripped or topped log used as the treadway of a bogwalk.

treadway The walking surface of the trail.

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

tributaries Smaller water courses that feed into larger ones.

truss An assemblage of members (such as beams) forming a rigid framework.

turnpike A raised treadway supported on each side with logs.

unconstructed tread Natural treadway with no constructed features.

uncut stone Stone that has not been shaped; natural stone.

U-shaped side drain Stone side drain in which rounded or square stones reinforce the sides of a ditch in a U-shape.

varied woodland route A type of direct route that traverses different kinds of terrain.

veneer wall Retaining wall in which there is no core and face stones do not penetrate the interior of the wall; a weak structure.

VIA Village Improvement Association; either Bar Harbor or Seal Harbor.

view Broad range of vision, expansive or panoramic, usually of scenic elements.

VIS Village Improvement Society; either Seal Harbor or Northeast Harbor.

vista The controlled prospect of a discrete range of vision, which 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 A 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 An angled depression in the treadway that diverts water from the trail surface; a reversal in grade.

water bar A drainage structure consisting of a depression crossing a treadway which is reinforced by a log or row of abutting rocks; the main function of a waterbar is to divert water flowing down a graded treadway.

wedging Process by which ironwork is anchored into rock; the end of the iron is slit and a wedge inserted that spreads the iron once it is driven into a hole.

wheelchair accessible Trail constructed according to ADA standards, especially concerning grade, to allow access by wheelchairs; ADA trail.

APPENDIX B: JOSEPH ALLEN'S PATH CHRONOLOGY FOR SEAL HARBOR, 1900-1930

The Seal Harbor Village Improvement Society correspondence files held at the Seal Harbor Library contain extensive correspondence by Joseph Allen, Path Committee Chairman from 1914 to 1945. Of particular interest is the following chronology retyped and formatted below as it appears in his records.

Years	Paths or Trails
1902-03	Hunters Beach head to Little Hunter's Beach.
1903-04	Along Jordan Stream.
1906-07	Jordan Pond House to Pemetic & Traid.
1908-09	Over Mitchell Hill joining Asticou path at Jordan Mt.
1910-11	From Sargent Mt. down Harbor Brook Valley. To caves under Day Mt. Cliffs. From County Road near north end off Champlain Mt.
1911-12	Little Hunter's Beach to Otter Creek.
1914-15	VanSantvoord Trail completing the circuit of the Triad. From Mitchell Hill road south to Jordan Pond completing the circuit of Long Pond. Cut-off from south end of Cedar Mt. to the Asticou Trail. From south end of Sea Cliff Drive near Hunter's Beach to Otter Creek Bridge.
1918-19	From Wildwood Farm to the County Road.
1919-20	Along Hunter's Brook from the sea to Wildwood Farm Road. From south end to Jordan Pond Stream to the Mitchell Hill road. Lower end of Jordan Pond Stream.
1921-22	On West Cliffs of Pemetic relocated and improved. Trail on east side of Jordan Pond converted into an easy path (with the cooperation of the Curator of National Park).
1922-23	East side of Jordan Pond path extended to the head of the Pond, (with the cooperation of the Curator of National Park).
1923-24	From Jordan Pond to Bubble Pond north of Triad (special contribution).
1926-27	Path at north end of Jordan rebuilt to Deer Brook Trail.
1927-28	Eagle Lake Carry Trail relocated and placed nearer to Bubble Mts.
1927-28	New Cliff Trail on West Cliffs of South Bubbles.
1928-29	Bubble Pond path from Jordan Pond relocated at northern end for nearly one half mile. Trail from Jordan Pond House under east ledge of Jordan Mt. laid out because of botanical interest.

APPENDIX C: INDIVIDUAL TRAIL DESCRIPTIONS

This appendix contains a listing of all trails identified as part of this study, including unpaved roads that were an integral part of the system in the late nineteenth and early twentieth centuries. The trails are presented according the numbering system described in the introduction. Specific trails can be located using the index at the end of the document. Each trail description includes the following information.

Type describes the general category of trail according the period and location of its construction. Categories for pre-1890 trails include: carry paths, early cart roads that later became part of the recreational trail system, and early recreational trails described in travel logs and pre-1890 guidebooks. Categories for VIA and VIS trails include: summit, woods, and coastal paths constructed between 1890 and 1937; the Champlain Mountain colored path network; village connectors leading out of the villages; and memorial paths. Categories for later trails include CCC trails constructed between 1934 and 1941, Mission 66 trails constructed in the late 1950s and early 1960s, and recent trails constructed by the National Park Service. Each trail is located within one of the former Village Improvement Association/Society Districts which were defined by the Joint Path Committee in the early 1900s (see Drawing 2). Although the districts are not longer active on park lands, the location of the trail typically provides information on the builders and style of construction. In some cases, trails lead out of the park and into the still active Seal Harbor and Northeast Harbor Village Improvement Society path systems.

Status describes the current length of the trail, whether it is currently marked, who is maintaining the trail, and land ownership. Cross-references are provided when the historic trail was originally longer, but a section is not currently marked. For example, the current route marked as the Amphitheatre Trail (#56) is 1.7 miles in length. However, cross references to 0.6-mile Amphitheatre Trail, north section (#523) and 0.4-mile Amphitheatre Trail, south section (#528) are included as the original trail extended approximately 2.7 miles and included all three of these sections. The National Park Service maintains the marked trails within the park and trails that are no longer marked are obscured at trail junctions and not maintained. Some unmarked historic trails are maintained illegally by unknown individuals, often called "phantoms." This practice is prohibited because unknowing hikers are likely to end up on an unmarked trail that is illegally maintained and become lost or injured. This has occurred on numerous trails and is a serious safety issue that is difficult for the park to patrol and enforce.

Origin describes the evolution of each trail. Many trails started as rough recreational trails in the mid-1800s and were later marked and mapped. Some were later improved with walls, steps, and drainage features, or rerouted to connect with other park facilities. The source of information about the trail is also included. For most trails the information is from the annual reports of the village improvement associations and societies, the 1915 and 1928 path guides, and the path maps produced between 1896 and 1941, which are included in a separate appendix.

Route describes the alignment of the trail. Most descriptions begin at the lower end of the trail and describe intersections with other trails. If the historic route differs from the current route, the description often includes cross-references to other trail descriptions.

The final paragraph for each trail describes the characteristics of the trail, its level of difficulty and use, constructed features, associated natural features, and its condition. For many trails, much information is omitted. The annual reports of the VIA/VIS path committee chairmen, early guidebooks, and maps often contain many details about the character, route, construction and maintenance of each trail. Additional information is gleaned from careful field investigation and documentation of built features along the trail. The second volume of the cultural landscape report includes detailed descriptions, including history and field analysis, for five trails in the system. The park intends to assemble this information for each trail in the years ahead.

The information was gathered by several people as noted by the initials at the end of each description. These individuals include: Sarah Baldyga (SB), Chris Barter (CB), Margie Brown (MB), Peter Colman (PC), David Goodrich (DG), Laura Hayes (LH), Charlie Jacobi (CJ), Keith Johnston (KJ), Dave Kari (DK), Tracy Stakely (TS), and Gary Stellpflug (GJS).

1 BAR ISLAND TRAIL

Type: Early coastal trail within the former Bar Harbor VIA Path District

Status: 0.7-mile trail marked, maintained, and partially owned by NPS

Origin: Excursion described in 1867 Martin guide; current trail marked by NPS in 1994-95

Route: From Bar Harbor across sandbar at low tide to a loop on the west side of Bar Island, partially on old roadbeds

An easy and moderately used coastal and woods path that is accessible from Bar Harbor only during low tide. The trailhead is reached by crossing the natural bar that extends from the mainland to Bar Island. The lower half of the trail travels along an old gravel road, approximately 10' width, and gradually winds through woods and open fields. The upper half of the trail is a woods path, 2-3' wide, to the rocky summit of Bar Island, with excellent views to Bar Harbor. The upper end of the trail is steep and rough with some erosion. Bar Island has been a popular hiker destination since the 1860s. With the exception of the road bed, there are few built features on the trail. KJ, MB, GJS

2 GREAT HEAD TRAIL

Type: Early coastal trail within the former Bar Harbor VIA Path District

Status: 1.7-mile trail marked, maintained, and owned by NPS

Origin: Popular with artists & tourists in 1840s and 50s; described in 1867 Martin guide; shown on 1896 path map, though exact route and trailheads likely differ

Route: A loop from Great Head parking area or Sand Beach, around tip of Great Head peninsula, along cliffs, past ruins of Satterlee's tower, along service road

A heavily used, moderately difficult woods and coastal loop with a connector in the middle over one of the highest headlands on the east coast. Trailheads are at Great Head Parking Area and Sand Beach. Along this route are early 1900s graveled roads and rock walls of the Satterlee estate, 41 cut granite stairs with a split rail fence descending to Sand Beach, a mill stone 6' 10" in diameter, and the ruins of a 1915 stone tea house, known as Satterlee's tower. To prevent further erosion, recent built features include some 1990s bogwalk, dips, rock waterbars, and a 1993 retaining wall. Southern sections of the loop offer excellent views over Frenchman's Bay, Egg Rock, and Old Soaker. Trail width averages 4 to 6 feet wide with numerous social paths to the shoreline. Tread surface is mostly rocky, uneven terrain through woods and over open ledge. A bronze plaque above the sea cave at Great Head, in memory of David Phillips McKinney, who was washed out to sea from the cave in 1969, is not directly associated with the trail. KJ, MB, GJS

3 OCEAN PATH

Type: An early coastal trail within the former Bar Harbor VIA Path District

Status: 2.0-mile trail marked, maintained, and owned by NPS

Origin: Route in vicinity described in 1874 Martin guide; rebuilt by CCC, 1933-38; sections paved by Mission 66 crews in c. 1960

Route: From the Sand Beach parking area, past Thunder Hole, Monument Cove, and Otter Cliffs to Otter Point

A very easy, heavily used, 3-5 foot wide path paralleling the Atlantic Coast and Ocean Drive, prominent ocean views, accessing rock outcroppings and ledges. Tread consists of approximately 3 inches of compacted gravel base, often underlaid with checks installed in the 1990s. Overlooks and steps near Otter Point constructed by CCC and rebuilt in late 1990s: approximately 3-foot wide steps with rough rock curbing. Closed stone culverts, pipe culverts, and waterbars divert drainage. TS, MB, GJS

4 GORHAM MOUNTAIN TRAIL (FORMERLY BLACK PATH)

Type: Part of the Champlain Mountain colored path system within the former Bar Harbor VIA Path District

Status: 1.8-mile trail marked, maintained, and owned by NPS

Origin: Northern section built in 1906 and shown on 1906 path map, section above Cadillac Cliffs planned 1911, built 1913 as described in BHVIA 24th Annual Report and shown on 1917 path map, southern section from Bates plaque to Monument Cove built by the CCC in the 1930s, shown on 1941 Acadia NP master plan

Route: From Monument Cove parking area, over summit of Gorham Mountain, to Bowl Trail

A summit path from the Monument Cove parking area, over summit of Gorham Mountain to Bowl Trail (#6), which travels past the 1910 Waldron Bates memorial plaque, past both ends of the Cadillac Cliff Trail (#5), past an intersection with the Yellow and White Path (#336) and above the Cadillac Cliffs. The upper half of the route was part of the colored path system and the current route passes two unmarked trails. The present south end that leads to Monument Cove was built by the CCC. Two sections are no longer marked: the former southern end of the Black Path to Otter Creek (#346) and the former part of the Cadillac Cliffs path to Thunderhole (#354). The route contains interesting geological features, including

sea cliffs, and spectacular summit views of the Atlantic Ocean and Sand Beach. The ascent through pitch pine-covered slopes is short and easy, making it a popular and heavily traveled trail. There are few built features on the trail from the parking area to Cadillac Cliffs: some sections of CCC stairs, steps, and coping wall, and some reconstructed by the AMC. Most stonework, steps, stepping stones, and coping wall is found in the upper VIA section, with some stonework in the earliest northern section. Several old Bates-style cairns are on ledges east of the trail, under tree branches. CB, PC, TS, MB, GJS

5 GORHAM / CADILLAC CLIFFS TRAIL

Type: VIA woods path within the former Bar Harbor VIA Path District

Status: 0.5-mile trail marked, maintained, and owned by NPS

Origin: Described as new path in 1906 BHVIA Annual Report by Waldron Bates, Path Committee Chair and shown on 1906 path map

Route: From Gorham Mountain Trail at the Waldron Bates commemorative plaque, along base of ancient sea cliffs and a sea cave, back to Gorham Mountain Trail

A woods path that extends from the 1910 Waldron Bates memorial plaque, below the intriguing ancient sea cliffs, and connects at both ends with the Gorham Mountain Trail (#4). At its southern end, the path also connects with the unmarked trail to Thunderhole (#345) and the former southern end of the Black Path to Otter Creek (#346). The trail is very heavily used with many original slab-laid steps in poor condition. Much of the trail may have been benched with piled retaining walls but now tread is more boulder like and rough walking. A wooden bridge is located on the edge of the sea cave. Three iron rungs were added in the 1990s. KJ, TS, MB, GJS

6 BOWL TRAIL

Type: Early summit trail within the former Bar Harbor VIA Path District

Status: 0.7-mile trail marked, maintained, and owned by NPS

Origin: Described in 1874 Martin guide; BHVIA re-cut 1892; shown on diagram in 1894 BHVIA 5th Annual Report; described in 1915 path guide

Route: From the park loop road, opposite the Sand Beach parking area, passing the entrance to the Beehive Trail (#7), Gorham Mountain Trail (#4), West Beehive Trail (#8), a second terminus to the Gorham Mountain Trail (#4), up to the Bowl and the junction of the upper end of Beehive Trail (#7) and southern end of the Bear Brook Trail (#10)

The woods trail starts in lowland birch forest and ascends to the Bowl. The route is often used as a return route for the Beehive ascent. The western end connects with the Beehive Trail (#7), Beehive West (#8), Gorham Mtn (#4), Bear Brook (#10), and the unmarked Blue and White Path (#337), and Brown-Beehive Connector (#351). The heavily used and eroded trail was extensively reworked beginning with a reroute north of Skiff Pond in the 1970s, and again in the 1990s including AMC-style waterbars, scree, stepping stones and steps. There is some evidence of old stepping stones, coping walls, and drainage, but most of the trail has been rebuilt due to heavy use. Trail width varies from 3' to 8'. Where the trail is not wide enough for people to pass, hikers step off of the trail, increasing trailside erosion. CB, PC, MB, GJS, DG

7 BEEHIVE TRAIL

Type: VIA summit trail within the former Bar Harbor VIA Path District

Status: 0.8-mile trail marked, maintained, and owned by NPS

Origin: Described in 1916 BHVIA 27th Annual Report by Rudolph Brunnow, Path Committee Chair and shown on 1916 path map. Historically referred to as the Short Precipice Trail

Route: From Bowl Trail (#6) near Sand Beach parking area, up face of the Beehive, over summit, to the upper end of West Beehive Trail (#8), which rejoins the Bowl Trail (#6)

A ladder trail with steep inclines and sharp dropoffs, the trail leaves from the Bowl Trail (#6) and ascends the Beehive on ledges. The top of the trail intersects the West Beehive (#8), an unmarked Brown-Beehive Connector (#351), then the Bowl Trail (#6) and the unmarked Blue and White Path (#337). The climb is dramatic and exposed with views of the Atlantic Coast and Sand Beach. The predominant built feature is a series of iron rungs and railings which hikers must ascend. The route also contains an iron bridge and a log bridge, with stringers over pins anchored into ledge. Most of the ironwork is original and some is replaced. At the eastern end of the trail, some VIA slab-laid steps with no sidewalls are evident. There are 1990s random-sized stone steps and sidewalls. Heavily used, sections of trail not on ledge are highly eroded. TS, MB, GJS, DG

8 WEST BEEHIVE TRAIL

Type: Early summit trail within the former Bar Harbor VIA Path District

Status: 0.3-mile trail marked, maintained, and owned by NPS

Origin: Possibly described by Martin in 1874, sections first appear on diagram in 1894 BHVIA 5th Annual Report and 1916 path map, connection to Bowl appears on 1941 NPS master plan

Route: From the Bowl Trail (#6) up to the summit of the Beehive, then west to the southwest end of the Bowl

Once part of the colored path system, this summit and woods trail connects the Beehive Trail (#7) to Bowl Trail (#6) and Bear Brook Trail (#10), and crosses the abandoned Blue and White Path (#337) and Brown-Beehive Connector (#351). It terminates at the Bowl, a small beaver-dammed mountain pond. The terrain of this heavily used trail is rocky, direct, and similar to many of the early pre-VIS summit paths. All present stonework was added in the 1990s for guidance and stabilization. There are some old steps under water at the Bowl, and various pins on rocks as the trail turns eastward and leaves the Bowl shore. One hundred feet of the trail at the intersection with Bowl Trail (#6) was rerouted mid 1990s fifty feet to the west, reducing confusion and social paths. KJ, MB, GJS, DG

9 SAND BEACH–GREAT HEAD ACCESS

Type: Recent trail within the former Bar Harbor VIA Path District

Status: 0.3-mile trail marked, maintained, and owned by NPS

Origin: Marked by NPS trails crew in circa 1990; portions are part of old Ocean Drive

Route: From the Great Head parking area, along an asphalt path to park loop road just north of Sand Beach, to beach

This original section of the old Ocean Drive was eliminated with the construction of the park loop road. It is now an easy and lightly used path with an asphalt section and a graded gravel section for pedestrians and bicyclists and is partially maintained by the NPS Trails Crew. The route is part of the historic road system rather than the historic path system. Trails crew proposes changing the name to the Satterlee Trail as it connects with the former Satterlee Estate. CB, MB, GJS, DG

10 BEAR BROOK TRAIL (FORMERLY NEWPORT MOUNTAIN PATH THEN BLACK PATH)

Type: Early summit trail within the former Bar Harbor VIA Path District

Status: 2.6-mile trail marked, maintained, and owned by NPS

Origin: Part of path described in 1867 Martin & 1871 DeCosta guides as marked; re-cut 1890 as described in BHVIA 1st Annual Report ("from Schooner Head Rd to summit"); extended in 1892 and shown on the 1894 map. Northern end modified by the CCC in 1934.

Route: From park loop road, up north slope of Champlain Mountain, over summit, down to south end of Bowl and junction with Bowl Trail (#6)

A long summit and ridge trail that ascends fairly gradually over the summit of Champlain Mountain with excellent views of the Atlantic Ocean and Bowl. One of the oldest marked trails in the system and a major spine in the 1890s colored path system, the route was first known as the path up Newport Mountain, then as the Black Path, there are still remnants of colored arrows on the upper trail indicating trail junctions. The trail intersects with many paths including the Champlain Mountain East Face Trail (#12), Beachcroft Path (#13), Precipice Path (#11), West Beehive Trail (#8) and the Bowl Trail (#6) and unmarked paths including the Bicycle Path (#331), Black & Blue Path (#353), Red & Yellow Path (#355), Red & White Path (#335), Green & Black Path (#358), Green & White Path (#327), and Blue & White Path (#337). The lower, northern end of the trail was rerouted by the CCC during the motor road construction as part of the circulation system for the now-abandoned Bear Brook Campground. The lower end has a small stone staircase connecting to the Black & Blue Path (#353). The northern end also had many small staircases that were dilapidated due to very heavy use. Log steps with gravel tread infills were added to this section of the trail in 1995. The trail averages 3' wide and the upper portion extends along ledges marked with blazes and cairns. The trails crew proposes changing the name to Champlain North Ridge Trail and Champlain South Ridge Trail to be consistent with other ridge trail names in the park. CB, PC, TS, MB, GJS, DG

11 PRECIPICE TRAIL

Type: VIA summit trail within the former Bar Harbor VIA Path District

Status: 0.9-mile trail marked, maintained, and owned by NPS

Origin: Described in 1914 BHVIA 25th Annual Report and 1915 BHVIA 26th Annual Report by Rudolph Brunnow, Path Committee Chair and shown on the 1916 path map.

Route: From the Precipice Trail parking area, up the east face to the summit of Champlain Mountain

A steep, strenuous, and exposed summit and ladder, non-technical climbing trail with many iron rungs and railings, some original, some replacements and a few additions. The trail contains one steel ladder with angle iron stringers and one bridge of cedar stringers and pressure-treated decking, which is a 1990s replacement due to an avalanche. Original VIA staircases and steps have notable style: slabs with retaining wall directly underneath, large cube-shaped cut stones and rapid elevation gain, making the stairs look free-standing. Some steps are cut into the ledge. There are panoramic views of the ocean from Champlain Mountain summit at upper end of trail. The narrow trail is typically closed in the spring and early summer due to nesting peregrine falcons but is heavily used

when open. The trail connects with the Champlain Mountain East Face Trail (#12), and the Bear Brook Trail (#10). The route originally started from the unmarked Red Path (#328) via the unmarked Orange and Black Path (#348), a portion of which is now the Champlain East Face Trail (#12). An associated trail, not marked, leads into a cave of the Cliff [Great Cave]Path (#347) and reconnects with the upper Precipice. David Goodrich notes that the original entrance to the Precipice Trail was south of existing entrance, south of the Cliff [Great Cave] Path (#347), but north of the Blue Path (#330). KJ, TS, MB, DG, GJS

12 CHAMPLAIN EAST FACE TRAIL (FORMERLY PART OF ORANGE AND BLACK PATH)

Type: Part of the Champlain Mountain colored path system within the former Bar Harbor VIA Path District

Status: 0.8-mile trail marked, maintained, and owned by NPS

Origin: Described in 1913 BHVIA 24th Annual Report by Brunnow; shown on 1916 path map as "Yellow & Black Path" & in 1915 path guide and on 1917 path map as "Orange & Black."

Route: From park loop road, along Champlain East Face, to fork, branching south along face to Precipice Trail (#11) or west to ascend to Bear Brook Trail (#10)

This difficult summit and cliff-side trail was originally a segment of the Orange and Black Path, part of the colored path system, which extended from the High Seas estate on Schooner Head Road (#362) to Hanging Steps on southeast side of Champlain Mountain (#348). The route now starts at Park Loop Road and forks at a stone patio, one end leads south to Precipice Path (#11) and the other to Champlain Ridge to intersect with the Bear Brook Trail (#10). The section of trail just above park loop road was rerouted to the south of a ravine, but original stonework is visible in the ravine. The tread is ledge, stone paving, steps, and gravel. Notable VIA stonework at the "patio" or "sidewalk" section at the current trail fork, which also used to contain a stone bench that fell in a 1990s rock slide. A short spur to the viewpoint remains. As the route turns south, it contains several long original VIA staircases, some winding, all very carefully laid with regular rises, runs and coping. Steps are uncut but broken square. VIA coping wall is large boulders piled on sloping ledge, with tread behind. A moderately used and beautifully constructed trail that winds through rock formations with excellent views of the Atlantic Coast. The trail is highly eroded in many areas. The trails crew proposes changing the name of this trail back to its original name, the Orange and Black Path. CB, MB, GJS, DG

13 BEACHCROFT PATH / TRAIL

Type: Part of Sieur de Monts memorial path system within former Bar Harbor VIA Path District

Status: 1.3-mile trail marked, maintained, and owned by NPS

Origin: Upper end was formerly the Black & White Path (#326) and described in 1867 Martin guide; possibly described by DeCosta in 1871; recut by BHVIA & shown Peabody 1890 diagram and Jaques 1894 diagram; lower end funded by A.M. Smith, 1914 BHVIA Annual Report, completed 1915, shown and labeled on 1916 path map; rebuilt & endowed in 1926. Lower end by Tarn, from Route 3 to Tarn outlet, was originally part of the Wild Gardens Path. The Beachcroft Path is described in the 1915 guide as leading to the Tarn, but historic photographs and trail remnants indicate the trail extended towards Sieur de Monts Spring. This connection was lost with road widening.

Route: From north end of the Tarn, up west face then south of summit of Huguenot Head, through saddle, up to summit of Champlain Mountain.

A highly constructed memorial, endowed path built by the George Dorr and the Bar Harbor VIA. When originally constructed, the path started at Sieur de Monts Spring and went up to Huguenot Head. The current route, however, starts at the north end of the Tarn at the intersection of the Jesup Path (#14), Kurt Diederich's Climb (#16), and the Kane Path (#17) and the Sieur de Monts-Tarn Trail/Wild Gardens Path (#18). This lower section was formerly part of the Wild Gardens Path (#354, 18, 324) as described in 1915 path guide. The Tarn to Route 3 section contains stepping stones, which, although damaged by beavers, represent classic VIA stonework. Most of this section is 5-6' in width. The path crosses Route 3 to connect with the original route. (The original northern terminus of the Beachcroft Path to the spring is no longer marked.) The route up to Huguenot Head forks at the unmarked Wild Gardens Path (#354) and, at the saddle between Huguenot Head and Champlain Mountain, the unmarked Black and White Path (#326) and a path to Otter Creek Road/Route 3 (#341). At this saddle, the original Beachcroft Path ends and the upper section to the summit of Champlain was once part of the Black and White Path. At Route 3, the path is marked by the circa 1915 engraved stone "BEACHCROFT PATH," which was possibly moved to this location by the CCC or NPS crews during road improvements. Steps lead up the embankment, which were constructed either by the CCC who did work on the roadway, or, as recommended by D. Goodrich, in 1969 by NPS crews during a major road widening project. At the top of the embankment, the original alignment leading towards Sieur de Monts Spring is still discernable. As the trail ascends, the tread is narrower, 2-3' wide and climbs easily on extensive, well-preserved VIA stone pavement, steps, retaining walls

(some held with iron pins) and coping stones up the mountainside ledges, offering excellent views to the valley below. Near the summit of Huguenot Head, stonework has fallen off of the ledges and the tread has eroded to ledge. From Huguenot Head to the Champlain summit, the trail is narrow and a difficult, rough scramble up ledges and is marked with cairns and blazes. TS, SB, MB, GJS, DG

14 JESUP PATH

Type: Part of Sieur de Monts memorial path system within former Bar Harbor VIA Path District

Status: 1.0-mile trail marked, maintained, and owned by NPS

Origin: Dorr claimed route was part of Native American carry from Cromwell Harbor to Otter Creek; section described as connector in 1895 BHVIA Annual Report by Jaques; south end on 1896 path map and north end on 1916 path map, described by Dorr 1917 in pamphlet.

Route: From the park loop road, along the west margin of Great Meadow, through the Sieur de Monts Spring area, to the north end of the Tarn

A flat, easy woods and meadow memorial path built by George Dorr and the Bar Harbor VIA trail once led from Bar Harbor to Sieur de Monts Spring to the Tarn. An engraved stone "JESUP PATH" marks the former northern end, at the corner of Cromwell Harbor Road and Harden Farm Road, which is outside of the park. This unmarked section has been rerouted and named the Great Meadow Loop as part of the Village Connector Project. The currently marked Jesup Path extends from the park loop road, through the Great Meadow on a raised tread, spanning wet areas on NPS recently-constructed plank bridges. Before reaching Sieur de Monts Spring, the route crosses an unmarked path through the meadow (#365), the Stratheden Path (#24) and Hemlock Road. At Sieur de Monts Spring, the route crosses the Emery Path, passes the Abbe Museum on asphalt tread, and continues as a raised causeway to the Tarn. CCC records indicate that some of the causeway work may have been done by the CCC. At the southern end, the trail is marked with bronze plaque on a boulder, "In Memory of Morris K and Maria DeWitt Jesup, Lovers of this island, 1918." Historic photographs illustrate the extent of regrading done to constructed a raised treadway with closed culverts, particularly between Sieur de Monts Spring and the Tarn. George Dorr claimed this was once a Native American carry route, though extensive improvements were made by the VIA. MB, GJS

15 EMERY PATH / SCHIFF PATH / DORR MOUNTAIN EAST FACE TRAIL

Type: Part of Sieur de Monts memorial path system within former Bar Harbor VIA Path District

Status: 1.6-mile trail marked, maintained, and owned by NPS

Origin: Emery Path constructed by Dorr as memorial path described in 1916 BHVIA 27th Annual Report by R. Brunnow and shown on 1916 path map; Schiff Path route proposed in 1915, J. H. Schiff died in 1920, and path first shown on 1926 path map.

Route: From Sieur de Monts Spring to Crag, past upper end of Kurt Diederich's Climb and Ladder Path, to Dorr Mountain summit.

Two steep, winding, moderately difficult, memorial trails, the Emery and Schiff Paths, with many VIA and CCC constructed features including staircases, rock paving, closed and open culverts, and retaining walls. Tread includes gravel, soil, and exposed summit rock. The path winds through large rock cuts, over ledges, along the face of Dorr Mtn with views of Sieur de Monts, Great Meadow, Bar Harbor, Champlain Mountain, and Atlantic Ocean. The Emery Path begins at Sieur de Monts Spring beyond the Spring House and an engraved stone "Sweet Waters of Acadia." It 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 the 1930s. The route passes the upper end of the Homans Path (#349) to intersect with the upper end of Kurt Diederich's Climb (#16) and the lower, east end of the Schiff Path. Heavily used, some of the stones have shifted and sections with gravel surface have eroded to stone rubble, but most original stonework is intact.

The Schiff Path connects four lower trails on the east face of Dorr Mountain to the summit, including the Ladder Trail (#64), Kurt Diederich's Climb (# 16), Emery Path (# 15), and Homans Path (#349). The trail was constructed as part of the memorial path system radiating from Sieur de Monts Spring, but there is no record of an associated plaque or engraved stone. The trail has extensive built features including steps, iron-pinned retaining walls, stone pavement, and enormous capstone culverts. Though well-armored by its durable construction, the trail is heavily used and is eroded in sections. Most of the gravel surface has been lost, exposing the rock rubble base. A few of the closed culverts are either partially collapsed, filled, or no longer effective. The final upper section is less constructed as the trail ascends over exposed summit rock and is guided by cairns and blue painted blazes. Goodrich indicates that the final section is a crudely built reroute dating to the 1960s when the upper end of the Schiff Path was rerouted to form an intersection with the Cadillac-Dorr Trail (#22). The original path, still evident, climbed upward on

switchbacks with steps and lined with coping stones ending at the Dorr Mountain South Ridge Trail fifty yards south of the summit. The trails crew plans to use the memorial path names, Emery Path and Schiff Path rather than Dorr Mountain East Face Trail. TS, MB, GJS, KJ, DG

16 KURT DIEDERICH'S CLIMB

Type: Part of Sieur de Monts memorial path system within former Bar Harbor VIA Path District

Status: 0.5-mile trail marked, maintained, and owned by NPS

Origin: Memorial path funded by Mrs. H. Slater; described in 1915 BHVIA 26th Annual Report by Rudolph Brunnow, Path Com. Chair, constructed by Dorr, shown and labeled on 1916 path

Route: From the northern end of the Tarn, up the east face, to the Emery and Schiff Paths

A highly constructed, moderately difficult, steep memorial summit trail that starts at the northern end of the Tarn, at the intersection of the Jesup Path (#14), Kane Path (#17), and Beachcroft Path (#13) and ascends to the intersection of the Emery Path and Schiff Path (#15), allowing a loop from the Sieur de Monts Spring area to the Crag and Tarn. At the lower end, the sixth step up from the trailhead is a 5' long circa 1913 engraved stone step, "KURT DIEDERICH'S CLIMB." A bronze commemorative plaque, "In memory, Of Kurt Diederich, Who loved these mountains, 1913" is now located in the Park archives. The route contains staircases, stone paving, closed and open culverts, and retaining walls; some enormous stones, 6x5x2-feet are incorporated into stonework. A well used trail, average width of 3 feet, most original construction is intact, though some has shifted and some areas have been repaired. TS, MB, GJS

17 TARN TRAIL / KANE PATH

Type: Part of Sieur de Monts memorial path system within former Bar Harbor VIA Path District

Status: 0.9-mile trail marked, maintained, and owned by NPS

Origin: Located in the vicinity of a pre-1760 carry trail from Cromwell Harbor to Otter Creek (which may have traveled across the Tarn or along its eastern shore); described by Brunnow in 1914 BHVIA 25th Annual Report.; constructed by Dorr, shown on 1913 path map and labeled on 1916 path map; completed and dedicated in 1915 as memorial to John I. Kane from his wife, improved in 1934 by CCC crews.

Route: From the north end of the Tarn, along the west side of the Tarn, past Beaver Pond, to the intersection of the Canon (Canyon) Brook Trail

A highly constructed flat, easy, pond-side endowed memorial trail that extends from the northern end of the Tarn, at the intersection of the Beachcroft Path (#13), Jesup Path (#14) and Kurt Diederich's Climb (#16), to the Ladder Trail (#64) and Canon Brook Trail (#19). The trail passes the ends of the no-longer-extant Tarn Trail (#370), which was built by the CCC in the 1930s to circle the pond but is now overlaid with road fill. A higher water level also covered some of the Kane Path and in circa 1970s a section was rerouted higher up in the talus slope. The northern end of the Kane Path is marked with a circa 1913 engraved stone "KANE PATH" and a commemorative plaque on a boulder, " In Memory of John Innes Kane..." The majority of the trail along the Tarn consists of stone paving and stepping stones, with some steps used to traverse the rocky terrain along the base of Dorr Mountain on the western shore of The Tarn. Three capped stone culverts and one circa 1975 open culvert direct drainage. Wet areas are crossed on NPS bogwalk bridges where gravel-covered bridges may have once existed. Goodrich notes that the Kane Path once had numerous bridges. Width varies from 2-3' near the north end to 4-5' while crossing large boulder fields. The trails crew plans to use the name Kane Path in the future. TS, MB, GJS, DG

18 SIEUR DE MONTS–TARN TRAIL / WILD GARDENS PATH

Type: Part of Sieur de Monts memorial path system within former Bar Harbor VIA Path District

Status: 0.3-mile trail marked, maintained, and owned by NPS

Origin: Shown on 1913 path map, built by George Dorr, described in 1915 path guide but not in the 1928 path guide and possibly fell into disuse in the 1940s, reopened and marked by NPS trails crew in 1990s.

Route: From Sieur de Monts spring, along the east side of the stream to the Tarn

A very easy, flat, low use, 5-foot wide, graveled, woods, creek-side path on the east side of the stream that parallels Jesup Path (#14). Route connects Sieur de Monts spring to the Tarn, ending at the Beachcroft Path (#13). North end is an old road (c.1916) at Sieur de Monts Spring, crossing over impressive dry stone culvert. Southern end has seven, five-foot wide, cut granite steps. The large dry stone culvert and stairs were built by either BHVIA or CCC, who made additional improvements to this path. Reopened in 1992 with the replacement of failed c.1960s bridge. The trails crew plans to shorten the name of this route to "Tarn Trail." CB, KJ, MB, GJS

19 CANON BROOK TRAIL

Type: VIA woods path within the former Bar Harbor VIA Path District

Status: 2.0-mile trail marked, maintained, and owned by NPS

Origin: East section may be part of pre-1760 carry trail from Cromwell Harbor to Otter Creek; central and western end shown on 1900 path map as new trail, eastern end first shown on 1901 path map; route modified in 1930. The trail was referred to in VIA documents as the Canon, Canyon, and Cañon Brook Path.

Route: From Route 3 south of The Tarn, past the Dorr Mountain South Ridge Trail, along Canon Brook, to the Pond Trail and Cadillac Mountain South Ridge Trail at the Featherbed.

A very early VIA path that was improved and endowed by the BHVIA in the 1920s. The long path extends around southern side of Dorr Mountain and ascends steep open ledges on east face of Cadillac Mountain. At the eastern end, parking accommodations and a large beaver dam required a 1965 reroute, utilizing a 1941 graveled road and abandoning the eastern end (#333) of the Canon Brook Trail. The eastern end is now part of the original Kane Path. The route passes an unmarked trail, Dry Mountain Path extension (#332), the southern end of the Dorr South Ridge Trail (#21), and the A. Murray Young Path (#25) at confluence of Canon Brook and Otter Creek west branch. Ascends by long sections of BHVIA stepping stones, stone paving, and stairs. Traverses Canon Brook several times; stonework winds in and out of brook, and in spots, water flows over stones. Route also climbs steep open granite ledges marked by blue blazes. Presently, trail terminates at Cadillac Mountain South Ridge Trail (#26) near the Featherbed. Former Path continued to the Pond Trail (#20) after crossing the Boyd Road (#449). (The park's current trail name describes the western end of the original Canon Brook Path as the eastern end of the Pond Trail. Level, graded, woods sections were a suggested bridle path by BHVIA. Many gravel-covered log bridges were replaced with bog or planked bridges (1980-1998). George Dorr claimed the eastern end was once part of a Native American carry route to Otter Creek. With many historic variations on its name (Canon and Canyon, Trail and Path), the trails crew plans to use Canon Brook Trail. KJ, SB, MB, DG, GJS

20 POND TRAIL

Type: Early woods path within the former Bar Harbor VIA and Seal Harbor VIS Path Districts

Status: 2.2-mile trail marked, maintained, and owned by NPS

Origin: West end possibly described in 1874 Martin guide; shown on 1896 path map, though ends different; described in 1897 BHVIA 8th Annual Report; Rockefeller rerouted northern section in 1929 for carriage road construction, current eastern end was formerly part of Canon Brook Path and shown on 1900 path map. Also described in Joseph Allen chronology, 1923-24 and 1928-29 (see Appendix B).

Route: From southeast shore of Jordan Pond, along south side of Pemetic Mountain, across valley south of Bubble Pond, to Canon Brook Trail at the Featherbed.

An early woods trail that was once a major thoroughfare within the path system between Bar Harbor, the Jordan Pond House, and Seal Harbor. The route has varied conditions and starts at the southeastern end of Jordan Pond at the loop trail (#39), climbs east, crossing the park loop road, passes unmarked cutoff (#415), ascends between Pemetic and the Triad, descends to a carriage road, then ascends the southern ridge of Cadillac Mountain, ending at the South Ridge Trail (#26) at the Featherbed. The original route turned north at the location of the carriage road to end at Bubble Pond (#374). [The section between the Boyd Road and Featherbed was originally part of the Canon Brook Trail (#19).] The route is moderately difficult with steep sections and staircases as well as many exposed roots. The trail's average width is 2-3', 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 cairns on exposed rock on upper eastern end of trail. Open culverts and stone water bars direct drainage. The wooded trail has a scenic pond-side view at the western end and ridgetop views at the eastern end. The heavily used western end by Jordan Pond was rebuilt in the 1990s with steps and stone waterbars. East of the park loop road, a series of steps with a cap stone culvert were added in the mid 1990s, representing some of the first major stone rehab work by the current NPS trails program. At the upper eastern end, stone steps were built by the AMC in 1993 and iron rungs added on the steepest section. The trails crew proposes changing the name of this route back to Bubble & Jordan Ponds Path with the route connecting between the two ponds. The section up to the Featherbed would revert to its original designation as part of the Canon Brook Path. LH, MB, GJS

21 KEBO MOUNTAIN PATH / DORR MOUNTAIN NORTH AND SOUTH RIDGE TRAILS

Type: Early summit path within the former Bar Harbor VIA Path District

Status: 3.1-mile trail marked, maintained, and owned by NPS

Origin: Kebo summit section described in 1871 DeCosta guide; shown on Peabody 1890 diagram & described in 1890 BHVIA 1st Annual Report; described by Jacques in 1895 and 1898; Dorr Mountain section shown on 1896 and 1901 path map.

Route: Originally from the Kebo Valley Club, now park loop road, over summit of Kebo, to Kebo Mountain Spring in the saddle between Kebo and Dorr, to the summit of Dorr.

A long, very early summit path that originally started at the Kebo Valley Club in Bar Harbor, but now starts at the park loop road, and leads over Kebo Mtn, crossing unmarked summit trails (#322, 374). The route descends and meets the Hemlock Path (#23). Historically this was the end of the trail. The route was realigned with the Dorr Mountain Trail, which passes an unmarked Dorr Mountain branch (#323), reaches the summit Dorr Mountain, crosses the intersection of Schiff Path (#15) and Cadillac-Dorr Trail (#22), and the unmarked Upper Ladder Trail (#334), to end at the Canon Brook Path (#19). Historically the route continued to Otter Creek (see #332). The tread over Kebo and Dorr is almost all ledge with very little stonework. Sets of 2'-wide slab laid steps on both sides of loop road were likely installed after road construction. South side of Kebo has some round steps set in rock tumble. From base of Kebo Mountain to summit of Dorr Mountain trail consists mainly of large stones and boulders, eroded gullies, 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. The trails crew proposes naming the three sections of trail the Kebo Mountain Path, Dorr North Ridge Trail, and Dorr South Ridge Trail. CB, MB, GJS, KJ, DG

22 CADILLAC–DORR TRAIL / DORR MOUNTAIN NOTCH TRAIL

Type: Early summit path within the former Bar Harbor VIA Path District

Status: 0.2-mile trail marked, maintained, and owned by NPS

Origin: Path in vicinity described in 1871 DeCosta guide; shown on Peabody's 1890 diagram; possibly described and illustrated in the 1891 BHVIA 2nd Annual Report.

Route: From the top end of the Gorge Path to the summit of Dorr.

An early, short, steep, difficult, direct, summit trail from Cadillac Gorge to Dorr Mountain summit, described as a scramble in the 1870s, which was later marked but not improved by the VIA. In 1976 the path was rerouted to form an intersection with the Gorge Path (#28) and A. Murray Young Path (#25). The old route began about 200' to the north of the current route. Tread is ledge, boulders, and stone with some loose gravel sections, but only one possible, discernable built feature. The remains of a flight of steps may exist near the lower end of the trail, about 300 feet east of the notch/gorge. The heavily used route is 2-3' wide, marked with cairns and blazes, and offers good views of Cadillac Mountain. CB, KJ, SB, MB, GJS, DG

23 HEMLOCK TRAIL

Type: VIA woods path within the former Bar Harbor VIA Path District

Status: 0.5-mile trail marked, maintained, and owned by NPS

Origin: Described by Jacques in 1895; shown on 1896 path map and possibly described in 1896 BHVIA 7th Annual Report.

Route: From the fire road north of Sieur de Monts Spring area, through the valley between Kebo and Dorr Mountains, to the Gorge Path

A short, easy, woods trail ascends from the Hemlock Road, past the intersection with the Dorr Mountain Ridge Trail (#21), descending to its terminus at the intersection with the Gorge Path (#28). Unconstructed tread leads through predominantly oak forest with young hemlocks and remnants of hemlocks that burned in the 1947 fire. The trails is 3-4' wide, well-used, and in most areas, in good condition with few constructed features. DK, KJ, SB, MB, GJS

24 STRATHEDEN PATH

Type: VIA woods path within the former Bar Harbor VIA Path District

Status: 0.9-mile trail marked, maintained, and owned by NPS

Origin: Described by Jacques in 1895; described in 1896 BHVIA Annual Report; shown on 1901 path map; connection from Kebo Mountain Path to the Harden Farm Path, possibly built by Dorr, appears on the 1913 path map; north end described in 1914 Annual Report and shown on 1916 map. Improvements, including bridge repairs done by CCC in 1935. Middle section reopened by NPS in 1990s.

Route: From the park loop road near the Kebo Valley Golf Course, along the lower east edge of Kebo Mountain, past an old quarry road, the Hemlock Trail, and to the Hemlock Road. The southern end of the original trail at Sieur de Monts Spring, indicated by an engraved stone, is not currently marked.

A flat, easy, woods trail that was first associated with the Harden Farm in the 1890s, but later incorporated into George Dorr's network of trails radiating from Sieur de Monts Spring. The route originally started Cromwell Harbor Road, opposite the former Building of the Arts at the Kebo Valley Club (route partially evident), but now starts at the park loop road. From here the route extends south towards Sieur de Monts Spring, crossing and unmarked trail to the summit of Kebo (#374), an unnamed quarry road, the Hemlock Path (#23), and ending at

the Hemlock Road. The southern end of the path is not currently marked and passes the Homans Path (#349), and Jesup Path (#14), to end near the Spring House. Three circa 1916 engraved stones, "STRATH EDEN PATH," are associated with this path. They are located in the woods near the Sieur de Monts Spring House, at the trailhead intersection by the Hemlock Trail (#23), and at a parking area off of Cromwell Harbor Road, in the golf course, at the original northern terminus of the trail. The path is 4' wide, mostly bench cut along the lower slope of Kebo Mtn, and built up with low rubble retaining walls. CCC photographs and records indicate the trail had graveled over log bridges and culverts, but only the stone abutments remain. The trail was closed in the 1950s but reopened in 1994 with 3 redwood plank bridges. Well used, the tread is worn in sections with exposed roots. DK, KJ, DG, SB, MB, GJS

25 A. MURRAY YOUNG PATH

Type: Endowed memorial path within the former Bar Harbor VIA Path District

Status: 1.3-mile trail marked, maintained, and owned by NPS

Origin: Memorial Path funded and endowed by Marie Hunt Young between 1924 and 1926; described in 1925 BHVIA 34th Annual Report by Harold Peabody, Path Com Chair; shown on 1926 path map.

Route: From the Canon (Canyon) Brook Trail up the gorge between Cadillac and Dorr Mountains, to the junction of the Gorge Path and Dorr Mountain Notch Trail

A long, gradually ascending, highly-crafted, memorial, endowed, woods trail that winds up the gorge between Cadillac and Dorr Mountains, from the Canon Brook Path (#19) to the intersection of the Gorge Path (#28) and Cadillac-Dorr Trail (#22). Tread is bench cut, 2-3' wide, with long sections of VIA stone pavement. At stream crossing with step stones, near south end of trail, a circa 1924 bronze plaque is mounted on a large boulder, "A. Murray Young..." The well used trail is in good condition with some displacement of VIA stonework by the stream. Beaver flooding required a 1974 reroute halfway up the trail. This area is evident by the lack of constructed features. The trail originally went on the east side of the stream in this area. SB, MB, GJS

26 CADILLAC MOUNTAIN SOUTH RIDGE TRAIL

Type: Early summit path within the former Bar Harbor VIA and Seal Harbor VIS Path Districts

Status: 4.2-mile trail marked, maintained, and owned by NPS

Origin: Described in 1874 Martin guide; shown on 1896 path map.

Route: From Blackwoods Campground (with an extension into the campground), across Route 3, over Dike's Peak to summit of Cadillac.

The longest trail in Acadia National Park, this gradually ascending, ridgeline trail extends from Blackwoods Campground to the summit of Cadillac Mountain. Described in Martin's 1870s guidebooks, this early route is an important spine in the trail system that crosses many marked and unmarked trails, including unmarked Potholes Path (#342), Green Mountain Trail (#452), and East Ridge Trail (#350). At its southern end at Blackwoods Campground, the route begins in very wooded and flat area with some bogwalk, then starts to ascend toward Eagles Crag on 2-3' wide soil and heavily rooted tread. A minor reroute made in 1990s south of Eagles Crag. Around Eagles Crag Loop (short detour offers 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 the Featherbed (in notch north of Dike's Peak) – then more granite ledge leads up to continue long, open ascent up ridge to Cadillac summit. The trail originally intersected with the Steep Trail (#32) near the Blue Hill Overlook, it now heads slightly east, crosses an abandoned road and terminates near the summit gift shop. Prior to reaching the summit, the trail climbs several short sections of VIA stone steps near old concrete walls that likely date back to the Green Mountain Railway, the summit house, or 1940s military installations. Heavily used, width varies from 2 to 15 feet with only minor constructed features and cairns. According to D. Goodrich, when the automobile road was constructed in the 1920s, about 100 feet of the South Ridge Trail followed the road around a hairpin turn before returning to the woods. This was rerouted into the woods in about 1960. For a time, both routes could be followed. KJ, SB, MB, GJS, DG

27 CADILLAC MOUNTAIN SOUTH RIDGE TRAIL, EAGLE CRAG LOOP

Type: VIA summit path within the former Bar Harbor VIA and Seal Harbor VIS Path Districts

Status: 0.3-mile trail marked, maintained, and owned by NPS

Origin: May be described by Bates in the 1905 BHVIA 16th Annual Report as "a branch along the top of the cliffs"

Route: From Cadillac Mountain South Ridge Trail around Eagles Crag

A short loop around cliffs just before Cadillac Mountain South Ridge Trail turns from heavily wooded section of mountain to open granite. The loop passes the unmarked Eagles Crag Foot (#343) connecting to the Potholes Path (#342). (D. Goodrich notes another non-historic trail leads to Otter Creek.) The

heavily-used spur has few built features, possibly some early Bates-style steps, and leads to wide granite ledges at lookout point, which offers views to the east and southeast. SB, MB, GJS, DG

28 GORGE PATH

Type: Early summit path, later endowed memorial path within former Bar Harbor VIA Path District

Status: 1.8-mile trail marked, maintained, and owned by NPS

Origin: Path in vicinity described in 1871 DeCosta & 1874 Martin guides; shown on Peabody's 1890 diagram; re-cut by BHVIA, 1891 Annual Report; 1928 reroute described by Allen (not on maps). Improved and endowed in 1929. Rerouted ca. 1980 to connect with parking area.

Route: From the park loop road, south up the gorge between Cadillac and Dorr, to the junction of the Cadillac-Dorr Trail and the Andrew Murray Young Path, up to summit of Cadillac.

A steep, memorial, endowed, woods path following the streambed of Kebo Brook. The route originally started at the Kebo Valley Club in Bar Harbor (#321, 322) but now starts at the park loop road. Here, the first .3 mile was rerouted to connect with the trail head parking area, with more reroutes in this area in 2002. (The remnants of the original trail are visible west of the brook.) The route ascends to the summit of Cadillac, passing several marked and unmarked trails (#23, 323, 22, 25). The northern two-thirds of the trail contains extensive stone pavement and stairs, although much is in need of repair. In some places stone pavement has been dismantled by water and the route goes along the bank. Stream crossings are numerous, out of 12 crossings, 3 are intact with flat stones laid in the stream bed, others have shifted or been dismantled by water and ice. Some walls are built along the bank, holding a benched tread or paving. Some wall is laid and some is piled rubble. Some wall has collapsed and the tread is disintegrating. About one-third of the way up the trail is a large boulder with a bronze plaque, "Lilian Endicott Francklyn (1891-1928)..." There are pinned rocks in the area. The upper section, after huge steps, is a scramble-like climb over open ledge. The trail is moderately used, average width of 2-3 feet, passes scenic cliffs, boulders, cascades, pools in the lower section, and offers panoramic views at the summit of Cadillac. The route may be rerouted back near the brook in the future. TS, PC, SB, MB, GJS, KJ

29 TRIAD PASS / TRAIL

Type: VIA woods path in the former Seal Harbor VIS Path District

Status: 0.1-mile trail marked, maintained, and owned by NPS

Origin: Shown on the 1893 Rand map

Route: From Triad-Hunters Brook Trail to intersection of Pond Trail near junction with Pemetic West Cliff Trail (see route #418 for trail that continued south down Triad Pass)

A lightly used woods path, occasionally steep, that originally led from Seal Harbor and Wildwood Stables through the notch, Triad Pass, south (#418), to connect with the Pond Trail (#20). The current, very short route now starts at the Triad-Hunters Brook Trail (#35) and goes to the Pond Trail (#20) and continuing on the Old Trail up the ridge of Pemetic, now Pemetic West Cliff Trail (#30). Crosses corduroy cedar bridge, mid-1990s origin. Portions may have been part of an early logging road shown on 1893 map. The route has three possible SHVIS steps. The trail is a 3 to 5-foot-wide eroded woods path. The trails crew proposes reverting to the original route name, Triad Pass. KJ, MB, GJS

30 PEMETIC WEST CLIFF TRAIL / OLD TRAIL

Type: Early summit path in the former Seal Harbor VIS Path District

Status: 0.6-mile trail marked, maintained, and owned by NPS

Origin: Possibly described in 1874 Martin guide; shown on the 1893 Rand map from the summit of Pemetic south through Triad Pass

Route: From the Pond Trail to the Pemetic Mountain Trail, south of the summit of Pemetic Mountain

Occasionally steep wooded summit path with sections of open ledge connecting Pond Trail (#20), passing intersection with the unmarked Steepway (#460), to Pemetic Mountain Trail (#31). No discernable constructed features. A logging road shown on the 1893 Rand map was in this area. Flight of three to six slab laid steps. Numerous cairns – especially as trail follows ledges up ridge and intersects with Steepway. Great views of southern coast of island and Jordan Pond. Low use, path width averages 3-5'. As the current name is confusing to many, and the original name was Pemetic Trail or Old Trail, the trails crew proposes referring to the trail as Pemetic South Ridge Trail, which is similar to other ridge trail names. D. Goodrich describes the historical route of the "Old Trail" as from the Pond Trail to the Pemetic Summit, originally starting opposite the bridge where the Pond Trail and Triad Pass meet. Near the summit the trail split into two routes for about 0.1 miles as shown on the 1942 topographic map. The eastern route stayed on bare ledges and was generally shorter. The eastern route is evident with some cairns and worn treadway. The name "Old Trail" suggests that this was the first route to

the summit and a second trail, either the Goat Path (#444) or the Steepway (#460) was added later. KJ, SB, MB, GJS, DG

31 PEMETIC MOUNTAIN TRAIL / SOUTHEAST / EAST

Type: Early summit path in the former Seal Harbor VIS Path District

Status: 3.0-mile trail marked, maintained, and owned by NPS

Origin: Path in vicinity described in 1871 DeCosta & 1874 Martin guides; sections first appear on the 1893 Rand map, 1896 and 1917 path maps; extended from Triad to Pemetic on 1941 master plan. The 1928 path guide describes the older north section of the trail as the Pemetic "North Ridge Trail," which originally connected to the "Old Trail" (see #30). The extension to the southeast that is now part of #31 was called the East Cliffs Trail and connected with the now unmarked Valley Trail (#462).

Route: From the Bubble Pond parking area, over the summit of Pemetic Mountain, down southeast side, across the Pond Trail, over the summit of The East Triad, to the carriage road at the northern base of Day Mountain

An early, wooded, direct, summit path with open ledge and excellent views departs from north end of Bubble Pond. At the northern end, the first 180 feet is paved then turns to early 1900s broad graveled path (formerly the northern end of the Pond Trail (#373)) before crossing carriage road. North end steeply ascends Pemetic Mountain northeast ridge intersecting abandoned Goat Trail (#444) at summit. Historically this northern section was called the "North Ridge Trail" in the 1928 path guide and described in Walk #23. Descends southeast ridge of Pemetic. Historically this section was called the "East Cliffs Trail and also described in the 1928 path guide as part of Walk #23. This section first appeared on the 1917 path map and extended east to meet the Valley Trail (#462). The current route crosses the Pont Trail (#20) and continues over Triad Summit terminating at carriage road north of Wildwood Stables. Section between Hunter's Brook Trail (#35) and just south of summit is part of abandoned Van Santvoord Trail (#450) as noted by "The VAN SANTVOORD TRAIL" plaque near Triad Summit. Southern sections may have been part of a logging road shown on the 1893 Rand map. Abandoned sections connected to the Valley Trail (#462) and Day Mountain Caves Trail (#424). The Trails Crew Inventory notes 8 steps, likely SHVIS. Low to moderate use, trail width varies significantly from 3' up to 10' or more. The section from the Pemetic West Cliff Trail (#30) to the unmarked Valley Trail (#462), was formerly called East Cliffs Trail in the 1928 path guide. The trails crew proposes naming the three sections of the Pemetic Mountain Trail as the Pemetic North Ridge Trail, Pemetic East Cliff Trail, and Triad Trail. CB, KJ, MB, GJS

32 CADILLAC WEST FACE TRAIL / STEEP TRAIL

Type: VIA summit path in the former Seal Harbor VIS Path District

Status: 0.9-mile trail marked, maintained, and owned by NPS

Origin: Proposed by Bates in 1908 BHVIA Annual Report; carried out in 1919; described by F. D. Weekes in 30th Annual Report; Allen described 1920; shown on 1921 path map. Described as the Steep Trail in 1928 path guide

Route: From the north end of Bubble Pond to the Cadillac Mountain South Ridge Trail

Very steep, direct ascent, largely on open ledge from north end of Bubble Pond to Cadillac Mountain South Ridge Trail. Mid 1990s bridge crosses outlet of Bubble Pond. Hikers must scramble up steep ledges and boulders to reach Cadillac south ridge. After steepest ledges, trail begins to cut in southerly direction through pine and brush before cairns lead up again to intersect Cadillac South Ridge. Original route headed more northerly and straight to Blue Hill Overlook (Sunset Point). Re-route to avoid crossing motor road predates 1960s. David Goodrich notes that the trail was rerouted by NPS in the 1950s: reroute veers south and then joins the South Ridge Trail considerably below the summit to avoid the new motor road. At eastern end, a 22"x1.5" steel pin marks a Greek Cross, 12"x13"x2.5"deep, carved into the ledge and is one of three on Cadillac Mountain. Despite low use, tread in lower wooded areas is up to 10' wide and eroded where trail is mostly talus and unconstructed tread. This may be the steepest trail in the park without constructed features. DG, KJ, SB, MB, GJS

33 CADILLAC SUMMIT LOOP TRAIL

Type: CCC summit trail in the former Bar Harbor VIS Path District

Status: 0.5-mile trail marked, maintained, and owned by NPS

Origin: Begun by NPS in 1932, constructed by CCC in 1933, not shown on path maps

Route: A loop from the Cadillac Mountain summit parking area around the summit

A CCC constructed summit trail providing sweeping park views from Cadillac Mountain, crossing exposed rock and ledges, trail paved with concrete aggregate that blended with crushed native pink granite, mostly accessible with a few small steps, several landing areas for observation, average width 4-5', Stephen Mather memorial plaque located on trail, two

newly constructed, cut stone staircases of gray granite do not complement existing trail features.

34 CADILLAC MOUNTAIN NORTH RIDGE TRAIL

Type: Early summit trail in the former Bar Harbor VIS Path District

Status: 2.2-mile trail marked, maintained, and owned by NPS

Origin: Current route parallel road for US Coastal Survey in 1850s; described in Tracy's Log, 1855; walking path separated from road on 1903 path map; rerouted 1931 for Cadillac Summit Road constructed; CCC improved, 1935. Portions reworked by NPS 1980.

Route: From the park loop road up the north ridge to the summit of Cadillac

A gradual, occasionally steep, ascent up Cadillac. Route originally started both to the north at Route 233 and Kebo Valley Club (#319). Current route starts at park loop road, where reroute was constructed in 1975 to connect with parking area. Halfway up the trail, the original c. 1903 alignment was changed in 1932 (Goodrich recommends post 1947) to prevent crossing of the newly constructed Cadillac Mountain Road. Constructed features along the trail include rough stone steps (including 177 steps added in 1918), cut stone steps, and stone paving. Averaging 2-3 feet and heavily used, the route offers many views. The route is marked with cairns and blazes. A 1990s information kiosk at the summit trailhead constructed of wooden timbers built in the rustic style contains a map of the trail and related park information. Some sections of trail are very wide due to erosion. TS, MB, DG

35 HUNTERS BROOK TRAIL

Type: VIS woods trail in the former Seal Harbor VIS Path District

Status: 2.7-mile trail marked, maintained, and owned by NPS

Origin: Built under direction of J. Allen, SHVIS, Annual Report, 1919; described by Shaw & Damrosch, 1919; extended south in 1920, see #455, and north then west in circa 1937, shown on 1921 path map and 1937 path map, also see #454.

Route: From Black Woods Road north along Hunter's Brook, turning west to ascent the Triad, crossing Pemetic Mountain Trail, then Triad Pass, and descending to carriage road near Wildwood Stables.

A long woods trail along Hunters Brook, from the park loop road, over Triad, Triad Pass Trail (#29), to carriage path, that overlays parts of the historic Van Santvoord Trail (#450). Trail follows the brook, then turns into a wide road bed, then back to a 3-5'-wide woods path and makes several stream crossings, some with step stones, others without (possibly washed away). The route crosses over two NPS cedar stringer bridges, and where the trail turns west away from the stream there is an old bridge abutment, seemingly in the middle of nowhere, on old road from Wildwood (Dane) Farm that can be followed to the Boyd Road (#449), with some difficulty. At this turn, the trail leaves it's original alignment on to Triad connector added in c. 1937 and ascends East Triad. Between the intersection with the Pemetic Mountain Trail (#31) and west then south to the carriage road, the route is part of the memorial Van Santvoord Trail (#450). This section has a number of stone steps, pinned with iron, and small retaining walls. The walls in the step sections are more scree related and rubble looking, but are in association with steps and coping. 3-5' wide. Original trail extended further south (#455) and north (#454). DK, KJ, SB, MB, GJS, DG

36 BUBBLES–PEMETIC / NORTHWEST TRAIL

Type: VIS summit trail in the former Seal Harbor VIS Path District

Status: 0.6-mile trail marked, maintained, and owned by NPS

Origin: Path in vicinity described in 1874 Martin guide; shown on the 1926 path map

Route: From Bubble Rock parking area, to junction of Pemetic Mountain Trail, north of summit

A mostly wooded, short, direct and steep Pemetic summit trail starting from park loop road at Bubble Rock parking area, ascending the northwest side to the summit to intersect with the Pemetic Mountain Trail (#31). Varying tread width over the .6 mile length. Almost all constructed features are replacements or additions. An NPS bridge near the trailhead is 8'-long and 30" wide with cedar stringers and decking. Also some stone paving, post 1979, with runs of steps and collapsed steps, some with retaining walls, through lower wooded section. As trail becomes steep, there are pinned log hand rails and pinned steel cables to hold wooden ladders in upright position. The pinned wooden hand rails and ladders in the ravine portion of the trail were replaced in the late 1990s and 2001. Two wooden ladders lead up through chasm in ledge rock, with an alternate route around on the ledges above the ravine, then trail reaches stretch of wide log crib steps (some filled with rock and soil) through pines. Goodrich indicates that the original route went through the chasm and the route around the chasm was added in the 1970s. Tread then turns to soil and scree tread with cairns as trail reaches granite ledges near summit. The trails crew proposes naming this trail Pemetic Northwest Trail. DK, KJ, SB, MB, GJS, DG

37 DAY MOUNTAIN TRAIL

Type: VIS summit trail in the former Seal Harbor VIS Path District

Status: 1.8-mile trail marked, maintained, and owned by NPS

Origin: Southern section of trail shown on the 1896 & 1901, path maps; described in Seal Harbor VIS Annual Reports, described by Van Santvoord in 1911 and shown on 1913 path map. Northern section of trail is more recent, possibly 1960s. Original trail led to the Dane Farm, see Dane Path (#445)

Route: From Sea Cliff Drive, across Route 3, over summit of Day, to carriage road bridge at park

A woods and summit trail over Day Mountain. Historically connected to Seal Harbor and Cooksey Drive, the current route starts at Route 3 near the relocated Champlain Monument. The route gradually ascends Day Mountain, then goes straight down the north side, to the carriage road bridge by Wildwood Stables. The route is a moderate climb up narrow soil tread – trail mostly through woods, then opens to granite ledges with fantastic views before crossing carriage road again. The route is mostly in good condition but boggy in places. A set of small stepstones, probably recent, crosses a boggy area. Some 1990s ditch and fill work. One staircase may be original SHVIS construction, located almost at summit, with about 8 uncut slab-laid steps varying in size. The SHVIS still maintains trails that intersect with this route, so SHVIA signs are evident. CB, SB, MB, GJS, DG

38 JORDAN POND CARRY / TRAIL

Type: Early carry path in the former Bar Harbor VIS Path District

Status: 1.2-mile trail marked, maintained, and owned by NPS

Origin: Part of pre-1760 carry trail from Duck Brook to Jordan stream; described in 1885 Martin guide; BHVIA reopened 1891 as described in BHVIA 2nd Annual Report; shown on 1893 and 1896 maps, described in 1896 by Jaques. Section possibly rerouted due to road construction in 1931 as described by Allen in 1928 and 1928 path guide. Route historically also described as "Eagle Lake Carry."

Route: From the northeast shore of Jordan Pond, through the valley, to the south shore of Eagle Lake

An early woods path and one of the oldest paths on island and possibly used as Native American carry trail originally used to walk between Jordan Pond and Eagle Lake. The Jordan Pond end of the route was south of the present intersection with Jordan Pond Loop Trail (#39) (and is still evident), closer to start of unmarked Pemetic Goat Trail (#444). Mostly wooded trail is 3-5' wide and starts over roots and small rocks, which was probably once raised and graveled by VIA, as suggested by presence of borrow pits. Between Jordan Pond and South Bubble trail are sections of retaining wall, rubble laid, with some stone as large as 2x2 feet. Many sections have collapsed, coping stones have fallen out, leaving washed out sections of trail. The route continues with NPS stone waterbars, loose rocks in tread and exposed roots (along some narrow benching) near base of South Bubble, crosses near Bubble Rock Parking, a carriage road, then descends over some stone paving and remnants of stepping stones to southern end of Eagle Lake. There is one old stone open culvert, 14" wide, on the trail that appears to be original VIA work. The northern sections of trail are often wet and muddy with some sections of plank bridges and bogwalk. At the northern end there is an abandoned length of trail connecting to Eagle Lake Trail (#42) comprised mostly of stepstones. Large old hemlocks and aspens are located along the trail, as well as some glacial erratic boulders. Due to heavy use, the trail is eroded and has drainage problems, particularly the southern section. The trails crew proposes reverting to the historic name, Jordan Pond Carry. PC, KJ, SB, MB, GJS, DG

39 JORDAN POND LOOP TRAIL / JORDAN POND PATH

Type: VIA woods path in the former Bar Harbor VIA and Seal Harbor VIS Path Districts

Status: 3.2-mile trail marked, maintained, and owned by NPS

Origin: Shown on 1896 path map, except section between South Bubble and Jordan Pond which is shown on 1899 path map. East side described by Jaques in 1896, construction described in 1898, BHVIA Annual Report. Connected in 1898. Improved by CCC ca. 1941.

Route: From Jordan Pond House around the pond along the shore

A flat pond-side and woods trail that travels within 10 to 40 feet of Jordan Pond with fantastic views of surrounding mountains. Trail sections date to 1890, 1896 and 1898, with substantial construction work by the VIS in the 1920s and the CCC in the 1930s. Tread width averages 2-4' and is mostly gravel-paved except for one long section of bogwalk on west side, one tumbledown crossing, and several bridge crossings that include a rustic style wooden bridge (installed 1983) at beach on north end. Trail also passes Sarah Cushing Memorial Bench, with a bronze plaque, near the south end of the pond and a bronze plaque honoring Joseph Allen, set in a boulder on the shore of the pond, near the base of South Bubble. Some historic stone retaining wall (c. 1920s) extant, but NPS rehabilitation since 1997 has produced much of path's

highly-constructed work such as open and closed culverts, several multi-tiered walls including one section almost 6' high, crush-walls, long sections of walled causeway, steps and stone paving, large stepping stones, wooden walled-crib steps, and a hardened vista access. Views of surrounding mountains are incredible – especially view of the Bubbles from south end of pond, and view facing south from north end beach. Much of southern end is handicapped accessible, and trail conveniently intersects Pond Trail, the abandoned Goat Trail, South and North Bubble, Jordan Pond Carry, and Deer Brook Trails. The trails crew proposes reverting to the historic name, Jordan Pond Path. SB, GJS

40 JORDAN POND CARRY SPUR

Type: Recent trail in the former Seal Harbor VIS Path District

Status: 0.1-mile trail marked, maintained, and owned by NPS

Origin: Discernable on 1942 USGS topographic maps, first noted in NPS notes in circa 1960 in connection with Bubble Rock overflow parking lot

Route: From parking area, down staircase to Jordan Pond Carry Path (and once extended up South Bubble, north of cliffs)

A short woods connector trail built around 1960, most likely over a preexisting route shown on the 1942 USGS topographic map, from Bubble Rock overflow parking to Jordan Pond Carry Path (#38). A short, steep set of stone steps built in 1974 meets log crib stepping, trail then crosses intermittent stream with stepping stones and meets Jordan Pond Carry Path at sign post. Frequent hiker confusion leads many down southern end of Carry Path as they hunt for Bubble Rock access. Goodrich notes that a route was present in the 1950s and ascended to Bubble Rock. Rock climbers now use a route in this vicinity. SB, MB, GJS, DG

41 NORTH BUBBLE TRAIL

Type: Early summit path in the former Seal Harbor VIS Path District

Status: 1.7-mile trail marked, maintained, and owned by NPS

Origin: Possibly described by DeCosta in 1871; shown on the 1896 path map; 1897 described as existing, but in need of cutting; section over Burnt Bubble/Conners Nubble described in 1929 BHVIA Annual Report and shown on 1930

Route: From South Bubble Trail, over North Bubble Summit, down to west shore of Eagle Lake and carriage road

A moderately steep summit trail from the South Bubble Trail (#43) in notch (Bubble Divide) between South and North Bubble Mountains, over the summit of North Bubble, along ridge and over Conner's Nubble to west shore of Eagle Lake and Eagle Lake Trail (#42). At southern end, trail starts with log cribbing, to terraced steps and checks, to pinned and not pinned slab and set-behind steps. Retaining walls, steps, and iron introduced in 1978 and mostly in 1992. For most of trail, tread alternates between granite ledge and pine and scrub meanders, ranging from 2 – 6 feet wide. Trail has some sections of stone steps and follows blue blazing to summit. In 1992 the trail ascending North Bubble was overhauled and rerouted in spots to ledge outcroppings to avoid heavily eroded areas and many new steps were added. Summit has outstanding views of Jordan Pond. Near summit are 4 old slab laid steps onto a ledge that are seldom used and origin undated. The trail then alternates with ledge and woods as it descends into wooded area south of Eagle Lake carriage road. There is a short section of stone paving, origin undetermined. Section over Conners Nubble includes some steps, outside wall, and stone paving. Portions are highly eroded. The route varies in scenery and views and connects to many other trails, offering opportunities for loops. The trails crew proposes that this route be called the Bubbles Trail. KJ, DK, SB, MB, GJS

42 EAGLE LAKE TRAIL

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 2.9-mile trail marked, maintained, and owned by NPS

Origin: Eastern end shown on 1896 path map and described in the 1896 BHVIA 7th Annual Report, south section described in 1915 path guide, northeastern section partially converted to a carriage road

Route: From carriage road intersection at southeast shore of Eagle Lake, near Bubble Pond outlet, west along shore to northern side of Conners Nubble and carriage road.

From carriage road intersection at southeast end of Eagle Lake, along southern shore, past intersection with Jordan Pond Carry Path (#38) west through woods, wet areas, and across talus slopes to intersect with North Bubble Trail (#41). The eastern end of the trail appears to have been highly crafted but much retaining walls and built up treadway have collapsed into the lake. Walls ranged from single tier to three feet high, made of mostly lakeside cobble. At the southern tip of Eagle Lake the trail forks and there is an abandoned spur with stepping stones, which connected to the Jordan Pond Carry Path and is clearly visible. The trail continues west to follow lake around southwest end. Stepping stones on this end of the trail are easy to walk along. Below Conners Nubble, trail becomes more dif-

ficult in boulder fields along shore and is marked with blazes. The route then ascends slightly to unconstructed tread near intersection of carriage road. Just south of the carriage road, tread is highly constructed, walled and stone paved causeway for approximately 100 feet. Also a cairn with ancient signpost still standing in 2003 that marks the Curran Path intersection. DK, KJ, SB, MB, GJS

43 SOUTH BUBBLE TRAIL

Type: VIS summit path in the former Seal Harbor VIS Path District

Status: 0.3-mile trail marked, maintained, and owned by NPS

Origin: Shown on the 1896 path map.

Route: From the Jordan Pond Loop Trail, over South Bubble and through the gap between North and South Bubble to North Bubble Trail, also connects J. Pond Shore Trail to J. Pond Carry Trail through Bubble Gap (referred to as Bubble Gap Trail)

The trail consists of two sections that intersect in the saddle between North and South Bubble. The first section is a steep summit trail that begins at Jordan Pond Loop Trail on northeastern shore, climbs north to summit of South Bubble near Bubble Rock, then descends to notch between North and South Bubble. Ascent is up boulder steps and loose rock with views south over pond above quickly-reached treeline – then a scramble is required up over modest ledge to open summit. One iron rung is located near the summit. Cairns and blue blazes mark trail. Trail is highly eroded at summit due to immense popularity of Bubble Rock. The northern section is more moderate, descending over some flat open ledges – NPS has installed stone water bars and log cribbing steps to halt extensive erosion as this section is the approach most used by visitors to Bubble Rock. The entire summit area is highly eroded with extensive damage to summit vegetation. The second section is a wide, heavily traveled woods route that descends from the Bubble Rock parking area on the park loop road, crosses the Jordan Pond Carry (#38), ascends through the saddle between North and South Bubble, intersects the first section, then descends from the notch to the Jordan Pond Trail (#39). Tread consists primarily of rock-filled log terrace steps and stone steps. DK, KJ, SB, MB, GJS

45 JORDAN POND NATURE TRAIL (CURRENT LOCATION)

Type: VIS woods path in the former Seal Harbor VIS Path District

Status: 0.2-mile trail marked, maintained, and owned by NPS

Origin: Route described by Rand in 1903; shown on 1903 path map; self-guided trail added in 1960s.

Route: From Jordan Pond House to inlet and causeway, turning back along shore, past boat landing to start.

Formerly a connector path from the Jordan Pond House to the Jordan Pond "causeway," converted into a nature trail loop in 1980 (possibly earlier) to replace the old Jordan Pond Nature Trail that once existed west of the Jordan Pond House and Jordan Stream (#463) A pamphlet box, provides an instructional guide with text relating to 10 numbered posts along the route. The easy, flat route starts by the Jordan Pond boat ramp parking and descends northeast through wide wooded gravel path with some exposed roots to stone causeway at inlet. The trail turns sharply west along the shore of the pond (this section also considered part of the Jordan Pond Loop Trail, (#39) and is 4' wide, with a fairly level gravel surface. Path crosses the boat ramp again and passes a commemorative stone bench with bronze plaque (replaced in 1989) "In grateful loving memory of Sarah Eliza Sigourney Cushing...," and then leads south towards Jordan Pond House before turning northeast to boat ramp. Constructed features include log/split log water bars, coping stones, and in 2002 NPS built low stone wall along gravel path at bench and information sign. KJ, SB, MB, GJS

46 JORDAN POND HOUSE TRAIL (CONNECTION TO OVERFLOW PARKING LOT)

Type: Woods trail in the former Seal Harbor VIS Path District

Status: 0.1-mile trail marked, maintained, and owned by NPS

Origin: 1980 by NPS, possibly in conjunction with overflow parking area

Route: A short trail between the overflow parking area and Jordan Pond House. Some confusion about which is #45 and which is #46.

A flat, gravel surfaced woods walk with a bridge at the western end. MB

47 PENOBSCOT MOUNTAIN TRAIL / SPRING TRAIL

Type: Early summit path in the former Seal Harbor VIS Path District

Status: 1.3-mile trail marked, maintained, and owned by NPS

Origin: Parts of route possibly described by DeCosta in 1871 who walked from Sargent Mountain to Jordan's Pond; Shown on 1893 Rand map (see also #411); section laid out & built by T. McIntire; section shown on 1896 path map; shown on 1917 path map; improved 1919

Route: From west of Jordan Pond House near carriage road junction up the south end of Jordan Ridge to the summit of Penobscot (Jordan) Mountain

A woods, ridgeline and summit trail, with a steep ascent of the southeast side of Penobscot Mountain. Sections date to different periods. The lower half is part of the 1917 Spring Trail built by Jordan Pond House proprietor, Mr. McIntire. When the trail reaches the ridgeline, it is part of a late 1800s marked route from both the Jordan Pond House to the summit, of which the lower portion is no longer marked (#411) and the South End Trail (#409) that connected to the Asticou Trail (#49). The heavily used trail begins at southern end of Jordan Pond, crosses the Jordan Stream by an NPS bridge, then ascends 2'-3'-wide soil tread (formerly graveled) and some cut stone steps and rock waterbars through woods to cross carriage road. Then trail steeply ascends boulders, with iron rungs and wooden railings held with iron pins, and exposed cliffs through narrow notches, along ledges, and over an NPS bridge with handrails. At the base of the cliffs, it also passes the spring for which this section received its name in 1917. The trail has some slab laid steps then reaches more gradual and open ascent up granite ledges to summit, and is marked with cairns. Trail then descends the north ridge of Penobscot Mountain and terminates at the intersection of Penobscot East (#50). A challenging climb with outstanding views. The trails crew proposes that this route revert to the historic names, or trail sections, Spring Trail and Penobscot Mountain Trail. DK, KJ, SB, MB, GJS, DG

48 JORDAN CLIFFS TRAIL / SARGENT EAST CLIFF TRAIL

Type: VIA summit path in the former Seal Harbor VIS Path District

Status: 0.9-mile trail marked, maintained, and owned by NPS

Origin: Trail dates to three periods: Southern end is part what is now the Penobscot Mountain Trail (see #47 and #411) shown on 1893 Rand map, leading to a section of the Jordan Bluffs Path (remnants visible in vicinity); extension to summit of Sargent, called the East Cliff Trail shown on 1926 path map. A trail (#457) forks off below Bluffs and rejoins farther north added on 1930 path map. Another trail ascends to the west towards Sargent Pond (#456).

Route: From the Penobscot Mountain Trail, along Jordan Cliffs, across Deer Brook Trail, up to the summit of Sargent.

A difficult, exposed, cliff-side and summit trail that starts from the south end of the Penobscot Mountain Trail (#47), follows a section of the former Bluffs Path, skirts north along Jordan Cliffs, passes the intersection with the Penobscot East Trail (#50), then drops down into woods across Deer Brook Trail (#51) and finally climbs to summit of Sargent. Its southernmost section is one of the older cliff-side trails on the island and contains some recent iron rungs, one log bridge with steps cut into the stringer rebuilt by NPS in 2002, stone steps, culverts, and walls, and pinned log walkways. Views over Jordan Pond are outstanding. The entire southern half of the trail across Jordan Cliffs is typically closed from late spring through mid summer for nesting peregrine falcons. The steep, direct section of trail between Deer Brook Trail and Sargent summit lacks built features, was improperly maintained (by the addition of scree walls, and is now heavily eroded, resulting in its closure in the mid 1990s. Sections above have some stone work such as outside retaining wall before route ascends to open ledges. The trail will be reopened after rehabilitation. The trails crew proposes that the section up Sargent Mountain revert to its historic name, Sargent East Cliffs Trail. SB, MB, DG, GJS

49 ASTICOU TRAIL

Type: Early woods path in the former Seal Harbor and Northeast Harbor VIS Path Districts

Status: 2.0-mile trail marked, maintained, and owned by NPS, original west end crosses onto private land

Origin: Mapped by Champlain Society in 1881 by Rand and shown on 1893 Rand map; described in 1885 Martin guide as marked with blazes and red painted arrows.

Route: From Asticou area to Jordan Pond.

An early and easy VIS woods trail that was once a major walking thoroughfare between Northeast Harbor and the Jordan Pond House. The original route started near the Asticou Inn, traveled north along a roadbed, then turned east along the northern side of the Cedar Swamp (a feature shown on historic maps). A section of the route near Northeast Harbor is on private land. The current route receives moderate use, is 3-5 feet wide, starts at the map house and travels east. After the intersection with the Asticou Ridge Trail (#520) the trail descends by numerous VIA/VIS steps through woods, which need to be reset, and crosses the Harbor Brook by an NPS bridge that was formerly VIS stepping stones at the intersection of the Little Harbor Brook Trail (#55). The route continues east and has sections of raised gravel tread with rubble stone base where most of gravel has washed off, side ditches, and closed and open stone culverts. In some sections a coping wall along the lower edge of the trail holds water, resulting in increased erosion. A series of VIS stepstones cross a minor stream. After crossing Jordan Stream by an NPS bridge, the trail ends at the carriage road west of the Jordan Pond House. The trails crew proposes that the trail revert to its historic name, Asticou & Jordan Pond Path. MB, GJS

50 PENOBSCOT EAST TRAIL

Type: VIS summit path in the former Seal Harbor VIS Path District

Status: 0.7-mile trail marked, maintained, and owned by NPS

Origin: Current route consists of segments dating from different periods. At the east end, from the junction with Jordan Cliffs to the junction with Jordan Cliffs Path (#48) is part of a connector dating to about 1926. The next section is part of the original Jordan Bluffs Path shown on the 1896 path map. The next section is a connector from Jordan Bluffs directly to the summit of Penobscot (Jordan) Mountain, which appears on the 1901 path map, but removed on the 1926 map and restored on the 1930 path map. The western section of the trail from the summit, past Sargent Mountain Pond, to the Sargent Mountain South Ridge Trail is shown on the 1896 path map. The route is shown differently on the 1926 to 1941 path maps.

Route: From the Jordan Cliffs Trail, over summit of Penobscot (Jordan) Mountain, to Sargent Mountain South Ridge Trail.

A short, difficult, well used trail that ascends from the Jordan Cliffs Trail (#48) on to the northern ridge of Penobscot, turning north at terminus of Penobscot Mountain/Spring Trail (#47). Trail includes a cliff climb through boulders at Jordan Cliffs intersection, where there used to be an iron rung. Route descends on exposed ledges, then passes through small sections of woods at intersection of Deer Brook Trail (#51). Trail meanders past Sargent Pond (location of 1990s wood sitting bench) then scrambles up to meet Sargent Mountain South Ridge Trail (#52). The route offers good views with changes of scenery – ledge to coniferous valley – plus the picturesque Sargent Pond. KJ, DK, SB, MB, GJS, DG

51 DEER BROOK TRAIL

Type: VIS summit path in the former Seal Harbor VIS Path District

Status: 0.8-mile trail marked, maintained, and owned by NPS

Origin: Shown on the 1896 path map.

Route: From Jordan Pond Loop Trail at north end of pond, up Deer Brook, to Penobscot East Trail in notch between Sargent and Penobscot Mtns.

An early, direct, steep, difficult, moderately used ascent alongside Deer Brook. Trail begins at northern end of Jordan Pond Loop Trail (#39) where NPS (2002) improved drainage issues with raised soil tread built on crush rock bed plus thirty yards of ditch-and-fill. Trail then climbs numerous well crafted slab and set-behind stone steps (some historic and some added in 1993) through talus field and crosses brook twice on huge slabs and step stones below the scenic archway of a carriage road bridge. Above carriage road trail enters woods and begins ascent up badly eroded trail of roots and scree along brook – some recent rock water bars along way, ending at Penobscot East Trail (#50) in notch. The section from carriage road to notch between Sargent and Penobscot lacks historic built features. Until 1921, the upper end of the trail forked to Sargent Pond and the Jordan Bluffs. (Goodrich notes that the fork to the Bluffs was mostly impassable in the 1990s). Current route in ravine appears on the 1921 path map. At this time the trail was connected to the Amphitheatre Trail (see #528, 56, and 523) in the notch. DK, KJ, SB, DG, MB, GJS

52 SARGENT MOUNTAIN SOUTH RIDGE TRAIL

Type: VIS summit path in the former Northeast Harbor VIS Path District

Status: 2.8-mile trail marked, maintained, and owned by NPS

Origin: Portion described by DeCosta in 1871; described by Martin in 1885 as marked with blazing and painted red arrows; shown on 1893 Rand map.

Route: From the Asticou Trail (with historic spur through cemetery), southeast of summit of Cedar Swamp Mountain, across Little Harbor Brook, to summit of Sargent. The lower end is typically accessed by the carriage road from the Brown Mountain Gatehouse.

An early trail that predates the VIS, moderate difficulty and moderate use, that ascends to the summit of Sargent. The route originally started north of the Cedar Swamp (a feature shown on historic maps) at the Asticou Trail (#49) but now starts at carriage road signpost near Brown Mountain Gatehouse. The 2'-3' wide trail passes through woods on unconstructed tread, meandering through some ledges with blueberry patches and brush, climbing over Cedar Swamp Mountain but passing about 100 feet east of the summit, then drops down to intersection of Amphitheatre Trail (#56) at Birch Spring, then northward up more exposed granite ledge to start easy ramble up the wide open face of Sargent South Ridge to summit. Some cairns might be original Bates-style, as they are huge, old, off trail, lichen covered and very well built. The only constructed feature is a set of three little steps between rocks on Cedar Swamp Mountain. Great variety of views for much of the way. The trails crew proposes shortening the name to Sargent South Ridge Trail. A small trail at the southern end of the route led west through the cemetery. CB, SB, MB, GJS, DG

53 SARGENT MOUNTAIN NORTH RIDGE TRAIL

Type: VIS summit path in the former Northeast Harbor VIS Path District

Status: 1.0-mile trail marked, maintained, and owned by NPS

Origin: Two sections date to different periods. Eastern, upper half was originally part of Aunt Bettys Pond Path (see #526) and possibly dates to the 1860s. Western lower half described by Bates in 1903 and as extended in 1904 BHVIA 14th Annual Report as a connector between the Giant Slide and Chasm Brook Paths, shown on 1903 and 1906 path maps.

Route: From the Giant Slide Trail, passing the no longer marked Aunt Bettys Pond Path and Waldron Bates Memorial Chasm Brook Path (#525) to the summit of Sargent Mountain

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 woods. After crossing carriage road, steep woods path meets some flat granite faces, then crosses little intermittent stream, the beginning of Chasm Brook, before steep climb up open ledges, marked with cairns, to Sargent Mountain Summit with expansive views. At stream, a set of new highly crafted NPS stone steps (2000s) have been added where erosion was severe. DK, SB, MB, GJS, DG

55 LITTLE HARBOR BROOK TRAIL

Type: VIS woods path in the Seal Harbor VIS Path District

Status: 2.0-mile trail marked, maintained by Seal Harbor VIS (on the boundary of the Seal Harbor and Northeast Harbor VIS districts, mostly on private land, crosses onto NPS land)

Origin: Shown on 1901 path map; described in 1915 path guide.

Route: From Rt. 3, along Little Harbor Brook to the Asticou Trail.

An easy, lightly used woods trail along the edge of Little Harbor Brook through mossy evergreen then upland forest. Starts at Route 3 and crosses over recent unstable plank bridge. Very narrow trail, 2' width, winds with stream and is wet and eroded, with exposed roots. The fragile trail could not withstand higher use. Crosses a second plank bridge and at intersection of path up Eliot Mountain (#517) there are both SHVIS and NEHVIS trail signs. Other than bridges, no built features. Connects on north end with Asticou Trail (#49). Trail is open to public but is mostly on private land. MB, GJS, DG

56 AMPHITHEATRE TRAIL

Type: VIS woods path in the former Northeast Harbor VIS Path District

Status: 1.7-mile trail marked, maintained, and owned by NPS

Origin: Described by Van Santvoord in 1911 SHVIS AR & J. Allen's Seal Harbor trail chronology; shown on 1911 path map, route connects through ravine to Deer Brook Trail (#51) on 1921 path map. Extension to Birch Spring described by Allen in 1917 and shown on 1917 path map.

Route: Current route is from Little Harbor Brook carriage road bridge to Hadlock Brook Trail 0.3 miles north of Hadlock Brook Falls. Historic route was from the Asticou Trail, along the carriage road, up Little Harbor Brook, to notch between Sargent & Penobscot Mountains. (see descriptions for #523 and #528)

Presently, the seldom used, streamside, woods and open ledge trail starts at the Little Harbor Brook carriage road bridge and ascends north, crossing the Sargent Mountain South Ridge Trail (#52) at Birch Spring, then onto intersection with Hadlock Brook Trail (#57). A lower section, no longer marked (#523), started at the intersection of the Little Harbor Brook Trail (#55) with the Asticou Trail (#49). The original northern end (#528) followed Little Harbor Brook valley to the notch between Sargent and Penobscot, intersecting with the Deer Brook Trail (#51) near Sargent Pond. Current route is unconstructed tread along streamsides and ledge on the South Ridge, with boggy areas near Hadlock Brook. Constructed features include several VIS step stone crossings that vary in craftsmanship. The finest step stones are uncut but cubic blocks up to 3x3x2', which are built from underneath to be level, with uniform 1' gaps between. There are two existing open culverts in the highly constructed area near the Amphitheatre carriage road bridge, associated with stone staircases. One section of streamside trail is well-built, slab laid stairs with no coping and a wall holding the trail tread along the side of the stream. Large, round stones are used from the brook. The trail passes under the spectacular Amphitheatre Brook carriage road bridge, where a ca. 1930s connection, with a few steps and a culvert, was added to the carriage road. The trail offers nice views from Sargent South Ridge by Birch Springs. CB, SB, MB, GJS, DG

57 HADLOCK BROOK / WATERFALL TRAIL

Type: Early summit path in the former Northeast Harbor VIS Path District

Status: 1.5-mile trail marked, maintained, and owned by NPS

Origin: Possibly described in 1871 DeCosta guide; shown on 1893 Rand map and 1896 path map; described in 1915 path guide; rerouted c. 1914.

Route: From Rt. 198 parking area north of Upper Hadlock Pond, along Hadlock Brook, to the Sargent Mountain South Ridge Trail.

An early, moderately difficult, moderately used, densely wooded summit trail, 2'-3' wide of mostly unconstructed tread. Possibly the oldest trail on west side of Sargent Mountain. Original route approached waterfall along old woods road, but now starts at Route 198 parking area. Lower section passes over many exposed roots along brook. Water dips on lower section have been added by NPS to redirect drainage. Passes Parkman Mtn (#58), Bald Mtn (#59), Maple Springs Trail (#62), and Upper Hadlock Pond (#501) trails, continuing eastward to end at Sargent Mountain South Ridge Trail (#52). Constructed features include some 17 steps and 40 stepping stones. According to Goodrich and old maps and guidebooks, old fork predating Maple Springs Trail used to head northwest about 100 yards above waterfall and led to northern branch of Hadlock Brook where it emerged on the cliffs of Maple Spring gorge. The upper carriage road Waterfall Bridge, visible while climbing the route, perfectly frames the waterfall over the rocks further up the trail. Much rerouting was done to accommodate carriage road construction, resulting in the loss of a bridge, step stones, a support wall, and steep steps for climbing alongside the waterfall. Extant features will be rehabilitated in the near future. DK, DG, SB, MB, GJS

58 MAPLE SPRING TRAIL

Type: VIS summit path in the former Northeast Harbor VIS Path District

Status: 1.4-mile trail marked, maintained, and owned by NPS

Origin: Possibly described by DeCosta in 1871; described by Tunis in 1914 and extended in 1915; original route extended from near Route 198 (Notch Road) to Pulpit Rock to Sargent Ridge. Section between Pulpit Rock and Sargent Ridge shown on 1916 path map. Section from near road to Pulpit Rock shown on 1926 path map as parallel to Hadlock Brook Trail. Described in SHVIS and NEHVIS Annual Reports, 18th and 19th Annual Reports. The short middle section in the gorge south of Pulpit Rock was part of the original Giant Slide/Pulpit Rock Trail (#63) dating from 1903-4.

Route: From the Hadlock Brook Trail, past Pulpit Rock and junction with Giant Slide Trail (#63), past short connector to Grandgent Trail (#66) known as McDuffie Trail, past Maple Spring, to Sargent Mountain South Ridge Trail, south of summit

A difficult, moderately used, summit and woods path from Hadlock Brook Trail (#57), which goes under the Hemlock carriage road bridge, passes Pulpit Rock, then Maple Spring, and ascends to Sargent Mountain 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, old steps, collapsed patio stone paving, and bogwalks. Evidence remains from an old bridge. Section is gorge is very picturesque but some of the walls, steps, and tread have eroded from use and stream overflow. When originally built, a staircase hugged the cliffs on the east side of the gorge, then ascended southwest to Hadlock Brook. These steps had iron pins to hold cedar rails, extant in the 1970s but now rotted and completely collapsed. "Pulpit Rock" is at the junction with Giant Slide and a few short steps still lead to the rock. NPS restored parts of wall above carriage road and reset step stones in 2002. The trail offers a diversity of natural and built features, such as open summit views, cascades from the Maple Spring, and a spectacular view of a carriage road bridge. The spring is marked with a sign. Where the trail changes from woods to open ledges, a trail leads off to the northwest. This short connector, known as the McDuffie Trail, used to connect Maple Spring to Grandgent (#66), and will be reopened in 2003. Maple Spring has extensive built features at carriage road connections including steps, coping, and step stones. DK, KJ, SB, DG, MB, GJS

59 PARKMAN MOUNTAIN TRAIL

Type: VIS summit path in the former Northeast Harbor VIS Path District

Status: 0.9-mile trail marked, maintained, and owned by NPS

Origin: Southern half of trail shown on 1917 path map and northern half shown on 1921 path map.

Route: From the Hadlock Brook Trail, over the summit of Parkman Mountain, down to the junction of the Giant Slide Trail and Sargent Mountain North Ridge Trail.

A moderately used, moderately difficult woods and ledge summit path from Hadlock Brook Trail (#57), to summit of Parkman Mountain, and then north to intersect with Giant Slide Trail (#63) at "the cave." Trail winds through many blueberry patches, small ledge outcroppings, and crosses four carriage roads. There is one iron rung installed in 1991, but otherwise the only features are cairns. Unlike other trails that follow the fall line, the southern half of this trail weaves around and offers excellent views of the surrounding forests and summits, and is an important connector to many popular trails, offering loop possibilities. DK, SB, MB, GJS

60 NORUMBEGA MOUNTAIN TRAIL / GOAT TRAIL

Type: Early summit path in the former Northeast Harbor VIS Path District

Status: 1.9-mile trail marked, maintained, and owned by NPS

Origin: Trail dates to three periods. Southern end mapped by Rand as part of Champlain Society Trail in 1881; possibly described in 1885 Martin guide, (Brown's farm was on the other side of the mountain); southern ascent to summit shown on 1893 Rand map. The eastern section, called the Goat Trail, is shown on 1903 path map, but as winding route northeast of current route (possibly drawn incorrectly).

Route: From Shady Hill parking area on Rt.198 up the steep "Goat Trail," onto ledges, passing the end of unmarked North Ridge Trail (#521), over the summit of Norumbega Mountain, to Lower Hadlock Pond.

A steep, difficult, moderately used short summit path used in the late 1800s that predates the VIS. Trail begins as lush woods path through dark spruce forest from Shady Hill parking area. A 1995 step stone stream crossing was poorly constructed near the beginning of the trail. Trail is steep in "Goat Trail" section where there is at least one original slab-laid staircase (2'-3' wide) and coping stones that are uncut, 2' long and 6"x6". Several heavily eroded sections have at their base, piles of what may have been collapsed steps and coping. There are smaller steps with coping on the south ridge. The trail ascends quickly changing to ledge on its way to Norumbega summit. The abandoned North Ridge Trail (#521), marked with stacked cairns, branches off to the north across ledges. Near the summit of the Norumbega Mountain Trail, recently built Bates-style cairns lead across the ridge. The route then descends south on ledge, passing Golf Links Trail (#530) to intersect with Lower Hadlock Pond Trail (#69/502) near the outlet dam. The path has wonderful views of the Sound, East and West side mountains. The trails crew proposes calling the section from the Parkman parking lot to the summit the "Goat Trail" and from the summit to Hadlock Pond the Norumbega Mountain Trail. CB, PC, SB, MB, GJS, DG

61 PARKMAN TO GILMORE

Type: VIS summit path in the former Northeast Harbor VIS Path District

Status: 0.9-mile trail marked, maintained, and owned by NPS

Origin: Described in 1928 path guide and shown on 1932 path map, constructed at the same time and possibly originally part of the Grandgent Trail (#66).

Route: From the summit of Parkman Mountain down to notch meeting Giant Slide Trail (#63).

A summit path built in about 1928 to 1932 connecting Parkman Mountain to Gilmore Peak – may also be considered the western end of Grandgent Trail. (However, a circa 1961 park map shows only the western half of the route, from the Giant Slide Trail west, marked and named "Giant Notch." At this time the eastern half of the trail and the Grandgent trail are not shown on the map—likely a map error.) From Parkman summit, the trail is on open ledge, then makes steep descent and somewhat rough scramble through woods to Giant Slide Trail (#63). The route offers nice views before woods thicken in the valley. DG, DK, KJ, SB, MB, GJS

62 BALD PEAK TRAIL

Type: VIS summit path in the former Northeast Harbor VIS Path District

Status: 1.0-mile trail marked, maintained, and owned by NPS

Origin: Shown on 1932 path map. In the 1950s and 60s there was a sign at the fork from #62 reading "Bald Peak/New Trail." Some time later the trail was closed. It was reopened by NPS in 1980 in response to local requests.

Route: From the Hadlock Brook Trail (#57), over Bald Peak, to the Parkman Mountain Trail (#59)

A moderately difficult, lightly used summit path built in 1932 from Hadlock Brook Trail (#62), across two carriage roads, over Bald Peak, and ending at Parkman Mountain Trail (#59). Path is 3-6' wide is mostly a wooded, streamside path passing flat open hardwood valley before reaching round ledges of Bald Peak. The route has no built features and offers fine views from summit. DK, KJ, SB, MB, GJS, DG

63 GIANT SLIDE TRAIL / PULPIT ROCK TRAIL

Type: VIS summit path in the former Northeast Harbor VIS Path District

Status: 2.1-mile trail marked, maintained, and owned by NPS, western end begins on private land

Origin: Described by DeCosta in 1871; possibly described by Martin ca. 1885; described by Bates in 1903 BHVIA 14th Annual Report as Sargent Brook Trail and shown on 1903 path map. Southern end of trail originally continued south Pulpit Rock Gorge (now the Maple Spring Trail) to connect with the Hadlock Brook Trail/Waterfall Trail (#57) about 100 yards above the waterfall.

Route: From St. James Church, up Sargent Brook, over boulders of Giant Slide, through notch between Parkman Mtn and Gilmore Peak, to Maple Spring Trail

A difficult and lightly used woods path built in 1903 from St. James Church off Giant Slide Road through notch between Sargent and Parkman, then south to intersection with Maple Springs Trail (#58). Trail crosses carriage road twice and intersects Sargent North Ridge (#53), Parkman (#59), and Grandgent Trails (#66). It begins on former farm road in woods, then follows along streamside over great rock formations. It is difficult to tell what steps were set as trail scrambles

over and between boulders. Existing steps and paving are slab-laid and as small as 1x1 foot. Crossings depend on what appear to be natural rows of stones across the stream, and one set of stepstones in notch are deteriorating. Drainage consists of one 4' wide closed stone culvert with multiple stone cover, and one open stone culvert. There is one retaining wall at the intersection with Maple Springs. Trail does not have feel of highly crafted trails, yet is clearly defined by significant amounts of stonework, and there is a Pulpit Rock near Maple Springs with old, obscure set of steps leading to it. Trail originally continued south to the Hadlock Brook Trail/Waterfall Trail. Steps are still evident south of Pulpit Rock. A wooden railing remained until the 1960s. The Giant Slide Trail is unique and offers the experience of traversing under giant boulder slide. One feels presence of geologic history and power. David Goodrich notes that the southern end from route #61 south to Maple Spring (#58) and Waterfall was known as the Pulpit Rock Trail because of "Pulpit Rock," which marks the junction of the Giant Slide and Maple Spring Trails. This rock is described in the 1915 and 1928 path guides. DG, KJ, DK, SB, MB, GJS

64 LADDER TRAIL

Type: Early summit path in the former Bar Harbor VIA Path District

Status: 0.3-mile trail marked, maintained, and owned by NPS

Origin: Route in vicinity described by DeCosta in 1871; shown on 1896 map; described by Jaques, Path Committee Chair in 1897 BHVIA 8th Annual Report, see also #334. Improved by the CCC in 1935.

Route: From the south end of the Tarn up the east side of Dorr Mountain to the Schiff Path.

A steep, moderately used summit route, amazingly highly crafted iron ladders and stonework. The route starts in hardwoods with rock paving, large stepstones and an open culvert over stream at southern end of the Tarn. Average width is 2-3', with many sections of cut stone stairs and long coping stones hugging granite face of Dorr Mtn, but several sections blown out. Iron rungs and ladders on steep upper sections. Joins Schiff Path (#15) to form a loop back to Sieur de Monts, upper section closed in 1950s because it parallels the Schiff Path/Dorr Mtn East Face (#15). Closed section contains magnificent Bates steps and coping stones above the intersection at Schiff, ascending west to the Dorr North Ridge. Entire trail reworked by CCC crews in the 1930s and there are still remains of a constructed CCC tote trail north to pit with three dozen cut blocks, and other smaller pits. The original parking and trailhead was closed when larger parking lot built to the south. With trail head reopened, many visitors now park on shoulders of Route 3. GJS, TS, MB

65 JORDAN STREAM PATH

Type: VIS woods path in the former Seal Harbor VIS Path District

Status: 1.4-mile trail marked, maintained, and owned by NPS, southern end extends onto private land

Origin: Possibly part of a pre-1760 carry trail; recreational trail built by SHVIS under Rand as described in 1902 SHVIS Annual Report and shown on 1901 path map, rerouted 1903 and 1908; improved with Rockefeller funds in 1931 and improved again in 1941 with new bridges.

Route: From the outlet of Jordan Pond, along the stream, parallel to a carriage road, to the base of Lookout Ledge near Long Pond. Currently there are two southern ends, one along the east side of Long Pond and one from the carriage road. Ends have been rerouted, see 1928 path guide for description of skirting meadws.

An easy, lightly used, mostly flat woods trail from outlet of Jordan Pond, along stream to Lookout Ledge near Long Pond. Part of pre-1760 carry trail and built by SHVIS under Rand in 1902. Trail is 3'-4' wide and benched along streamside with stream-cobble retaining walls, and may have been graveled in spots. Stream has pools and moving water, with crossings of stringer bridges and decking (NPS from 1984). Several new style bridges are on private end of trail. Steps include twelve slab-laid and some step stones, and culverts are listed in older descriptions. Trail is washed out (as has occurred repeatedly throughout the trail's history), but nonetheless easy to walk. The numerous bridges are delightful features of the hike. KJ, SB, MB, GJS, DG

66 GRANDGENT TRAIL

Type: VIS summit path in the former Northeast Harbor VIS Path District

Status: 1.1-mile trail marked, maintained, and owned by NPS

Origin: Shown on 1932 path map; labeled on 1937 and 1941 path maps, abandoned in 1959 and reopened by NPS between 1982 and 1985, though sign reading "Grandgent Trail" remained on a tree where bark had grown around to envelop it (Goodrich photograph).

Route: From the Giant Slide Trail, over Gilmore Peak, to the summit of Sargent Mountain

A moderately difficult, moderately used summit path built in 1932 from Giant Slide Trail (#63), over Gilmore Peak, crossing the west branch of Hadlock Brook, to summit of Sargent. Western end is woodland and streamside for much of the way, crossing over some bogwalk. Lower wooded section is steep at times, and eroded with exposed roots. Trail meanders through

woods and crosses open granite ledges near summit. No built stone features, except for four steps. A short connection exists between the Grandgent Trail and the Maple Spring Trail (#58), known by some as the McDuffie Trail. This connection will be reopened by the NPS trails crew in the near future. DK, KJ, SB, MB, GJS, DG

67 HUNTERS BEACH TRAIL

Type: VIS coastal path in the former Seal Harbor VIS Path District

Status: 0.3-mile trail marked, maintained, and partially owned by NPS, western end begins on private land

Origin: Shown on 1893 Rand map and 1896 path map.

Route: From Sea Cliff Drive to Hunter's Beach Cove

An easy and lightly used coastal path that is 3-5' wide. The route starts in the woods from Cooksie Drive, crosses Hunters Brook, and ends at Hunters Beach Cove. Trail makes one bridge crossing and one unstructured stream crossing. This is a wonderful path to beautiful and secluded cobble beach. DK, KJ, SB, MB, GJS

69 NORUMBEGA, LOWER TO GOAT TRAIL OR UPPER HADLOCK TRAIL

Type: VIS coastal path in the former Seal Harbor VIS Path District

Status: 1.0-mile trail marked, maintained, and owned by NPS

Origin: Shown on 1941 path map.

Route: From the parking lot for the Norumbega Mountain Trail/Goat Trail south to the Lower Hadlock Pond (with a second entrance from Route 198 (shown as #502 on the maps) just north of the Upper Hadlock Pond dam).

An easy, lightly used woods trail that begins at Route 198 parking lot for Norumbega Mountain Trail (#60) and leads south to Lower Hadlock Pond. Tread width is roughly 3-4' and crosses an old corduroy bridge and some bogwalk. There are several steps at the beginning. The trail is fairly level and passes through moist areas lush with mosses and ferns growing around boulders. Vertical cliffs are present but blend in with wooded landscape. DK, KJ, SB, MB, GJS, DG

70 GREAT MEADOW LOOP

Type: Village connector in the former Bar Harbor VIA Path District

Status: 1.0-mile trail marked, maintained, on NPS and private lands

Origin: Built in the 1990s as part of the Village Connectors Project, uses sections of historic routes

Route: From Ledgelawn Avenue and Ledgelawn Cemetery south along Ledgelawn Ave and Cromwell Harbor Brook, along Great Meadow Drive, turning west along park loop road then north along Harden Farm Road to Kebo Street, ending at the engraved boulder marking the former northern end of the Jesup Path (#14).

An easy walking path that connects Bar Harbor to the park trail system. Built in the late 1990s using two CCC-style bridges over Cromwell Harbor Brook and CCC-style graveled surface seen in historic photographs of trails in the Great Meadow. Built by the Acadia Youth Conservation Corps (AYCC). MB

101 ACADIA MOUNTAIN TRAIL

Type: VIA summit path in the former Southwest Harbor VIA Path District

Status: 1.8-mile trail marked, maintained, and owned by NPS

Origin: Described by DeCosta in 1871; Eastern half shown on 1896 island map; described as new trail in 1915 Seal Harbor VIS Annual Report by J. Allen (& in 1914 NEH guide); work attributed to Buell of Southwest Harbor VIS; eastern half on earlier maps.

Route: From the Acadia Mountain parking area, over summit of Acadia Mountain, down to eastern end of Man o' War Brook

A steep, difficult, and heavily used woods and ledge hike from west end of Man O' War Brook Fire Road (#627) near Acadia Mountain parking area to summit and down overlooking Somes Sound to end at eastern end of Man O' War Brook Fire Road. Trail width is roughly 2-4' through wooded areas with loose rock and unconstructed tread and across ledges. Steep ascent passes wall with steps built on ledge held in some places by pins, then path climbs up ledges, recent log waterbars, and over wider roots/pine needle beds until reaching summit. At east end, just north of the intersection with the Flying Mountain Trail is a highly crafted overlook, with stairs 250 feet long, which lead to a boat landing (a CCC sign, "Landing" was posted here). The overlook has old stairs and coping stones, and provides gorgeous views. There are iron rings in the rock by the water. Some sections of trail are more difficult due to erosion and collapse of steps. Another section has lost historic stonework due to AMC scree work. Excellent views along much of the trail make the trail very popular. CB, PC, SB, MB, GJS, DG

102 ST. SAUVEUR TRAIL

Type: Early summit path in the former Southwest Harbor VIA Path District

Status: 1.9-mile trail marked, maintained, and owned by NPS

Origin: Path in vicinity described in 1874 Martin guide; described as new trail 1915 SHVIS Annual Report by J. Allen (and in 1914 NEH guide), work attributed to Buell and SWHVIA, shown on 1916 path map.

Route: From the Acadia Mountain parking area to the summit of St. Sauveur Mountain, southeast to the Valley Peak Trail.

A moderately difficult, lightly used trail over the summit of Saint Sauveur Mountain Trail leads east from the end of Man o' War Brook Fire Road (#627) near Acadia Mountain parking area through woods on eroded gravel, stone, and exposed roots, then ascends southeast along ridge of St. Sauveur over ledges to summit and then down to intersect Valley Peak Trail (#104). By Acadia Mountain parking area is a short run of steps (none original) some from 1979 and some added in 1990s. The climb offers some views during ascent, passes one set of 12 small slab-laid steps, jack pines in ledges, but there are no views at summit due to trees. PC, DK, SB, MB

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103 LEDGE TRAIL

Type: VIA summit path in the former Southwest Harbor VIA Path District

Status: 0.8-mile trail marked, maintained, and owned by NPS

Origin: Described in 1915 path guide and shown on 1916 path map as trail #34. See route #637 for western half of route that connected to Beech Cliffs.

Route: From St. Sauveur parking area, up over ledges to the the St. Sauveur Trail

A moderately difficult, lightly used woods and steep ledge trail begins at St. Sauveur parking area and continues east to intersection with St. Sauveur Trail (#102). Trail branches in middle section and both ends continue east. The southern section was formerly numbered #121. The northern branch was rerouted to southeast of stream in 1992 to move trail away from wet area. Reroute stays southeast of stream, then turns north at base of ledges to old intersection with Section 2 and former #121. Trail has good views to the west and crosses NPS wooden stringer bridge and some NPS step stones in upper stream crossing. There is also one waterbar and capstone over crack in ledge on re-route. No features can be identified as historical. PC, DK, SB, MB, GJS

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104 VALLEY PEAK TRAIL

Type: Early summit path in the former Southwest Harbor VIA Path District

Status: 1.5-mile trail marked, maintained, and owned by NPS

Origin: Described in 1871 DeCosta guide; ridge portion of trail shown on 1896 path map; described as new path NEH 1914 guide; described by Allen in 1915; shown on 1916 path map, also see path #603, Slide Trail

Route: From Fernald Cove parking area, up southeast side of St. Sauveur, over Valley Peak, down northeast side to east end of Man o' War Brook Fire Road and Acadia Mountain Trail

A difficult, moderately used, woods, summit path that begins near Fernald Cove, ascends straight up southeast side of St. Sauveur, over Valley Peak, the down northeast side to intersection of Man o' War Brook and Acadia Mountain Trail (#101). Tread surface varies including woods path, ledge, loose rocks and gravel, and wetland. Trail has 1992 bogwalk, 1990 planked bridge with a stream-stone abutment, plus stream crossings with no constructed features. There is NPS and AMC ditching, stone culverts, and log waterbars. At northern end, trail has small sets of old stairs rising 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. David Goodrich notes that 1915 path guide described the descending part of this route as the Eagle Cliff Trail. DG, CB, PC, SB, MB, GJS

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105 FLYING MOUNTAIN TRAIL / VALLEY COVE TRAIL

Type: Early summit path in the former Southwest Harbor VIA Path District

Status: 1.9-mile trail marked, maintained, owned by NPS

Origin: Ascent of south side described by DeCosta 1871 guide as easy climb; south portion to summit shown on 1896 path map; portion down north side shown on 1921 path map; extension along Valley Cove by CCC shown on 1937 path map and extended on 1941 path map.

Route: From the Fernald Cove parking area, over Flying Mountain, along Valley Cove, to Acadia Mountain Trail at Man o' War Brook.

A moderately used, moderately difficult, summit path is a woods and ledge scramble with great views of Somes Sound. Trail begins at parking area on Valley Cove Road, winds through woods, climbs quickly on ledges to tree covered summit, then turns along edge of cove to Acadia Mountain (#101) and St.Sauveur Mtn Trail (#102). The entrance to the trail was originally from the Fernald Point Road about 100 feet east of the Valley Cove Road, although there was also a worn path down to the Valley Cove Road, which became the main entrance to the trail in about 1959. Eyebolts remain from a structure once placed on the summit. The northern descent is steep and direct with small steps (some 1' across, 8" width) some remaining and some collapsed. Descent is heavily eroded, with as much as 2-foot gullies. A spur to an overlook branches off before the steepest descent. From shoreline at

Valley Cove and end of Valley Cove Road (#626), trail continues north along edge of cove, with extensive CCC stonework. This section contains some large steps, with 15" risers. A few of the blocks set in the tumbledown measure 6x4x2 feet. Staircases are as long as 50 steps, but many have slipped. One section of steps was rearranged or demolished by 1992 AMC work. Near upper ledges, are small runs of steps, some as wide as 3 feet. One stream at northern end is crossed by two large, cubic, uncut blocks that appear to be original work. There are also several sections of 1996 bogwalk, which replace a string of stepstones now in woods. There are two original stone culverts—one capped—and some pinned, plus some 1990s log waterbars. Iron is used for one section of steps, with coping pinned to ledge. Pins hold coping along downhill side of steps. Many pins have rusted and coping has fallen, leaving sections empty and allowing other steps and coping to shift. Coping walls are mostly very square stones along ledge that often lines staircases, and some have been lost. Retaining wall is often rubble-laid, though some sections are carefully laid, using stones up to 2x2 feet. On the highly crafted section north of the cove, the trail is unlike any other in the park, both because of its route and remarkable stonework. The northern section is closed from mid spring through mid summer for nesting peregrine falcons. The trails crew proposes retaining the name, "Flying Mountain Trail" from the section from the Fernald Cove parking lot over the summit to Valley Cove, but reverting to the historic name, "Valley Cove Trail" for the section from Valley Cove to Man O' War Brook Road. CB, PC, SB, MB, GJS, DG

106 BEECH CLIFF LADDER TRAIL

Type: CCC summit path in the former Southwest Harbor VIA Path District

Status: 0.5-mile trail marked, maintained, owned by NPS

Origin: Built by CCC and shown on the 1941 path map; upper section of trail above cliff built earlier, circa 1906

Route: From Echo Lake parking area, up to junction of Canada Cliff Trail and Beech Cliff Loop

A short, moderately used, very steep ladder trail from Echo Lake parking area to top of Beech Cliff ledges. Built by the CCC but extensively overhauled by NPS in the 1980s. Route starts from parking area as asphalt then ascends by bench cut with switchbacks up slope. Steep sections stabilized in 1980s with log cribbing retaining walls and railings to prevent shortcutting. Some areas now eroded due to water flow. Some historic CCC stonework in talus slope plus additional 1980s NPS stonework. At upper end, series of ladders used to ascend cliff face. NPS replaced ladders in 1976 and 1983 and added 1980s logwork at top. A 1986 inventory lists 4 ladders, 5 cable railings, 8 cedar railings, 303 steps, 617 feet of walls, and 241 feet of asphalt, plus iron. One ladder is embedded in concrete, the only one of this type in the trail system. The route offers a rapid and challenging ascent from pond-side to exposed ladders to open summit ledges with great views across Echo Lake towards Acadia and St. Sauveur Mountains. SB, MB, GJS, DG

107 CANADA CLIFFS TRAIL

Type: VIA summit path in the former Southwest Harbor VIA Path District

Status: 1.0-mile trail marked, maintained, and owned by NPS

Origin: Eastern section of existing trail shown on 1911 path map and described in 1915 path guide as part of the Beech Cliff Trail (#625). The section along the edge of the southern part of Canadqa Cliffs shown on 1926 path map. The connection to the Valley Trail was possibly added just before or after World War II and first appears on 1950s park maps. At this time the rest of #625 and #632 were likely abandoned. The shortcut bypassing the southern end of Canada Cliffs is likely part of the original route (shown on the 1911 and 1917 path maps) and was reopened in the 1960s.

Route: From the Valley Trail to the Beech Cliff Trail, with a loop trail along Canada Cliff

A moderately easy and seldom used ledge, bogwalk, and woods trail with 3-4' wide tread. The trail is loop with one leg along cliffs and another in more wooded area – legs rejoin at south end and head west to end at the Valley Trail (#116). Very easy climb with views towards the sound. Few built features, except bogwalk installed in 1990 to replace some older bridges. DK, KJ, SB, MB, GJS, DG

108 BEECH MOUNTAIN WEST RIDGE TRAIL

Type: VIA summit path in the former Southwest Harbor VIA Path District

Status: 0.8-mile trail marked, maintained, and owned by NPS

Origin: Described in 1915 path guide and first shown on 1916 path map as #26. Shown on 1917-22 path maps but not on 1926-32 path maps, reappears on 1937-41 path maps, likely improved by the CCC, described 1934 and 1935 CCC records.

Route: From Long (Great) Pond pumping station, along east shore, up over ledges to the Beech Mountain Loop Trail

A moderately difficult and lightly used woods and ledge summit trail with great views to west across Long Pond. Width of trail varies between 2-4 feet. Trail begins by pump house at southern end Long Pond parking and remains rather flat and wooded. Trail crosses split-log bridges and CCC closed and

capped culverts (about 6 stone culverts and 3 pipe culverts) 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 the trail but is ineffective. NPS steps added to stabilize and define treadway, but additional stabilization work needed. NPS and AMC stone and wood waterbars direct water off of trail, but scree is ineffective. Halfway up trail, AMC rugged steps and piled retaining walls zigzag and are irregular--these are not in character with original stonework and may have disassembled CCC or VIA slab laid steps in talus area. Near summit, trail joins Beech Mountain Loop Trail (#113). An unmarked spur off the trail leads to a swimming area on the eastern shore of Long Pond. LH, SB, MB, GJS

109 BEECH MOUNTAIN SOUTH RIDGE TRAIL

Type: VIA summit path in the former Southwest Harbor VIA Path District

Status: 0.9-mile trail marked, maintained, and owned by NPS

Origin: Possibly shown on 1896 map; extended on 1906 map; labeled on 1916 map; described in 1915 path guide; added to by the CCC in 1935; shown on 1937 path map.

Route: From the Lurvey Spring area to the Valley Trail (#116) to the summit of Beech Mountain

A moderately difficult, lightly used ledge and woods summit path that begins at intersection of Valley Trail (#116) and travels up southern ridge to fire tower and ends at Beech Mountain Loop Trail (#113). Trail is laid out well for the first .3 mile, with switchbacks, gentle grade and good benching along mountain side lush with pines. Tread is 2-4' wide on soil and intermittent slab-laid 3-3.5'-wide steps have fairly even 8" risers. Well-constructed retaining wall lines the stepped portion of the trail, and there have been some 1990s drainage dips added. There is an overlook with no sign just before trail reaches ledges. Goodrich notes several steps leading to the overlook were dismantled (by vandals?) in 2003. Then trail winds through ledge and granite landscape flora until reaching fire tower where one can enjoy excellent views of Southwest Harbor and the coast. The section from the Valley Trail to Lurvey Spring is no longer marked. DK, KJ, SB, MB, GJS, DG

110 SLUICEWAY TRAIL / LITTLE NOTCH TRAIL

Type: VIA summit path in the former Southwest Harbor VIA Path District

Status: 0.9-mile trail marked, maintained, and owned by NPS

Origin: Portion of trail shown on the 1911 path map. In the 1915 path guide, the lower section of the trail is described as part of route #14, the Great Notch Trail, the middle section to Lookout Point is described as route #15 the Sluiceway, and the upper section to Little Notch is described as route #16. Shown on the 1916 path map.

Route: From Western Mountain fire road near Mill Field, up Western Mountain to a junction with Bernard Mountain South Face Trail at Little Notch

A steep, direct ascent, lightly used, woods summit trail from Western Mountain fire road at Mill Field to junction in Little Notch with Bernard Mountain South Face Trail (#111). A spur connects to the Great Notch Trail and the Gilley Trail. Tread starts as roadbed then becomes steep woods path with sections of steps. Woods are dense and tread is unconstructed. Trail width varies from 2-10 feet. Some unstructured stream crossings and no drainage features. Some rubble retaining walls in combination with short sections of slab laid steps. "Lookout Point" is an area above the step and waterfall section. Formerly open from either logging or wind fall in the early 1900s, and mentioned in the 1915 and 1928 path guides, the point is now tree covered and there are no views. The route intersects the formerly marked Spring Trail (#621) at "Lookout Point." Goodrich notes that historically the Sluiceway Trail led to Lookout Point and the Little Notch Trail ascended to the ridge. Stellflug notes that the logging road section is very well built. KJ, DK, SB, MB, GJS, DG

111 BERNARD MOUNTAIN SOUTH FACE TRAIL

Type: VIA summit path in the former Southwest Harbor VIA Path District

Status: 2.2-mile trail marked, maintained, and owned by NPS

Origin: Described by DeCosta in 1871 and Fernald in 1896; described in 1915 path guide as routes #18, 29, and 29; shown on 1916 path map; described in 1919 BHVIA 30th Annual Report.

Route: From Mill Field, over Bernard Peak, through Little Notch and junction of Sluiceway Trail, over Knight Nubble, to Great Notch

A difficult, lightly used, wooded summit trail from Mill Field, heading west then ascending north, along the ridge, curving to an east direction, past intersection with Western Mountain West Ledge Trail (#123), over Bernard Peak, into Little Notch, intersecting with Sluiceway Trail (#110), over Knight Nubble, and ending at Great Notch Trail (#122). The tread through wooded areas and over ledges ranges from 3-10 foot with, includes everything: a road bed, stream side, step stones, bog walk, steep steps, and ledges. There are 3 NPS cedar stringer bridges with plank decking and recent NPS bogwalks. On the

middle summit there are five steel posts, four corner posts and one center post, which has an eye bolt with a ring on it. This was either the site of a wooden firetower or the Kaighn gazebo mentioned in the 1915 and 1928 path guides. Drainage includes rock water bars, dips, side ditching, and an open culvert with one lintel as a crossing. There are old slab-laid steps with some retaining wall and some more recent scree. A notable section of stepwork ascends the steep east side of Knight's Nubble. Most of the trail is through dense, dark, lush, peaceful, thickly moss-covered forest. The trails crew proposes calling this route, "Bernard Mountain Trail." D. Goodrich notes that the bottom part of the trail, after about 100 feet was a ski trail. The ski trail continued a bit to the south. The upper end of the ski trail is evident as a ramp to the right of the trail not far below the junction with the West Ledge Trail (#123). A ski hut survived into the 1950s and there was a connector to the Great Notch Trail, now Sluiceway Trail near the hut. There are 4 CCC sign posts on the South Face Trail, two which are still standing and two have fallen. None marked intersections but might have been useful in the winter to distinguish the ski trail from old logging routes. Another fallen CCC sign post exists at the eastern intersection with the Circular Trail (#630). DK, KJ, SB, MB, DG

112 RAZORBACK TRAIL

Type: Early cart road and VIA summit path in the former Southwest Harbor VIA Path District

Status: 0.7-mile trail marked, maintained, and owned by NPS

Origin: Lower end in vicinity of c.1765 road from Norwoods Cove along Gilley Trail thru notch of Western Mountain; upper end described in 1915 path guide as #24 and shown 1916 path map; lower end "extended" in 1919 (current configuration) shown on 1926 path map.

Route: From the Gilley Trail, up the south side of Mansell Mountain, to Mansell Mountain Trail.

Trail heads north from the Gilley Trail through woods, then onto open ledge. Route ends at on the razorback ridge near summit of Mansell Mountain to intersection with Mansell Mountain Trail (#115) on upper ledges. Original north end of route ended in Great Notch. Lower end of trail appears to be on old logging roads in places with no significant features. Tread is woods path - sometimes poorly defined. Just before opening onto ledges, there is one major staircase consisting of 45 stacked steps without wall with some cut stone, likely original SWHVIA work. From the ledges there are excellent views to the south over Southwest Harbor and outlying islands. KJ, SB, MB, GJS

113 BEECH MOUNTAIN LOOP TRAIL

Type: VIA summit path in the former Southwest Harbor VIA Path District

Status: 1.2-mile trail marked, maintained, and owned by NPS

Origin: Eastern half of loop is older, possibly described by DeCosta in 1871 and Martin in 1885; eastern half of loop shown on 1906 path map; western half of loop added in 1960s by Mission 66 crews

Route: A loop from Beech Mountain parking area, up northwest side to summit of Beech Mountain and firetower, down northeastern side

Moderately difficult, popular, summit path from Beech Mountain parking up northwest side of Beech Mountain. Ascending western leg of loop (Mission 66 construction) offers views north/northwest for much of the way, with spectacular views of Long Pond as trail turns to head for summit. Tread is up to 5' and often gravel except for more narrow woodland traverse near summit. Beginning has laid retaining walls, some coping with sporadic AMC steps, then section of log steps near top. Wide benching has waterbars and dips, and previously had metal culverts. Descending on northeastern half of trail - older section - just below Mission 66 fire tower is short, quite open, easy scramble down granite ledge and eroded unconstructed tread. Possibly some old steps, a few AMC steps now, and one section near base of the trail has log cribbing. There is a closed section of trail to eliminate shortcutting from the eastern leg to the western leg. CB, PC, SB, MB, GJS, KJ, DG

114 BEECH CLIFF LOOP TRAIL

Type: Early summit path in the former Southwest Harbor VIA Path District

Status: 0.6-mile trail marked, maintained, and owned by NPS

Origin: Described by DeCosta in 1871 and Martin in 1885. Eastern half of loop shown on 1906 path map but not as loop trail. Shown on 1911 path map as part of Beech Cliff Trail. 1881 Colby's Atlas shows a copper mine at Beech Cliff also described in Morrill and Hinckley, *Maine Mines and Minerals (1959)*.

Route: A loop from the Beech Mountain parking area, past junction with Canada Cliff Trail, around Beech Cliffs

An easy, highly used, summit loop offering great views from cliffs. Double loop is a figure-eight shape and begins from Beech Mountain parking to intersection with Canada Cliffs, leads north, and returns to same intersection. Trail beginning at Beech Mountain parking area is highly constructed and graveled tread up to 10' wide, with some original culverts and V-lined stone ditches. This section is now eroded: two culverts remain and V-lined ditch is in poor condition. It

then becomes mostly open ledge where tread narrows to 2-4'. There are some 2' wide slab-laid steps with retaining wall, as well as a section of single-tier retaining wall. Old steps and wall connecting loop in middle have been discovered. Recent NPS maintenance includes log waterbars, log checks, a ditch and fill, and water dips. DK, KJ, SB, GJS, MB

115 MANSELL MOUNTAIN TRAIL / EAST PEAK TRAIL

Type: Early cart road and early summit path in the former Southwest Harbor VIA Path District

Status: 1.1-mile trail marked, maintained, and owned by NPS

Origin: Lower end may be near logging road, shown on 1893 Rand map, upper end on 1911 path map, described in 1915 path guide as "East Peak Trail," #23.

Route: From Gilley Field to near summit of Mansell Mountain and the Perpendicular Trail, then west, past Razorback Trail, descending to Great Notch Trail

A steep, lightly used but badly eroded summit trail begins from Gilley Field and makes direct ascent to just short of Mansell Peak. Tread is often up to 10' wide in woodland areas with cairns marking way 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. Lower section possibly part of, or near, old logging road. Trail makes transition to ledge and becomes less difficult before junction with Perpendicular Trail. Overlook provides views of Southwest Harbor and Cranberry Islands (no views from the actual summit), then trail descends into peaceful valley of tall spruce trees and lush mosses to intersect with the Great Notch Trail (#122). ACAD crew, SB, GJS, MB

116 VALLEY TRAIL

Type: East end an early cart road and west end CCC woods path in the former Southwest Harbor VIA Path District

Status: 1.6-mile trail marked, maintained, and owned by NPS

Origin: Eastern 0.2 miles of trail part of c. 1762 Beech Mountain Road; shown on 1800s maps, entire trail rebuilt with CCC work in area in 1930s. Path between Beech Mountain Road and Long Pond constructed by CCC in late 1930s, (possibly described in 1934 report) shown on 1937 and 1941 path maps.

Route: From Beech Mountain parking area, south through valley between Beech Mountain and Canada Cliffs, then west along south base of Beech to Long Pond (Great Pond) parking area

A lightly used woods trail with easy and moderately difficult sections from Beech Mountain parking lot that descends, rises, and descends again very gently to Long Pond parking. Begins on 15-foot wide, side-ditched gravel old roadbed with metal culverts and log waterbars, then forks right at intersection with Canada Cliffs Trail. Here, tread narrows. The trail may have been originally highly constructed and graveled but now has eroded to the base with exposed roots. The trail enters intimate and unique section as path winds through lush forest and around gigantic, moss and lichen-draped boulders. Sections of highly constructed CCC work still evident includes stepped switchbacks, capped culverts, stepping stones (likely CCC improvements), and long sections of large coping on top of rubble retaining walls. These walls are the major defining characteristic of the trail where it follows along edge of steep, wooded ravine. Final section is mostly woods path with unconstructed tread – if highly crafted, work is no longer evident. The route crosses old roadbeds near Long Pond. Goodrich notes that the trail was once very flat and easily walked suggesting that much of the CCC grading was lost through erosion. He also notes that the trail once had two southern branches: an abandoned one led to the West Ridge Trail and can still be located, and the present route, which may have been part of the South Ridge Trail before the trail was rebuilt by the CCC. CB, PC, SB, MB, GJS, KJ, DG

117 COLD BROOK TRAIL

Type: VIA woods path in the former Southwest Harbor VIA Path District

Status: 0.4-mile trail marked, maintained, and owned by NPS

Origin: Shown on 1893 Rand map; may have been a logging road to "Brown's Mill;" described in 1915 path guide as Cold Brook Trail, #12. In 1936, CCC constructed new trails in vicinity for fish rearing pools

Route: From the Long Pond (Great Pond) pumping station to Gilley Field.

An easy, moderately used, woods path from Long Pond pumping station, heading west to Gilley Field. Trail begins just after beginning of Great Pond Trail (#118) and ascends short slope to 4-6' tread through area that was probably old logging road that possibly led to Brown's Mill at the Mill Field. Tread is bumpy and full of exposed roots and mixture of gravel, rocks, organics. Only constructed feature is a 1984 YCC bridge with two-cedar stringers and redwood plank decking. This path is vital connector in loop system of Mansell Mountain trails and is heavily used in the winter by snowmobiles and ATVs accessing Long Pond. KJ, DK, SB, MB, GJS

118 GREAT [LONG] POND TRAIL

Type: CCC summit path in the former Southwest Harbor VIA Path District

Status: 2.9-mile trail marked, maintained, and owned by NPS

Origin: Built by the Civilian Conservation Corps, shown on 1937 path map. Upper end parallels section of Deep Brook Trail (#601), an early logging road.

Route: From the Long Pond pumping station, along west side of pond, up along Great Brook to Western Mountain Trail.

Long, easy, lightly used pondside and summit trail built by CCC in 1936. Trail begins at pumping station at southern end of Long Pond and runs along pond approximately 15 feet from water's edge with picturesque views of pond and Beech Mountain for a mile and a half before turning west to begin ascent through ravine up Western Mountain. The route passes the Perpendicular Trail (#119), an unmarked summit trail (#631) and Deep Brook Trail/logging road (#601) before ending at the Western Mountain Trail (#120). Tread along pond is gravel and 3'-5' wide and becomes 2'-3' when trail begins to ascend slope and becomes less constructed. Historic construction includes coping stones and nearly 8000 feet of original retaining wall – relatively low in some places – with irregular piled appearance. There are also NPS open and CCC closed culverts and ditching on uphill side. Trail has a variety of wooden bridges, recent bogwalk with stepping stones, and a 1993 stone causeway built by NPS (but adhering to CCC style). Smaller CCC corduroy bridges have been replaced with NPS bogwalk bridges that are out of character. The trails crew proposes reverting to the historic name, "Long Pond Trail." LH, SB, MB, GJS

119 PERPENDICULAR TRAIL

Type: CCC summit path in the former Southwest Harbor VIA Path District

Status: 1.0-mile trail marked, maintained, and owned by NPS

Origin: Constructed by CCC, described and photographed in CCC records in 1934, shown on 1937 path map (Goodrich notes that the 1928 path guide refers to the Perpendicular Trail, however, two trails are shown in the vicinity on the 1937 and 1941 path maps, see also #631)

Route: From Great (Long) Pond Trail, up east side and over Mansell summit to Mansell Mountain Trail

A moderately used, steep, spectacular summit path built by CCC in 1930s. Trail begins at Great Pond Trail (#118), west of pumping station. This trail is one of the most highly constructed on the island with steep switchbacks of granite steps rising through open talus area on eastern slope of Mansell Mountain. At the lower southern end, tread is completely eroded and hikers are short cutting the switchbacks. Catchbasins and closed culverts are still evident. As the trail ascends by steps through the talus slope, the walls above and below switchbacks are neatly laid stones that help support the trail, and the steps are as narrow as 1.5' wide and lined by tight, high coping. Trail also has small iron ladder with rungs and a pinned log that ties into section where trail makes transition to stretches of gravel tread or talus pavement with coping. After remarkable section that winds through big boulders with rock paving and highly-crafted stone side drains, trail follows along steep ledge face with stone steps and huge coping. As trail nears final ascent, there is series of culverts and stone-paved side drains, steps, and crossings with pinned granite slabs, which lead to unconstructed tread to overlooks then to Mansell summit. For the final ascent there is no constructed tread. Goodrich recalls that the trail led out onto a large ledge for expansive views, which is where the stonework ends. Views are grand to the southeast, but the stone work steals the show. SB, MB, GJS, KJ, DG

120 WESTERN MOUNTAIN TRAIL

Type: VIA summit path in the former Southwest Harbor VIA Path District

Status: 1.5-mile trail marked, maintained, and owned by NPS

Origin: Possibly an early cart road. Approximate route shown on 1911 path map; described as part of the Center Trail #22 in 1915 path guide and includes a portion of route #21 the Pretty Marsh Trail The route was extended to Pine Hill as shown on 1917 path map. The 1942 topographic maps shows the park boundary followed a portion of the trail leading to Pine Hill, suggesting that the route was an old road that become a park boundary.

Route: From near the Pine Hill parking area on Long Pond (Great Pond) Fire Road (Hodgdon Pond Road), up the northwest side of Western Mountain, ends in the Great Notch.

A moderately difficult, lightly used woods path that begins at Pine Hill parking area on Long Pond Fire Road to Great Notch Trail (#122). Route follows possible old road bed approximately 3-5' wide and crosses low elevation ledge. Intermittent wet areas require many bogwalks, stepstones, and drainages – rock water bars with steps or ditch and fill work – added in 1996. Upper section mostly featureless with tread of roots and exposed rocks. CB, DK, SB, MB, GJS, KJ, DG

121 LEDGE TRAIL, SOUTH

Type: VIA summit path in the former Southwest Harbor VIA Path District

Status: marked, maintained, and owned by NPS

Origin: Section dates to circa 1915

Route: Provides access to Saint Sauveur Trail (#102) from parking lot on Route 102

See Saint Sauveur Trail, #102

122 GREAT NOTCH TRAIL

Type: Early cart road in the former Southwest Harbor VIA Path District

Status: 0.5-mile trail marked, maintained, and owned by NPS

Origin: Described by DeCosta 1871; possibly an early logging road as described by Fernald in 1896 and depicted on 1893 Rand map; Shown on 1906 path map and more accurately on 1916 path map; described in 1915 path guide as #14

Route: From Gilley Trail up to the Great Notch, separating Mansell and Bernard Mountains (historically, the route started at Mill Field as described in the 1915 path guide, #14). This portion is now part of the Sluiceway Trail and a "spur"(#110).

A moderately difficult, lightly used, woods path described in 1915 path guide that starts at Sluiceway and Gilley Trail intersection and climbs to the notch between Mansell and Bernard Mountains. Woods and streamside path is 3-5' wide, with unconstructed tread. Route makes more gradual ascent than other hikes in this area, and is the most likely route of the early logging road over the mountain. DK, KJ, SB, MB, GJS, DG

123 WESTERN MOUNTAIN WEST LEDGE TRAIL

Type: CCC summit path in the former Southwest Harbor VIA Path District

Status: 1.0-mile trail marked, maintained, and owned by NPS

Origin: Shown on 1937 path map, but then closed-probably in 1950s and reopened by NPS in 1993. The route shown on the 1942 topographic map differs at the lower end. The current route may have been created by hikers in the 1970s.

Route: From the Western Mountain fire road up to the ridge and intersection of the Bernard Mountain South Face Trail

A moderately difficult, lightly used, occasionally steep, summit path (with sections built by CCC in 1937) begins from Seal Cove Pond Road up western side of Bernard Mountain to intersection with Bernard Mountain South Face Trail (#111). Route varies between unconstructed tread and ledge. There are two little staircases, the first of which might be historical, and the second of which dates from 1992 when trail was reopened. This is only trail that offers views of Seal Cove Pond and community. CB, SB, MB, GJS, KJ, DG

125 GILLEY TRAIL

Type: VIA summit path in the former Southwest Harbor VIA Path District

Status: 0.6-mile trail marked, maintained, and owned by NPS

Origin: Possibly in vicinity of cart road through notch (also see #122); described by DeCosta in 1871 and Fernald in 1896; possibly on 1893 Rand map; shown on 1911 map; described in 1915 path guide; shown on 1916 path map as #13, extending to Lookout Point.

Route: From Gilley Field to the Great Notch Trail (originally extended to Lookout Point)

An easy, lightly used woods path that begins at Gilley Field and ends at the Great Notch Trail (#122). Trail provides flat access to Mansell Mountain Trail (#115), the south end of Razorback (#112), spur to Reservoir, and Sluiceway (#110). Flat woods trail 3-10' wide has log trailhead and crosses two NPS cedar stringer bridges with redwood plank decking. Gradually ascending, route may be part of old cart road. Between Gilley Trail and Reservoir is evidence of a logging road, including manipulated rocks, bench cuts, and drainage ditches. Goodrich notes that historic maps show the abandoned extension to Lookout Point. The historical start of the trail was from the Western Mountain Road somewhat to the west of Gilley Field, near the road junction. This was probably still Gilley Field when it was a field. The trailhead was moved to its present location in ca. 1970. KJ, DK, SB, MB, GJS, DG

126 ECHO LAKE LEDGES

Type: CCC woods path in the former Southwest Harbor VIA Path District

Status: 0.1-mile trail marked, maintained, and owned by NPS

Origin: Possibly described by CCC in 1941, shown as developed area on 1941 NPS master plan

Route: From Acadia Mountain parking area down to Echo Lake ledges

A short, steep, heavily used path built for the beach concession at Echo Lake, which begins at Acadia Mountain parking area and leads down to Echo Lake Ledges and swimming areas. This woods path crosses cedar stringer and handrail bridge and has retaining walls for tread and hillside. There are steps and multiple staircases. Old bolts with old bolts sticking out of ledge near water probably anchored floats at the swimming concession. Rock water bar/log water bars and corrugated

culverts divert water draining from parking lot. DK, KJ, SB, MB, GJS

127 SHIP HARBOR TRAIL

Type: Mission 66 coastal path in the former Southwest Harbor VIA Path District

Status: 1.3-mile trail marked, maintained, and owned by NPS

Origin: NPS drawing for "Ship Harbor Trail & parking area" dated April 1957. Built by Mission 66 crew. Modified in 2002 to meet Americans with Disabilities Act Accessibility Guidelines.

Route: A loop from the Ship Harbor parking area on Rt. 102A, through the woods, along the eastern side of Ship Harbor

With a parking area right at the trailhead, this popular, self-guided, nature loop trail offers a relatively easy walk through thick coniferous forest, along ledges exposed to the ocean's pounding surf, and along the shore of a small tidal harbor with no development. This is the only self-guided nature trail on the western side of Mount Desert Island and is similar to the Jordan Pond Nature Trail (#45) on the east side. The double loop trail, with fourteen numbered posts, offers easy walking, opportunities to appreciate the coastal scenery, and interpret the area's natural and cultural history. Until recent rehabilitation work the heavily trodden trail was up to thirty feet wide in places. A section of the trail, approximately 1,800 feet, is now wheel-chair accessible and comfortable to walk along. MB, GJS, KJ

128 PRETTY MARSH PICNIC AREA TRAIL / ROAD

Type: CCC woods path in the former Southwest Harbor VIA Path District

Status: 0.6-mile trail marked, maintained, and owned by NPS

Origin: Area developed by the CCC in the late 1930s, shown on the 1941 master plan.

Route: Several loop trails between parking areas, shelters and the shoreline

When originally constructed by the CCC in the 1930s the Pretty Marsh Picnic area included a woods trail that extended from the upper outlook shelters down to the lower picnic grills and the waterfront. The upper half of the trail is no longer used and impossible to follow. The lower half of the trail is frequently used to access the picnic spots and pier. There are at least three stone staircases to the water's edge. MB, GJS

129 BASS HARBOR HEAD LIGHT TRAIL

Type: Early coastal path in the former Southwest Harbor VIA Path District

Status: 0.1-mile trail marked, maintained, and owned by NPS

Origin: First shown on 1930s Sherman-Bunker map of MDI. The route is not documented by the VIA/VIS but roughly indicated on the c. 1912 Sherman-Bunker map, used since c. 1900, improved by NPS in 1997 and 98.

Route: From parking lot down bluff to coastal overlook with view to lighthouse

A short, steep, very heavily used, moderately difficult trail built c. 1900. Major work done in 1997 and 1998 includes stonework, reroute, and new wooden deck and stairs added in 1997 and 1998. Trail leads from parking lot, southeast through woods, and loops back toward light house along rocks and terminates at overlook. Trail offers stunning views of ocean and lighthouse. The section above the steps was rerouted east to top of steps. Tread is gravel and pressure-treated planked deck and steps, then rock steps to overlook which is paved with small stones, all rehabilitated in the 1990s. Lower section of rip rap about 4' wide, and curving steps to smaller overlook are as narrow as 36". Stone steps are all 1998 work. Stone coping and stone retaining wall line much of trail, and several stainless steel pins anchor deck and parts of the wooden staircase to ledge. CB, PC, SB, MB, GJS, KJ

301 SHORE PATH

Type: Early coastal path in the former Bar Harbor VIA Path District

Status: 0.1-mile trail marked and maintained by the Bar Harbor VIA

Origin: Described in 1874 Martin guide; improved and maintained by BHVIA and residents of Bar Harbor.

Route: From the wharf in Bar Harbor along the shore, past Pulpit Rock to Wayman Lane.

Ocean side path built by residents of Bar Harbor c. 1874, later improved and endowed by the BHVIA, and still managed and maintained by the BHVIA. Easy, flat trail about 3-4' wide with incredible views of ocean and islands. Constructed features include gravel tread, stone retaining walls, recent concrete walls, and signs at each end of the trail describing its BHVIA history and current regulations. A large, but eroding boulder in the tidal zone along the trail, known as "Pulpit Rock," has been a popular site for photographs since the late 1800s. SB, MB, GJS, DG

302 WOODBURY PARK, PATH TO

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 0.2-mile trail that is now overlaid by a town road

Origin: Shown on 1896 path map up until 1926 path map

Route: From Bar Harbor to Woodbury Park

303 GREAT HILL FROM WOODBURY PARK

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 0.4-mile trail no longer marked, owned by NPS

Origin: Described by BHVIA in 1892; shown on 1896 path map and all subsequent path maps

Route: From Woodbury Park to Great Hill summit

304 GREAT HILL FROM CLEFTSTONE ROAD

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 0.2-mile trail no longer marked, owned by NPS

Origin: Described by BHVIA in 1892; shown on 1896 path map

Route: From Cleftstone Road to Great Hill summit

305 ROYAL FERN PATH

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 0.7-mile trail no longer marked, owned by NPS

Origin: Shown on Peabody 1890 diagram; described in 1891 BHVIA 2nd Annual Report and shown in diagram; BHVIA cleared, repaired, and made passable.

Route: From Woodbury Park to Reservoir Corner

306 GREAT HILL PATH

Type: VIA summit path in the former Bar Harbor VIA Path District

Status: 0.3-mile trail no longer marked, owned by NPS

Origin: Proposed by BHVIA in 1893; shown on 1900 path map as new trail.

Route: From the Bracken Path to Great Hill summit

307 BRACKEN PATH

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 0.8-mile trail no longer marked, owned by NPS

Origin: Shown in Peabody 1890 diag.; desc. in 1891 BHVIA Annual report & shown on diagram; BHVIA improved; extended 1895.

Route: From intersection of Cleftstone Road and Eagle Lake Road, west along base of Great Hill to Champlain Road/New Eagle Lake Road at Duck Brook Meadow

308 EAGLE LAKE CONNECTOR

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 0.4-mile trail no longer marked, owned by NPS

Origin: Shown on 1903 path map.

Route: From the Breakneck Road/Path to Eagle Lake Road

309 FAWN POND PATH

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 3.3-mile trail marked, no longer marked, owned by NPS, some unknown illegal maintenance

Origin: Construction of path described in 1902 BHVIA 13th Annual Report and shown on 1902 path map; extension described by Bates in 1907, including plaque for C. T. How at Fawn Pond, shown on 1909 path map; CCC improved in 1935 to encourage use. Extension by Weekes in 1923 around Lakewood, shown on 1926 path map.

Route: From Bracken Path at base of Great Hill, east, across Champlain Road/ New Eagle Lake Road and Duck Brook, north of Dan Brewers Mountain and Breakneck Ponds, along Hulls Cove Brook, northwest to Fawn Pond. There are also bridle trails and fire roads in the vicinity.

310 GREAT HILL TO DUCK BROOK

Type: VIA summit path in the former Bar Harbor VIA Path District

Status: 0.3-mile trail no longer marked, owned by NPS

Origin: Shown on 1900 path map as a new trail

Route: From the summit of Great Hill to Duck Brook

311 DUCK BROOK PATH

Type: Early carry path and later VIA woods path in the former Bar Harbor VIA Path District

Status: 1.5-mile trail no longer marked, owned by NPS

Origin: Early carry trail to Jordan Stream.; path described in 1874 & 1885 Martin guides; shown in Peabody 1890 diagrams; described and shown in BHVIA 1st Annual Report.

Route: From Eden street to Eagle Lake Road

312 HALF MOON POND PATH

Type: Early woods path in the former Bar Harbor VIA Path District

Status: 1.0-mile trail no longer marked, owned by NPS

Origin: Path in vicinity (wood road from Duck Brook Hill to Witch Hollow pond) described in 1885 Martin guide; shown and labeled on 1896 path map.

Route: From Half Moon Pond to Witch Hole Pond

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313 WITCH HOLE PATH

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 0.7-mile trail no longer marked, owned by NPS

Origin: Described in 1905 and 1906 BHVIA Annual Reports and shown on 1906 path map

Route: A connecting path between Half Moon Pond and Fawn Pond

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314 BREAKNECK ROAD / PATH

Type: Early cart road in the former Bar Harbor VIA Path District

Status: 2.5-mile town road

Origin: Road built in 1777 as described in town mtg. records; marked on the 1893 Rand map, described as a walking path with an improved spring by Weekes in 1923 Bar Harbor VIA annual report.

Route: From Eagle Lake to Hulls Cove

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315 CURRAN PATH

Type: Early cart road in the former Bar Harbor VIA Path District

Status: 1.8-mile trail no longer marked, owned by NPS

Origin: 1885 Martin guide describes as new road; described 1890 BHVIA Annual Report; shown on 1896 map; section relocated and rebuilt as a highly crafted recreational path in 1925-28 & in 1930 due to carriage road construction.

Route: From Eagle Lake Road, along the west shore of Eagle Lake, through the 'Southwest Pass' to Jordan Pond, see #414.

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316 SOUTHWEST VALLEY ROAD / PATH

Type: Early cart road in the former Bar Harbor VIA Path District

Status: 2.0-mile trail mostly overlaid by carriage road, owned by NPS

Origin: Early road, described in 1867 Martin guide (Pond Mountain description); described by DeCosta in 1871; marked on the 1893 Rand map.

Route: From Eagle Lake to Somes Sound, across the McFarland Path, west along the Southwest Valley Road to the end near the St. James stone church.

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317 EAGLE LAKE, EAST SHORE, NORTH SECTION

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 1.8-mile trail no longer marked, owned by NPS

Origin: First shown on 1903 path map as a wood road; rerouted in 1931; converted to carriage road

Route: Along the eastern shore of Eagle Lake

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318 TOLL HOUSE PATH

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 1.2-mile trail no longer marked, owned by NPS

Origin: Described in 1896 BHVIA 7th Annual Report; shown on 1896 path map

Route: From southeast corner of Eagle Lake, over the northwest shoulder of Cadillac Mountain, to north base at Cadillac Mountain North Ridge Trail. The north end was the toll house for the summit carriage road.

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319 KEBO VALLEY CLUB TO TOLL HOUSE

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 0.6-mile trail no longer marked, owned by NPS

Origin: Described by Bates in 1902 BHVIA 13th Annual Report to avoid the dusty walk on the road to Toll House Path and shown on 1903 path map. Built at the same time as the North Ridge Trail (see #34).

Route: From the Kebo Valley Golf Club up to the Toll House Path on the old Green Mountain Road (Cadillac North Ridge Trail)

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320 GORGE PATH TO KEBO, WEST SIDE

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 0.5-mile trail no longer marked, extends from NPS land onto private land

Origin: Shown on Peabody 1890 diagram; described and shown in diagram in 1891 BHVIA 2nd Annual Report; shown on 1903 path map.

Route: From the Kebo Valley Golf Club along the west side of Kebo Brook up through the Gorge (north end of Gorge Path).

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321 GORGE PATH TO KEBO, EAST SIDE

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 0.5-mile trail no longer marked, extends from NPS land onto private land

Origin: Shown in Peabody's 1890 diagram; described and shown in diagram in 1891 BHVIA 2nd Annual Report.

Route: From the Kebo Valley Golf Club/Harden Rd along the east side of Kebo Brook up through the Gorge (north end of Gorge Path).

322 KEBO MOUNTAIN TRAIL, FROM KEBO VALLEY CLUB

Type: VIA summit path in the former Bar Harbor VIA Path District

Status: 0.2-mile trail no longer marked, extends from NPS land onto private land

Origin: Described by Bates in 1907 BHVIA 18th Annual Report; shown on 1909 path map.

Route: Another trail to ascend Kebo Mountain from the northwest from the Kebo Valley Golf Club

323 DORR MOUNTAIN BRANCH

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 0.2-mile no longer marked, land owned by NPS

Origin: Described by Jaques in 1898 and shown on 1899 path map.

Route: From the Gorge Path to the Dorr Mountain North Ridge Trail.

324 WILD GARDENS PATH, WEST

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 0.2-mile trail no longer marked, land owned by NPS

Origin: First appears on 1913 path map; described in the 1915 path guide; route is no longer marked on the 1926 path map and not mentioned in the 1928 path guide.

Route: From Cromwell Harbor Brook, along Gorge Road, across park loop road, along west side of Trout Brook, towards Sieur de Monts Spring. (Or could be route #365 on other side of Trout Brook).

325 STRAWBERRY HILL TO OTTER CREEK ROAD

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 1.0-mile trail no longer marked, crosses NPS and private land

Origin: Described in 1890 BHVIA 1st Annual Report; closed in 1893 due to wet areas & "lack of interesting features."

Route: From Strawberry Hill south to the Otter Creek Road

326 BLACK AND WHITE PATH

Type: VIA Champlain Mountain colored path system in the former Bar Harbor VIA Path District

Status: 0.4-mile trail no longer marked, owned by NPS

Origin: Shown in Peabody's 1890 diagram & 1891 BHVIA 2nd Annual Rpt.; may be described in 1890 BHVIA 1st Annual Report.

Route: From the south side of Beaver Dam Pool, near Dorr's Bicycle Path, to near the top of Huguenot Head (upper end to summit of Champlain now marked as part of Beachcroft Path (#13)

327 GREEN AND WHITE PATH

Type: VIA Champlain Mountain colored path system in the former Bar Harbor VIA Path District

Status: 0.7-mile trail no longer marked, owned by NPS, some unknown illegal maintenance

Origin: Possibly described by Drake in 1875; described, re-cut & named in 1892 BHVIA 3rd Annual Report; shown on diagram in 1894 BHVIA 5th Annual Report. Originally the trail included the trail around the west and south sides of the Bowl (see#10 and #6) to connect with the Blue and White Path (see #337).

Route: From Otter Cliffs Road near former Russian Tea House to the Bowl.

328 RED PATH

Type: VIA Champlain Mountain colored path system in the former Bar Harbor VIA Path District

Status: 0.2-mile trail no longer marked, owned by NPS

Origin: May be described in 1892 BHVIA 3rd Ann. Report; shown on diagram in 1894 BHVIA 5th Annual Report; open to horses in 1894.

Route: From Schooner Head Road at Meadow Brook to the White Path, an extension of the Red Path is called the Loop Trail

329 WHITE PATH

Type: VIA Champlain Mountain colored path system in the former Bar Harbor VIA Path District

Status: 2.4-mile trail no longer marked, owned by NPS, northern end overlaid by park road

Origin: Described in 1893 BHVIA 4th Annual Report; shown in diagram in 1894 BHVIA 5th Annual Report; section between Red & Blue Paths open to horses in 1894.

Route: From Schooner Head Road, along the eastern base of Champlain Mountain (Newport Mountain) to Ocean Drive below the Beehive.

330 BLUE PATH / MURPHY'S LANE

Type: VIA Champlain Mountain colored path system in the former Bar Harbor VIA Path District

Status: 0.3-mile trail no longer marked, land owned by NPS

Origin: Shown on map and described in 1894 BHVIA 5th Annual Report by H. Jaques, Path Committee Chair; open to horses.

Route: From Schooner Head Road at Cranberry Hill to the White Path, with a fork at the White Path

331 BICYCLE PATH

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 0.8-mile trail no longer marked, land owned by NPS

Origin: Built by George B. Dorr; started in 1893 and described in 1895 BHVIA 6th Annual Report; reported on annually thereafter.

Route: Around Beaver Dam Pool and under water.

332 DRY MOUNTAIN PATH EXTENSION

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 1.0-mile trail no longer marked, extends over NPS and private land, some unknown illegal maintenance

Origin: Dorr claimed route was part of Native American carry from Cromwell Harbor to Otter Creek; route shown on 1896 path map.

Route: From the Dorr Mountain South Ridge Trail at the Canon Brook Trail, south to the village of Otter Creek, intersecting the east end of the Potholes Path (#342)

333 CANON BROOK TRAIL, EASTERN END

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 0.3-mile trail no longer marked, land owned by NPS, some unknown illegal maintenance

Origin: Described in 1897 BHVIA 8th Annual Report; shown on 1896 path map; improved in 1900; rerouted in 1924, but no change on 1926 path map.

Route: From Route 3, west to the Canon Brook Trail at the southern base of Dorr Mountain.

334 UPPER LADDER TRAIL

Type: Early summit path in the former Bar Harbor VIA Path District

Status: 0.2-mile trail no longer marked, land owned by NPS, some unknown illegal maintenance

Origin: Route in vicinity described by DeCosta in 1871; shown on 1896 path map, described in 1897 BHVIA 8th Annual Report by Path Committee Chair Herbert Jaques.

Route: From the lower section of the Ladder trail up to the ridge near the summit of Dorr Mountain

335 RED AND WHITE PATH

Type: VIA Champlain Mountain colored path system in the former Bar Harbor VIA Path District

Status: 0.7-mile trail no longer marked, land owned by NPS

Origin: Described by Jaques in 1893 and shown in path diagram in 1894 BHVIA 5th Annual Report.

Route: From the White Path (#329) up the southeast side of Champlain (Newport) Mountain to the ridge south of the summit

336 YELLOW AND WHITE PATH

Type: VIA Champlain Mountain colored path system in the former Bar Harbor VIA Path District

Status: 1.0-mile trail no longer marked, most of land owned by NPS, some unknown illegal maintenance

Origin: Possibly described by Drake in 1875; described by Jaques in 1893; shown in path diagram in 1894 BHVIA 5th Annual Report, open to horses.

Route: From Otter Point Road in Creek at Schoolhouse Hill up to a spring between Gorham and Halfway Mountain, then down base of Beehive and the road

337 BLUE AND WHITE PATH

Type: VIA Champlain Mountain colored path system in the former Bar Harbor VIA Path District

Status: 0.5-mile trail no longer marked, land owned by NPS

Origin: Described by Jaques in 1893; shown in path diagram in 1894 BHVIA 5th Annual Report; labeled on 1896 path map; described in 1915 path guide.

Route: From White Path at a small pond or spring west and up to the Bowl, passing Brigham to Beehive connector (#366), then curving north to meet the Red & White Path, also a spur along Bowl east shore connecting to the Green & White Path (later Bowl Trail (#6)).

338 YELLOW PATH

Type: VIA Champlain Mountain colored path system in the former Bar Harbor VIA Path District

Status: 0.4-mile trail no longer marked, land owned by NPS

Origin: Described by Jaques in 1893; shown in path diagram in 1894 BHVIA 5th Annual Report; labeled on 1896 path map.

Route: From Schooner Head Road to the White Path at the Stone Horse Trough (just north of Anemone Cave and Wire Gate)

339 WIRE GATE PATH

Type: VIA Champlain Mountain colored path system in the former Bar Harbor VIA Path District

Status: 0.2-mile trail no longer marked, land owned by NPS

Origin: Shown in path diagram in 1894 BHVIA 5th Annual Report

Route: From Schooner Head Road to the White Path, near the Anemone Cave across Ocean Drive from the Homans estate

340 OTTER CLIFF PATH

Type: VIA coastal path in the former Bar Harbor VIA Path District

Status: 0.5-mile trail no longer marked, land owned by NPS

Origin: Road portion shown on 1896 path map, loop added on 1906 path map and described in 1906 BHVIA 17th Annual Report.

Route: From Ocean Drive, along Otter Cliff, back to Ocean Drive, a portion of this trail is now part of the Ocean Path (#3)

341 HUGUENOT HEAD TO OTTER CREEK ROAD

Type: VIA summit path in the former Bar Harbor VIA Path District

Status: 0.4-mile trail no longer marked, land owned by NPS

Origin: Shown on 1896 path map.

Route: From Otter Creek Road northeast up the valley between Huguenot Head and Champlain, possibly extended to the summit of Champlain but not mapped

342 POTHOLES PATH

Type: Early summit path and VIA summit path in the former Bar Harbor VIA Path District

Status: 1.1-mile trail no longer marked, land owned by NPS, some unknown illegal maintenance

Origin: Possibly the route recommended by Martin in the 1870s as an easy descend from Green (Cadillac) to Otter Creek. Shown on 1896 path map; additional work described in 1906 BHVIA 17th Annual Report; extension shown on 1906 path map.

Route: From junction of Dry Mountain Extension (#332) and Eagles Crag Foot (#343) northwest up ledges, forking to Dikes Peak and the Featherbed

343 EAGLES CRAG FOOT TRAIL

Type: VIA summit path in the former Bar Harbor VIA Path District

Status: 0.4-mile trail no longer marked, land owned by NPS

Origin: Construction described by Bates in 1905 BHVIA 16th Annual Report and shown on the 1906 path map.

Route: From south end of the Pot Holes Path, west along the base of cliffs of Eagles Crag, located on a loop off of the Cadillac Mountain South Ridge Trail

344 WITCH HOLE POND LOOP

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 1.5-mile trail no longer marked, land owned by NPS, most covered by carriage roads

Origin: Described in 1910 BHVIA 21st Annual Report and shown on the 1911 path map; sections converted to carriage road; rerouted due to beaver flooding in 1924. New route shown on 1926 path map.

Route: Around Witch Hole Ponds

345 CADILLAC CLIFFS TO THUNDER HOLE

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 0.2-mile trail no longer mark, maintained as water-line route, land owned by NPS

Origin: Described in 1906 BHVIA 17th Annual Report by Waldron Bates; shown on 1906 path map.

Route: From Thunder Hole to the Waldron Bates commemorative plaque, along the base of the Cliffs

346 CADILLAC CLIFFS TO OTTER CREEK / BLACK PATH

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 0.2-mile trail no longer marked, land owned by NPS

Origin: Described in 1906 BHVIA 17th Annual Report by Waldron Bates; shown on 1906 path map.

Route: From Cadillac Cliffs southwest to Otter Creek, served as a connector to Seal Harbor

347 CLIFF TRAIL / PATH TO GREAT CAVE

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 0.1-mile trail no longer marked, land owned by NPS

Origin: Marked on 1916 path map.

Route: A path off of the Orange & Black Path (#348) to the Great Cave, and continuing up the cliffs to rejoin the Precipice Trail (#11) at the base of the ladder section

348 ORANGE AND BLACK PATH

Type: VIA Champlain Mountain colored path system in the former Bar Harbor VIA Path District

Status: 1.0-mile trail no longer marked, land owned by NPS, some unknown illegal maintenance

Origin: Mentioned in 1913 BHVIA 24th Annual Report by Rudolph Brunnow, Path Com. Chair; shown on 1913 path map.

Route: From the White Path, just north of The Horseshoe up along the ledges of Champlain (Newport) Mountain (this northern part now marked as Champlain East Face Trail; past Precipice Trail and Great Cave, south down hanging steps and past the Echo Point Trail , then descending east to the White Path

349 HOMANS PATH

Type: Sieur de Monts Spring memorial path in the former Bar Harbor VIA Path District

Status: 0.4-mile trail marked, maintained, and owned by NPS

Origin: Mentioned in 1916 BHVIA 27th Annual Report by R. Brunnow; shown and labeled on 1916 path map; constructed by Dorr in 1915; not described in the 1928 path guide and deleted from NPS maps in the 1940s, reopened in 2003 as part of Acadia Trails Forever Campaign.

Route: From Sieur De Monts Spring up the side of Dorr Mountain then south along a ledge to the Emery Path

A memorial, woods trail reopened in 1993, which begins at the Hemlock Road (#377) and connects to the Emery Path (#15) at Sieur de Monts Crag. The trail ascends by steps, with coping stones and retaining walls, across a series of talus slopes and ledges. The steps are large, occasionally cut, slab-laid and set-behind--typical of the memorial trails. The route is winding, leading through rock fissures, past springs, and to viewpoints. The route has minimal iron, used to hold steps and support walls onto ledge. There are a few drainage features--capstone culverts--near the base of the trail. Most of the trail relies on subsurface drainage through underlying talus. Boulders placed over the path in two locations, acting as lintels, are a trail feature unique to the Homans Path. Dimples used for hoisting and moving the stones are visible at corners of boulders. One of the greatest values of the route is its pristine quality of its ca. 1915 construction, which has been altered slightly by weathering but not by high use. Ice and water have dismantled some short sections of stonework, but all steps and wall have been retrieved. MB

350 EAST RIDGE TRAIL

Type: VIA summit path in the former Bar Harbor VIA Path District

Status: 0.9-mile trail no longer marked, owned by NPS

Origin: Possibly described by Martin in 1874; described in 1919 BHVIA 30th Annual Report by A. R. Weekes as the reopening of a long forgotten trail; described By Allen in 1920. Shown on 1921 path map.

Route: From southeastern side of Featherbed to Cadillac summit.

351 BROWN PATH TO BEEHIVE CONNECTOR

Type: VIA Champlain Mountain colored path system in the former Bar Harbor VIA Path District

Status: 0.3-mile trail no longer marked, land owned by NPS

Origin: Shown on 1894 Jaques diagram, described in 1915 and 1928 path guides, but never given a name

Route: From east of The Bowl to connect the Blue and White Path and paths to the top of the Beehive

352 GURNEE PATH

Type: VIA memorial, endowed path in the former Bar Harbor VIA Path District

Status: 1.0-mile trail no longer marked, land owned by NPS, section covered by road

Origin: Memorial Path described by Harold Peabody in 1925 BHVIA 34th Annual Report, shown on 1926 path map

Route: Beginning of trail accessed from Bar Harbor by walking along Cottage Street, along east sidewalk of Eden Street, then crossing near Duck Brook to west side. The path ascends bluff above road then descending near Canoe Point. Section leading ending near Hulls Cove is now covered by widened road.

353 BLACK AND BLUE PATH

Type: VIA Champlain Mountain colored path system in the former Bar Harbor VIA Path District

Status: 0.2-mile trail no longer marked, land owned by NPS

Origin: Shown on 1896 path map and alluded to in 1896 BHVIA 7th Annual Report.

Route: From Beaver Dam Pool, off of the Bicycle Path, up the north side of Champlain (Newport) Mountain to join with the Bear Brook Trail (Black Trail)

354 WILD GARDENS PATH, EASTERN HALF

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 0.6-mile trail no longer marked, crosses over NPS and private lands

Origin: Generally attributed to George B. Dorr, no reference found; first appears on 1901 path map; shown as relocated on 1913 path map, widened in 1914 as described in the 1914 BHVIA 25th Annual Report; described in the 1915 path guide; see other sections (#13, 18 and part of 324); possibly improved by CCC 1934-1940.

Route: From nurseries on Schooner Head Road to Beaver Dam Pool, off of the Bicycle Path, west to Beachcroft Path, and north to Sieur de Monts Spring continuing north and west through the Great Meadow to the Harden Farm Road (northwestern end of route described under #13, 18, and 324)

355 RED AND YELLOW PATH

Type: VIA Champlain Mountain colored path system in the former Bar Harbor VIA Path District

Status: 0.2-mile trail no longer marked, land owned by NPS

Origin: Shown on 1896 path map but not in 1894 diagram; labeled on 1903 map.

Route: A short connector path between the White Path and the Black Path on the northeast side of Champlain (Newport) Mountain

356 ECHO POINT TRAIL

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 0.9-mile trail no longer marked, land owned by NPS

Origin: Described by Brunnow in 1914, shown on 1916 path map, described in 1928 path guide but possibly described as the southern end of the Orange & Black Path in the 1915 path guide.

Route: Short connector from the Orange and Black Path to the Red and White Path along cliffs.

357 CADILLAC MOUNTAIN SKI TRAIL

Type: Route of a former ski trail down the northwest side of Cadillac Mountain

Status: no longer used, land owned by NPS

Origin: Built in 1940s, but abandoned shortly thereafter, shown on 1942 USGS topo map and indicated on NPS 1941 master plan for the Bar Harbor area.

Route: From the north ridge of Cadillac Mountain down the northwest side

358 GREEN AND BLACK PATH

Type: VIA Champlain Mountain colored path system in the former Bar Harbor VIA Path District

Status: 1.0-mile trail no longer marked, owned by NPS, unknown illegal maintenance

Origin: Shown on 1901 path map; rerouted in 1924 according to annual report, but no change on 1926 path map

Route: From the north side of the Bowl west down to Otter Creek Road and the old end of the Canon Brook Trail

359 YOUNGS MOUNTAIN TRAIL

Type: Bar Harbor VIA, CCC-improved summit path in the former Bar Harbor VIA Path District

Status: 0.8-mile trail no longer marked, land owned by NPS

Origin: Appears on 1926 path map, described by CCC, 1941 NPS master plan for the Bar Harbor Area

Route: From Breakneck Road/Path up east side of Youngs Mountain to summit

360 SWEET FERN PATH

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 0.7-mile trail no longer marked, land owned by NPS

Origin: Shown on Peabody 1890 diagram; described in 1891 BHVIA Annual Report as one of trails 'cleared, repaired & made passable;' later overlaid by a carriage road

Route: From Reservoir Corner, across Duck Brook, along the slope above the west side of Duck Brook, to Corkscrew Hill/Duck Brook Hill, down to Rt. 3 near the Duck Brook outlet

361 WATER PIPE PATH

Type: Early carry path and VIA woods path in the former Bar Harbor VIA Path District

Status: 1.8-mile trail no longer marked, land owned by NPS, maintained for waterline

Origin: Part of pre-1760 carry trail from Duck Brook to Jordan Stream; developed by BHVIA; shown on 1896 path map; improved 1897.

Route: From Eagle Lake Road, along Duck Brook to outlet in Hulls Cove

362 SCHOONER HEAD ROAD PATH

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 3.5-mile trail no longer marked, crosses NPS and private lands, some unknown illegal maintenance

Origin: Shown on 1901 path map, possibly improved by the CCC in the 1930s

Route: From Bar Harbor south along the Schooner Head Road, first on the east side until Bear Brook, then crossing to the west side

363 OLD FARM ROAD / SOLS CLIFF PATH

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 0.9-mile trail no longer marked, mostly on private land

Origin: Shown on 1913 path map.

Route: Along the side of Sols Cliff Road, southwest to Bear Brook Valley

364 KEBO BROOK PATH

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 0.6-mile trail no longer maintained, crosses NPS and private lands

Origin: Shown on 1900 path map as a new trail, described by Bates in 1907. Extended on 1913 path map, see #367, no longer marked on the 1926 path map.

Route: From the northern base of Kebo Mountain, east along the south side of Kebo Brook to the base of Strawberry Hill, north to Cromwell Harbor Road

365 GORGE ROAD PATH

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 1.4-mile trail no longer marked, land owned by NPS

Origin: Part of pre-1760 carry trail from Cromwell Harbor to Otter Creek; shown on 1913 path map, but deleted on the 1930 path map and not described in the 1928 path guide. Route is possibly the Wild Gardens Path, see #324 and 1915 path guide, page 9, improvements possibly described in CCC records for 1935.

Route: From Cromwell Harbor Road, south along Meadow/Gorge Road, along east side of Trout Brook to Sieur de Monts Spring

366 BRIGHAM TO BEEHIVE CONNECTOR

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 0.7-mile trail no longer marked, land owned by NPS

Origin: Described by Peabody in 1925 and 1928 path guides; shown on 1930 path map. The two ends are described in the 1928 path guide as Walks #5 and 6B.

Route: From the intersection of the Red and White Path and Brigham Path, south to Blue and White Path east of the Bowl. A connector path between the intersection of the Red and White Path (#335) and the Brigham Path (#378) to the Blue and White Path (#337).

367 CADILLAC PATH

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 0.9-mile trail no longer marked, land owned by NPS

Origin: Shown on 1916 path map, described and named by Dorr in 1917 pamphlet; no longer marked on 1926 path map.

Route: From Bar Harbor along Kebo Brook to base of Kebo Mountain

368 TEA HOUSE PATH

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 0.5-mile trail no longer marked, on NPS and private land

Origin: Dorr claimed route was part of a Native American carry from Cromwell Harbor to Otter Creek; western half, west of Route 3 marked on 1896 path map; eastern half and teahouse shown on 1903 path map.

Route: From the Russian Tea House in Otter Creek, west across Otter Creek Road (now Rt. 3) up to intersect with a path extending from the South Ridge of Dorr (Dry) Mountain.

369 ANEMONE CAVE TRAIL

Type: CCC coastal path in the former Bar Harbor VIA Path District, later redone by Mission 66

Status: 0.7-mile paved trail marked, maintained, and owned by NPS (historic section no longer marked)

Origin: A popular destination in the 1800s and 1900s, but no trail marked or maintained by the VIA. Trail built by CCC in 1935 under supervision of V. Lunt. Shown on 1941 master plan map. A new trail constructed (south of old trail) by Mission 66 crew in c. 1960. Terminus later closed by NPS to discourage entrance into cave (due to damage of anemones).

Route: From parking area, through woods, along cliff, to caveCurrent route is a paved Mission 66 trail with pipe culverts.

Historic route is located to the north, with four-foot wide tread, rock lined, beginning at graveled and obscure parking lot at Schooner Head Road. MB, GJS

370 TARN TRAIL

Type: CCC woods path in the former Bar Harbor VIA Path District

Status: 0.6-mile trail no longer marked, land owned by NPS

Origin: Built by CCC under supervision of V. Lunt in 1934 and described in field reports, not shown on path maps.

Route: Six-foot wide path on east side of The Tarn between Rt. 3 and water's edge, from Sieur de Monts Spring area to Eliot Woods/Otter Creek, truck trail at south end

371 BRACKEN PATH EXTENSION

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 0.5-mile trail no longer marked, owned by NPS

Origin: Built by the Bar Harbor VIA in 1895; Described by Jaques in 1895; shown on 1903 path map.

Route: From junction of Bracken Path and Great Hill Path west to Water Pipe Path and Lakewood

372 BICYCLE PATH CONNECTOR

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 0.5-mile trail no longer marked, crosses NPS and private lands

Origin: Built under the direction of George Dorr in association with Bicycle Path, described by Dorr in 1900, shown on 1901 path map (see #331 and 324)

Route: From Schooner Head Road, southwest to Dorr's Bicycle Path near Robinhood Park, to Otter Creek Road (current location of Jackson Labs)

373 POND TRAIL TO BUBBLE POND (ORIGINAL ROUTE)

Type: VIA woods path in the former Bar Harbor VIA Path District

Status: 0.7-mile trail no longer marked, owned by NPS

Origin: Built by the Bar Harbor VIA, original northern end of the Pond Trail; described by Jaques in 1896 and shown on 1896 path map. Rerouted in 1929 due to carriage road construction.

Route: Along southwest shore of Bubble Pond, east of the carriage road

374 KEBO MOUNTAIN, EAST SIDE

Type: Early summit path in the former Bar Harbor VIA Path District

Status: 0.2-mile trail no longer marked, land owned by NPS

Origin: Described as an ascent route by DeCosta in 1871, but only lower half near Harden Farm shown on path maps, then abandoned. Shown on 1901 and 1911 path maps but not on 1922 path map, on 1942 topographic map

Route: From a road off the original Harden Farm Road, possibly the quarry road, west to Kebo Mountain Trail in the saddle between Kebo's summits.

375 JESUP PATH TO CROMWELL HARBOR ROAD

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 0.4-mile trail now marked as part of Great Meadow Loop, on NPS and private lands

Origin: Described by Dorr as entrance to the new park in 1917 pamphlet; shown on 1913 and 1916 path maps.

Route: From Jesup Path stone on Cromwell Harbor Road south to park loop road and existing Jesup Path trailhead.

376 DORR PROPERTY PATHS

Type: Recent paths in the former Bar Harbor VIA Path District

Status: 0.7-mile of trails marked, maintained, and owned by NPS

Origin: Remnant paths on the Dorr Estate, not part of the trails maintenance program

Route: From Rt. 3 and home foundation down to Compass Harbor

Easy, woods paths from a parking lot along Route 3 and from the foundation of the Dorr estate lead down to Compass Harbor, a popular ocean inlet. MB, GJS

377 HEMLOCK ROAD / SPRING ROAD

Type: VIA village connector in the former Bar Harbor VIA Path District

Status: 1.0-mile trail still evident but not marked, land owned by NPS

Origin: Constructed under the direction of Dorr as the entrance road for the park; First shown on 1917 path map and called the "Spring Road." Rerouted by CCC in 1930s.

Route: From Sieur de Monts Spring to park loop road

From the northern end of Sieur de Monts parking area, north to intersect with the Hemlock Trail (#23), Stratheden Path (#24), and Jesup Path (#14) to end at the park loop road. Broad, raised, gravel surfaced but overgrown road through hemlock stand then Great Meadow, where the road is lined with birch trees. Road has a concrete spillway in the middle of Great Meadow, where water flows over and under, possibly undermining the structure. Road contains steel corrugated pipe culverts without headwalls. Lightly used by meadow birdwatchers, provides level easy tread where people can walk side

by side, and forms a loop with Jesup Path and recently constructed Great Meadow Loop village connector. An obscure section extends south towards the Sieur de Monts Spring House, passing the entrance to the Homans Path (#349). MB, GJS

378 BRIGHAM PATH / RED AND BLACK PATH

Type: VIA Champlain Mountain colored path system in the former Bar Harbor VIA Path District

Status: 0.6-mile trail no longer marked, land owned by NPS

Origin: Described by Peabody in 1925, shown on 1930 path map, described in the 1928 path guide.

Route: From White Path to Red and White Path, continuing southwest as connector to Beehive.

379 MCFARLAND MOUNTAIN TRAIL

Type: Bar Harbor VIA, CCC-improved summit path in the former Bar Harbor VIA Path District

Status: 0.8-mile trail no longer marked, land owned by NPS

Origin: Appears on 1926 path map, described by CCC

Route: From Breakneck Road/Path up northeast side of McFarland Mountain to summit

401 JORDAN POND SEASIDE TRAIL

Type: VIS village connector path in the Seal Harbor VIS District

Status: 1.8-mile trail northern end marked, maintained by NPS, southern end maintained by SHVIS, on NPS and private lands

Origin: Unknown origin, may have been the first route between Seal Harbor and Jordan Pond; shown on 1893 Rand map; improved 1901. Extended to Jordan Pond House in 1903 as described by Rand in 1903 and shown on 1903 path map. Improved many times by the Seal Harbor VIS.

Route: From Jordan Pond House to the site of the Seaside Inn, on the west end of Seal Harbor

A lightly used flat easy woods trail with a commemorative markers, marked and maintained by the Seal Harbor VIS. Route extends from the Jordan Pond House, south through woods, then parallel to the motor road, and under the Stanley Brook carriage road bridge to end near the site of the former Seaside Inn, now a private residential drive. The design of the Stanley Brook bridge is notable for accommodating four circulation systems, the brook, road, and trail under the bridge, and the carriage road over the bridge. The trail tread was once graveled but has now eroded to stone rubble base. Many inside ditches, and old cross culverts of assorted types are still evident, including closed stone culverts, formerly graveled over, a clay pipe culvert with stone headwalls, and open stone culverts. Intermittent coping defines path. Route is marked with SHVIS signs, including an old sign for "Redfield Hill." Near the southern end of the trail, outside of the park boundary is a bronze plaque set in a large boulder, "To the memory of Edward Lothrup Rand, 1859-1924..." The trail will be rehabilitated as recommended by the trails management plan. KJ, DK, MB, GJS

402 BRACY COVE ROAD / PATH

Type: Early cart road in the former Seal Harbor VIS Path District

Status: 1.8-mile trail no longer marked, sections maintained as carriage road, on private land

Origin: Shown on 1893 Rand map, may have been a logging road

Route: From Bracy Cove north to Jordan Pond

403 BARR HILL / REDFIELD HILL TO JORDAN POND

Type: VIS village connector in the Seal Harbor VIS Path District

Status: 1.4-mile trail on private land, no longer maintained by Seal Harbor VIS

Origin: Shown on 1893 Rand map and 1896 path map.

Route: From Rt. 3 in Seal Harbor, over Barr Hill and Redfield Hill to Wildwood Farm Road extension

404 BARR HILL PATH

Type: VIS village connector in the Seal Harbor VIS Path District

Status: 0.6-mile trail marked, maintained by Seal Harbor VIS, on private land

Origin: Shown on 1896 path map; extended & improved in 1900; described in 1901 Seal Harbor VIS Annual Report; extended down western side of hill on 1921 path map

Route: From the Seaside Inn to the top of Barr Hill and Lookout Ledge down to Long Pond and intersection with Jordan Stream Trail

405 PINE TREE TRAIL

Type: VIS village connector in the Seal Harbor VIS Path District

Status: 0.3-mile trail no longer marked, on private land

Origin: Shown on 1896 & 1901 path maps; described in SHVIS 1903 Annual Report by Path Com. Chair, E. Rand

Route: From Sea Side Inn Path (to Jordan Pond) to the Notch Path between Barr Hill and Redfield Hill

406 NOTCH TRAIL

Type: VIS village connector in the former Seal Harbor VIS Path District

Status: 0.2-mile trail marked, maintained by Seal Harbor VIS, on private land

Origin: Shown on 1901 path map.

Route: From the notch between Barr Hill and Redfield Hill to the trail junction at Long Pond Meadows

407 MITCHELL HILL PATH

Type: VIS village connector in the former Seal Harbor VIS Path District

Status: 0.5-mile trail no longer marked, on private land

Origin: Shown on 1901 path map; described by Rand in 1902 & in 1909 Seal Harbor VIS AR by VanSantvoord; improved 1909. The route changes location on different maps

Route: From intersection of Asticou Trail (#49), Jordan South End Path (#409), and Squirrel Brook Trail (#408) at "Five Corners"(now gone) over Mitchell Hill to Jordan Stream Trail (#65), a cut-off for Seal Harbor walkers. Goodrich notes that the route intersects the Cross Trail south of Mitchell Hill (#443) and connects to the path on west side of Long Pond (#410) as shown on the 1942 topographic map, however the 1911 path map shows this route connecting with the Jordan Stream Path farther to the south.

408 SQUIRREL BROOK TRAIL

Type: VIS village connector in the former Seal Harbor VIS Path District

Status: 0.3-mile trail no longer marked, on NPS and private land

Origin: Shown on 1901 path map; described in 1902 Seal H VIS Annual Report by Path Com. Chair, Edward L. Rand.

Route: From the Asticou Trail at the junction of the Jordan South End Path, southeast along Squirrel Brook, to the Jordan Stream Trail

409 JORDAN SOUTH END PATH

Type: VIS summit path in the former Seal Harbor VIS Path District

Status: 0.7-mile trail no longer marked, on NPS land

Origin: Shown on 1896 path map to Asticou Trail at five corners. Eastern fork to Asticou Trail no longer marked on 1901 path map, western fork to Little Harbor Brook shown on 1911 path map. A reroute described by Allen in 1914 Seal Harbor VIS annual report.

Route: From south shoulder of Penobscot (Jordan) Mountain, south, forking to meet Asticou Path at three points, including to the east (abandoned), at former Five Corners intersection, and at Little Harbor Brook.

A steep, lightly used unmarked summit trail that forks at the lower end. Trail is easiest to locate from the upper end where it is reasonably well marked with cairns from Penobscot Mtn Trail (#48). Hikers mistakenly traverse northern end, missing the 90 degree turn on Penobscot Mountain Trail (#47). Trail descends with very few rough crafted steps.). The route is occasionally wooded, also open ledges and extensive views. As the route descends into woods, a fork swings east and, until the 1990s, descended a short staircase that hugged carriage road retaining wall and continued southeast to the Asticou Trail (#49). Still standing in 2003, there is an old round signpost with rusted nails at the ridgetop intersection with this spur. The other fork continues south and drops by a series of steps and old stacked cairns to cross the Around Mountain carriage road, then continues down another set of steps. Steps above and below southernmost carriage road crossing were likely installed after road construction. South of the carriage road, the route continues south through the woods, with no discernable built features other than cairns and joins the Asticou Trail (#49) at what was formerly "Five Corners," a five-way trail intersection. The western fork shown on the 1911 path map also crosses the carriage road and continues through the woods and over open ledges marked by occasional small cairns and crosses a second carriage road, also with steps. Soon the trail comes to a third carriage road. Signs for the Asticou Path can be seen 50 yards left on the carriage road. The trail originally crossed the third carriage road and continued through the woods to intersect with Asticou Path at the point where that trail crosses Little Harbor Brook. This last portion is now overgrown with no evidence of the trail where it met the Little Harbor Brook Trail (#55). CJ, GS, KJ, GJS, MB, DG

410 WEST SIDE LONG POND, SEAL HARBOR

Type: VIS woods path in the former Seal Harbor VIS Path District

Status: 0.6-mile trail marked, maintained by Seal Harbor VIS, on private land

Origin: Described in Seal Harbor 1914 and 1915 VIS Annual Reports and shown on 1917 path map. Possibly described by Joseph Allen in his trail chronology in 1914-15, "From Mitchell Hill road south to Jordan Pond, completing the circuit of Long Pond," but with the error of Long Pond instead of Jordan Pond. The 1942 topographic maps shows this trail or road intersecting the trail coming from Little Harbor Brook

(#443) which leads to Jordan Stream, and become the trail up Mitchell Hill (#407).

Route: Two trails were described in the vicinity of Long Pond – a path along the east side to connect with the Jordan Stream Trail, and a path around the west side, but about 0.1 mile from the shore, to circle the pond. One may be the Gardiner Road mentioned in the 1915 path guide. Also the Rockefeller carriage roads make a circle in this area which is not represented on most maps. There is a recent trail, about 1980s, that circles the west side of Long Pond closer to the shore and terminates at the Jordan Stream Trail (#65).

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411 JORDAN MOUNTAIN TRAIL

Type: Early summit path in the former Seal Harbor VIS Path District

Status: 0.1-mile trail no longer marked, land owned by NPS

Origin: Mentioned in 1871 DeCosta guide; shown on 1893 Rand map. According to D. Goodrich, this route became the "Old Trail" after the Spring Trail (#47) was constructed as the new trail.

Route: From the Jordan Pond House up the east side of Penobscot Mountain

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412 BUBBLE POND CARRY

Type: Early woods path in the former Seal Harbor VIS Path District

Status: 0.4-mile trail no longer marked, owned by NPS

Origin: Path in vicinity described in 1874 Martin guide; described in 1885 Martin guide; shown on 1896 path map; described in 1915 path guide. Sections rerouted in 1931 due to road construction.

Route: From the east shore of Eagle Lake to Bubble Pond

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413 BURNT BUBBLE SOUTH END PATH

Type: VIS summit path in the former Seal Harbor VIS Path District

Status: 0.8-mile trail no longer marked, land owned by NPS

Origin: Shown on 1896 path map; described in 1915 path guide, page 21.

Route: From Eagle Lake Carry Trail at south end of Eagle Lake, northwest over south side of Conners Nubble (Burnt Bubble), to intersection of Southwest Valley Road and Southwest Pass

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414 SOUTHWEST PASS

Type: Early cart road in the former Seal Harbor VIS Path District

Status: 1.5-mile trail no longer marked, land owned by NPS

Origin: Possibly described by Martin in 1885; shown on 1893 Rand map.

Route: From north end of Jordan Pond to Curran Path and Southwest Valley Road (#316)

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415 CUTOFF TRAIL BETWEEN POND TRAIL AND SEASIDE TRAIL

Type: VIS village connector in the former Seal Harbor VIS Path District

Status: 0.3-mile trail no longer marked, land owned by NPS

Origin: Shown on 1901 path map; described in 1915 path guide.

Route: From southwest end of Pond Trail to northern end of Jordan Pond Seaside Trail, a shortcut from Seal Harbor

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416 WILDWOOD, CONNECTOR

Type: VIS village connector in the former Seal Harbor VIS Path District

Status: 0.3-mile trail no longer marked, on private land

Origin: Shown on 1896 path map.

Route: From Seal Harbor towards Wildwood Farm

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417 WILDWOOD FARM TRAIL

Type: VIS village connector in the former Seal Harbor VIS Path District

Status: 0.5-mile trail on NPS and private lands with local use

Origin: Shown on 1896 path map; described in 1915 path guide.

Route: From the Jordan Pond Road via the street south of the ice house, follows the wood lane west of Day Mountain to the Wildwood Farm Road

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418 TRIAD PASS, SOUTH

Type: VIS summit path in the former Seal Harbor VIS Path District

Status: 0.4-mile trail no longer marked, land owned by NPS

Origin: Shown on 1893 Rand map and 1896 path map, relocated as described in 1912 Seal Harbor VIS annual report and shown on 1913 path map.

Route: From Wildwood Farm up through the Triad Pass to the intersection of the current Triad Pass Trail (#29) and the Hunter's Brook Trail, which is overlaid by a section of the Van Santvoord Loop Trail (#450).

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419 TRIAD PATH, EAST

Type: VIS summit path in the former Seal Harbor VIS Path District

Status: 0.4-mile trail no longer marked, land owned by NPS

Origin: Shown on 1896 path map, relocated as described in 1912 Seal Harbor VIS annual report, and shown on 1913 path map. In 1915 a portion of this trail became part of the Van Santvoord Trail, a memorial trail constructed by the Seal Harbor VIS in memory of path committee chairman John Van Santvoord (see #450)

Route: From Wildwood Farm up The Triad

420 OX HILL PATH

Type: VIS village connector in the Seal Harbor VIS Path District

Status: 0.3-mile trail marked, maintained by Seal harbor VIS, on private land

Origin: Shown on 1896 path map; described in detail in 1903 Seal H. VIS Annual Report

Route: Up Martin's driveway, about 100 feet north of the fountain by footpath back of barn, up a series of steps; across Ox Hill Road (marked private), a short trail to top

421 OX HILL SUMMIT TO DAY MOUNTAIN

Type: VIS village connector in the Seal Harbor VIS Path District

Status: 0.6-mile trail no longer marked, on NPS and private lands

Origin: Northeast half shown on 1896 path map, southwest half shown on 1916 path map

Route: From summit of Ox Hill, north across Rt. 3, up southwest side of Day Mtn, past a trail south to Icy Hill, to trail along the south ridge of Day Mountain, between summit and Tilting Rock

422 OX HILL SUMMIT, TO EAST

Type: VIS village connector in the Seal Harbor VIS Path District

Status: 0.2-mile trail no longer marked, on private land

Origin: Built by Seal Harbor VIS; shown on 1903 path map.

Route: A very short trail segment that extends over the east side of Ox Hill and connects with Rt. 3

423 TILTING ROCK, TRAIL TO

Type: VIS woods path in the former Seal Harbor VIS Path District

Status: 0.3-mile trail no longer marked, on NPS land

Origin: Shown on the 1901 path map; described in 1915 path guide

Route: From the Count Road Cutoff (#425) to Tilting Rock, ascending the ridge south of Day Mountain Summit to the Cleft and Day Mountain Trail (#37)

424 DAY MOUNTAIN CAVES TRAIL / VALLEY TRAIL

Type: VIS summit path in the former Seal Harbor VIS Path District

Status: 1.3-mile trail no longer marked, on NPS land

Origin: Section built by Van Santvoord & McCrae & one by J. Allen; cave entrance enlarged 1911; sections converted to carriage rd.; path extended in 1916 as described by Allen and shown on 1916 path map, improved 1919. Alignment on path maps is very rough. The route is shown correctly on the 1942 topographic map

Route: From the Cleft on Day Mountain and Day Mountain Trail (#37), east to caves, north to Pond Trail (#20)

425 COUNTY ROAD CUTOFF

Type: Early cart road in the former Seal Harbor VIS Path District

Status: 0.4-mile trail no longer marked, on NPS and private lands

Origin: Shown on 1893 Rand map and 1896 path map as a wood road or wide path.

Route: A cutoff on Rt. 3 near the junction of Sea Cliff Drive

426 CHAMPLAIN MONUMENT CUTOFF

Type: VIS woods path in the former Seal Harbor VIS Path District

Status: 0.3-mile trail no longer marked, on private land

Origin: Shown on 1916 path map as connecting with #428 and #425.

Route: A connector between the path to Champlain Monument (#453) and the cutoff on Rt. 3 (#425)

427 SHORE PATH

Type: VIS village connector in the Seal Harbor VIS Path District

Status: 0.7-mile trail portion marked and maintained by Seal Harbor VIS, on private land

Origin: Shown on 1896 &1901 path maps.

Route: From private home, follows the shore around to the former site of Champlain Monument, to Little Hunter's Beach

428 CHAMPLAIN TRAIL CONNECTOR, TO BIRCH BROOK

Type: VIS village connector in the Seal Harbor VIS Path District

Status: 0.2-mile trail no longer marked, on private land

Origin: Described by J. Allen in Seal Harbor VIS 1915 Annual Report. Shown on 1916 path map.

Route: From the Champlain Monument Path (#453) to the Birch Brook Trail (#429) near the intersection of the Cross Trail (#430) from Birch Brook to the Seal Harbor tennis courts

429 BIRCH BROOK TRAIL

Type: VIS village connector in the Seal Harbor VIS Path District

Status: 0.6-mile trail marked, maintained by Seal Harbor VIS, on private land

Origin: Shown on 1909 path map; described in 1915 path guide.

Route: From intersection of Rt. 3 and road up east side of Ox Hill, south along west side of Birch Brook, to ocean and Shore Path at Ingraham Point

430 CROSS TRAIL, BIRCH BROOK TO UPLAND ROAD

Type: VIS village connector in the Seal Harbor VIS Path District

Status: 0.2-mile trail no longer marked, on private land

Origin: Shown on 1909 path map; described in 1915 path guide.

Route: A cross trail from Birch Brook Trail to Upland Road near tennis courts

431 SEAL HARBOR VILLAGE PATH

Type: VIS village connector in the Seal Harbor VIS Path District

Status: 0.1-mile trail no longer marked, on private land

Origin: Shown on 1906 path map.

Route: Up hill in Seal Harbor, a connector between roads

432 SEAL HARBOR VILLAGE PATH

Type: VIS village connector in the Seal Harbor VIS Path District

Status: 0.1-mile trail no longer marked, on private land

Origin: Shown on 1906 path map.

Route: Up hill in Seal Harbor, a connector between roads

433 STANLEY BROOK PATH

Type: VIS village connector in the Seal Harbor VIS Path District

Status: 0.9-mile trail no longer marked, on NPS and private land

Origin: Described in 1903 Seal H VIS Annual Report by Path Com. Chair, Edward L. Rand; shown on 1903 path map.

Route: From Glen Cove Hotel, following Stanley Brook 3/4 of a mile, then branching, west to join the Seaside Path and east to join the Jordan Pond Road at the ice house

434 STANLEY BROOK–SEASIDE PATH LOWER CONNECTOR

Type: VIS village connector in the Seal Harbor VIS Path District

Status: 0.1-mile trail no longer marked, on NPS land

Origin: Shown on 1911 path map.

Route: From Stanley Brook Path (#433) to Jordan Pond Seaside Trail (#401)

435 STANLEY BROOK–SEASIDE PATH UPPER CONNECTOR

Type: VIS village connector in the Seal Harbor VIS Path District

Status: 0.1-mile trail no longer marked, on NPS land

Origin: Shown on 1903 path map.

Route: From Jordan Pond Road, across Stanley Brook Path (#433) to Pine Tree Trail (#405), possibly located near cemetery, and described as the Cemetery Trail

436 SHORE PATH, HUNTERS BEACH

Type: VIS coastal path in the Seal Harbor VIS Path District

Status: 0.4-mile trail no longer marked, on NPS land

Origin: Shown on 1901 path map; described in 1902 Seal H. Annual Report.

Route: From Hunters Beach Head to Little Hunters Beach

437 SHORE TRAIL, HUNTERS BEACH TO OTTER COVE

Type: VIS coastal path in the Seal Harbor VIS Path District

Status: 2.0-mile trail no longer marked, land owned by NPS

Origin: Described by John Van Santvoord, Chairman Seal Harbor Path Committee in 1912; work done by path man McCrae; shown on 1913 path map.

Route: From end of Shore Path at Little Hunter's Beach Cove, east along the shore to the Otter Cove Causeway

438 LITTLE HUNTERS BROOK PATH TO COVE

Type: VIS woods path in the Seal Harbor VIS Path District

Status: 1.0-mile trail no longer marked, land owned by NPS

Origin: Shown on 1896 path map.

Route: From the Cadillac South Ridge Trail south along Little Hunter's Brook to Little Hunters Beach

439 HUNTERS COVE, SOUTH RIDGE TRAIL CONNECTOR

Type: VIS woods path in the Seal Harbor VIS Path District

Status: 0.5-mile trail no longer marked, land owned by NPS

Origin: Shown on 1896 path map.

Route: From the Little Hunters Brook Path (#438) near the Cadillac Mountain South Ridge Trail (#26) southwest to Hunters Beach Cove near junction of Hunters Beach Trail (#67)

440 BLACK WOODS TRAIL

Type: VIS woods path in the Seal Harbor VIS Path District

Status: 1.5-mile trail no longer marked, NPS and private land

Origin: Described in 1915 Seal Harbor VIS Annual Report by Joseph Allen; shown on 1916 path map.

Route: From Sea Cliff Drive near the Hunter's Beach Trail, easterly through the Black Woods to the Otter Creek Bridge Road, with various branch trails leading to the shore

441 OTTER COVE ROAD / PATH

Type: VIS woods path in the Seal Harbor VIS Path District

Status: 0.7-mile trail no longer marked, land owned by NPS

Origin: Shown on 1896 path map as logging road or wide path.

Route: From Rt. 3 at intersection of South Ridge Trail east to Otter Cove, and present location of causeway (path predates bridge)

442 LITTLE HUNTERS BEACH PATH FROM BOYD ROAD

Type: VIS woods path in the Seal Harbor VIS Path District

Status: 0.4-mile trail no longer marked, land owned by NPS

Origin: Described in 1903 Seal Harbor VIS Annual Report; shown on 1903 path map.

Route: From the Otter Creek Road (opposite Boyd Road) to the path to Little Hunter's Beach

443 CROSS TRAIL, SOUTH OF MITCHELL HILL

Type: VIS woods path in the Seal Harbor VIS Path District

Status: 0.2-mile trail no longer marked, NPS and private land

Origin: Described in 1915 path guide; shown on 1917 map, but shown differently on the 1942 topographic map.

Route: From intersection of Asticou Trail (#49) and Little Harbor Brook Trail (#55), southeast below Mitchell Hill to first carriage road then to Jordan Stream Trail (#65), served as a flat shortcut for walkers from Seal Harbor. Rerouted after carriage road construction. Shown on 1942 topographic map from the intersection of Asticou Trail (#49) and Little Harbor Brook Trail (#55), to intersection where #407 and #410 join, then possibly continued to the Jordan Stream Trail (#65).

444 GOAT TRAIL, PEMETIC MOUNTAIN

Type: VIS summit path in the former Seal Harbor VIS Path District

Status: 0.4-mile trail no longer marked, land owned by NPS

Origin: Shown on 1896 path map.

Route: From east shore of Jordan Pond to the summit of Pemetic Mountain

445 DANE PATH

Type: VIS summit path in the former Seal Harbor VIS Path District

Status: 0.2-mile trail lightly maintained, on private land

Origin: Shown on 1901 path map; described by G. Ledyard Stebbins, Jr. in 1929 but not shown on path map

Route: From Dane Farm/Wildwood Stables to summit of Day Mountain.

446 WESTERN POINT, TRAIL TO

Type: VIS woods path in the former Seal Harbor VIS Path District

Status: 0.4-mile trail no longer marked, land owned by NPS

Origin: Described in 1915 Seal Harbor VIS Annual Report by Joseph Allen, President and Path Committee Chairman; shown on 1916 path map.

Route: From the Black Woods Trail, south to Western Point and the intersection with the Shore Trail

447 OTTER COVE, TRAIL TO

Type: VIS woods path in the former Seal Harbor VIS Path District

Status: 0.2-mile trail no longer marked, land owned by NPS

Origin: Described by Joseph Allen, Seal Harbor VIS President and Path Com. Chair in 1915; shown on 1916 path map.

Route: From the Black Woods Trail, south to the mouth of Otter Cove and the intersection with the Shore Trail

448 PIPE LINE PATH

Type: VIS woods path in the former Seal Harbor VIS Path District

Status: 0.6-mile trail no longer marked, NPS and private land

Origin: Shown on 1901 path map.

Route: From Seaside Trail, along pipe line (north of Redfield hill) to Jordan Stream Trail

449 BOYD ROAD / PATH

Type: Early cart road in the former Seal Harbor VIS Path District

Status: 2.4-mile road still evident but not marked, land owned by NPS

Origin: Shown on 1881 and 1888 island maps and on 1893 Rand map. Name likely attributed to R. Boyd who lived in the area in the 1880s.

Route: From Rt. 3 north to Bubble Pond

450 VAN SANTVOORD TRAIL

Type: Memorial path in the former Seal Harbor VIS Path District

Status: 0.9-mile trail no longer marked, land owned by NPS

Origin: Built by SHVIS under direction of J. Allen, in memory of John Van Santvoord; described by Allen in 1914–17 Seal Harbor VIS annual reports; plaque and dedication in 1916, shown on 1916 path map

Route: A circuit over the East, Middle, and West Triads, beginning and ending at the south end of the Triad Pass Trail. Overlays sections of Triad Path, east (#419), Pemetic Mountain Trail (#31), and Hunters Brook Trail (#35)

451 *SOUTH BUBBLE CLIFF TRAIL*

Type: VIS summit path in the former Seal Harbor VIS Path District

Status: 0.2-mile trail no longer marked, land owned by NPS

Origin: Mentioned by Weekes of Bar Harbor VIA in 1919, shown on 1921 path map, extension described by Allen of Seal Harbor VIS in 1928; shown on 1930 path map; iron steps and rails added in 1931 (described by Allen).

Route: From Jordan Pond ascending southeast side of South Bubble to South Bubble Trail.

452 GREEN MOUNTAIN TRAIL

Type: VIS summit path in the former Seal Harbor VIS Path District

Status: 0.5-mile trail no longer marked, land owned by NPS

Origin: Shown on 1896 and 1901 path maps; rerouted in 1901 to connect with Wildwood Farm Rd.; described in 1915 path guide, possibly in 1897 BHVIA AR.

Route: Descending from the Ridge Trail near Resting Rock and Old Man and Woman, west down to Boyd Road at end of Wildwood Farm Road

453 CHAMPLAIN MONUMENT PATH

Type: VIS woods path in the Seal Harbor VIS Path District

Status: 0.3-mile trail marked and maintained by Seal Harbor VIS, on private land

Origin: Built in conjunction with placement of Champlain Monument on land owned by HCTPR. Shown on 1906 path map.

Route: From Rt. 3, south down to "Blue Head" and original site of the Champlain Monument

454 HUNTERS BROOK TRAIL, UPPER

Type: VIS woods path in the former Seal Harbor VIS Path District

Status: 1.1-mile trail no longer marked, land owned by NPS

Origin: Shown on 1937 path map; described by Allen in 1937.

Route: From the east side of The Triad north up Hunter's Brook to the Pond Trail

455 HUNTERS BROOK TRAIL, LOWER

Type: VIS woods path in the former Seal Harbor VIS Path District

Status: 0.7-mile trail no longer marked, land owned by NPS

Origin: Described by Shaw & Damrosch in 1919; shown on 1921 path map.

Route: From Rt. 3 south along Hunter's Brook to Hunters Beach Cove

456 SARGENT POND TRAIL

Type: VIS woods path in the former Seal Harbor VIS Path District

Status: 0.4-mile trail no longer marked, land owned by NPS

Origin: Shown on Path maps, no documentation on construction or realignment

Route: Around north side of Sargent Pond, connecting with Deer Brook Trail, to Jordan Bluffs

457 JORDAN BLUFFS TRAIL

Type: VIS summit path in the former Seal Harbor VIS Path District

Status: 0.6-mile trail no longer marked, land owned by NPS

Origin: Shown on 1930 path map.

Route: From Jordan Cliffs Path (#48), east and below cliffs.

458 JORDAN POND TO CLIFFS

Type: CCC summit path in the former Seal Harbor VIS Path District

Status: 0.3-mile trail no longer marked, land owned by NPS

Origin: Shown on 1941 path map.

Route: From the shore of Jordan Pond, across the carriage road west of Jordan Pond, ascending to the Jordan Cliff Trail at fork with Bluffs Path.

459 NORTH / MIDDLE BUBBLE CLIFF TRAIL

Type: VIS summit path in the former Seal Harbor VIS Path District

Status: 0.4-mile trail no longer marked, land owned by NPS

Origin: Shown on the 1930 path map. Described by Allen in 1928 and 1930.

Route: From South Bubble Trail on west side of gap, north along west side of North Bubble to North Bubble Trail.

460 STEEPWAY TRAIL

Type: VIS woods path in the former Seal Harbor VIS Path District

Status: 0.3-mile trail no longer marked, land owned by NPS

Origin: Possibly described by DeCosta. Shown on 1917 path map.

Route: From Pond Trail to Pemetic Ridge, intersection with the Pemetic West Cliff Trail.

461 VALLEY TRAIL CONNECTOR

Type: VIS woods path in the former Seal Harbor VIS Path District

Status: 0.1-mile trail no longer marked, land owned by NPS

Origin: Shown on 1917 path map.

Route: From vicinity of intersection of Pemetic West Cliff Trail/Old Trail (#30) and Pemetic Mountain Trail/Est (#31), about halfway up the mountain, east to connect to the abandoned Pemetic Mountain Valley Trail (#462)

462 PEMETIC MOUNTAIN VALLEY TRAIL

Type: VIS summit path in the former Seal Harbor VIS Path District

Status: 0.4-mile trail no longer marked, land owned by NPS

Origin: Shown on 1917 path map; described in the 1928 path guide as the Valley Trail.

Route: From the Pemetic Mountain Trail about 0.1 mile from the summit, east then following a brook southeast to the Pond Trail (#20) to join the abandoned Day Mountain Caves Trail (#424).

463 JORDAN POND NATURE TRAIL (ORIGINAL LOCATION)

Type: VIS woods path in the former Seal Harbor VIS Path District

Status: 0.3-mile trail no longer marked, land owned by NPS

Origin: G. Ledyard Stebbins, Jr. (recorded in the 29th SHVIS Annual Report) idea from Dr. Frank E. Lutz, not shown on path map.

Route: From the Jordan Pond House to the southeast corner of Jordan Pond

464 BARR HILL TO SEAL HARBOR

Type: VIS village connector in the Seal Harbor VIS Path District

Status: 0.8-mile trail, marked, maintained by Seal Harbor VIS

Origin: Eastern, lower end near Seaside Path shown on 1930 path map; western, upper end from Seal Harbor near Seaside Path to summit of Barr Hill shown on 1937 and 1941 path maps.

Route: From base of Ox Hill in Village, west, crossing Stanley Brook and Seaside Path and ascending the south east side of Barr Hill to meet Barr Hill Path near summit.

501 HADLOCK TRAIL, UPPER

Type: Early woods path in the Northeast Harbor VIS Path District

Status: 0.7-mile trail marked, maintained by NEHVIS and NPS

Origin: Mapped by Rand as part of Champlain Society Trail in 1881; shown on 1893 Rand map; described in 1915 path guide.

Route: From Rt.198, along south and east shores of Upper Hadlock Pond to Hadlock Brook Trail (#57)

502 HADLOCK TRAIL, LOWER

Type: Early woods path in the Northeast Harbor VIS Path District

Status: 0.8-mile trail marked, maintained by NEHVIS and NPS

Origin: Mapped by Rand as part of Champlain Society Trail in 1881; shown on 1893 Rand map; Described by Path Committee in NEHVIS 5th Ann. Rpt, Apr 1901–1902; shown on 1901 map and described by Bates in 1901, described in 1915 path guide.

Route: From path along shore of Upper Hadlock Pond, across Route 198, along western shore of Lower Hadlock Pond to outlet dam. Note: a section of this original route is now marked as part of #69.

503 RESERVOIR / SCHOOLHOUSE LEDGE TRAIL

Type: VIS village connector in the Northeast Harbor VIS Path District

Status: 0.7-mile trail marked, maintained by NEHVIS, on private land

Origin: Referred to in NEHVIS Ann. Rpts; shown on 1896 path map; described in 1914 NEH path guide

Route: From the end of Schoolhouse Road along the ridge of Schoolhouse Ledge towards Lower Hadlock Pond

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504 RESERVOIR TRAIL / HARBORSIDE BRANCH

Type: VIS village connector in the Northeast Harbor VIS Path District

Status: 0.7-mile trail marked, maintained by NEHVIS, on private land

Origin: Shown on 1896 map; described in 1914 NEH guide as path from Harborside to Lower Hadlock Pond. Described in 1928 path guide as walk #39

Route: From Harborside development up to ledge, north to Lower Hadlock Pond

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505 QUARRY TRAIL

Type: VIS village connector in the Northeast Harbor VIS Path District

Status: 0.7-mile trail marked, maintained by NEHVIS, on private land

Origin: Described in 3rd NEHVIS Ann. Rpt, Apr 1899–1900; shown on 1901 path map

Route: From road past Union chapel, near tennis courts through woods to the golf course

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506 HARBORSIDE INN TRAIL

Type: VIS village connector in the Northeast Harbor VIS Path District

Status: 0.3-mile trail marked, maintained by NEHVIS, on private land

Origin: Shown on 1901 path map

Route: From Harborside to Schoolhouse Ledge

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507 GOLF CLUB TRAIL

Type: VIS village connector in the Northeast Harbor VIS Path District

Status: 0.2-mile trail marked, maintained by NEHVIS, on private land

Origin: Shown on 1901 map; described in 1914 NEH guide

Route: From the Schoolhouse Ledge to the Quarry Trail or directly to the golf links

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508 STEEP TRAIL

Type: VIS village connector in the Northeast Harbor VIS Path District

Status: 0.2-mile trail marked, maintained by NEHVIS, on private land

Origin: Shown on 1941 path map

Route: From Route 198 opposite Asticou Inn Trail (#513) steeply uphill to join the Harborside Trail (#506) near the Bridle Path

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509 SKIDOO TRAIL

Type: VIS village connector in the Northeast Harbor VIS Path District

Status: 0.7-mile trail marked, maintained by NEHVIS, on private land

Origin: Shown on 1906 path map and labeled "Hilltop Walk." Described in NEHVIS 18th and 19th Ann. Rpts. and in 1914 NEH path guide as a new trail.

Route: From Rt. 198 up 23 rustic steps, and numerous stone steps, along a wood path to join the Reservoir/ Schoolhouse Ledge Trail

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510 WATER PIPE TRAIL / GOLF LINKS TO LOWER HADLOCK

Type: VIS village connector in the Northeast Harbor VIS Path District

Status: 0.2-mile trail marked, maintained by NEHVIS, on private land

Origin: Shown on 1896 path map; reopened c.1901

Route: From the golf course east to the Lower Hadlock Pond, intersects with the Cliff Trail and Golf Links Trail to Norumbega Mountain (#530).

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511 LOWER HADLOCK POND, EAST SIDE

Type: VIS woods path in the Northeast Harbor VIS Path District

Status: 0.4-mile trail marked, maintained by NEHVIS, on private land

Origin: Described in 1914 NEH guide; 200 ft.-section relocated in 1916 due to construction of bridle path, shown on 1916 path map

Route: From road at southeast corner of Lower Hadlock Pond, north parallel to Rt. 198, to trail junction at north end of pond

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512 CLIFF TRAIL

Type: VIS village connector in the Northeast Harbor VIS Path District

Status: 0.4-mile trail marked, maintained by NEHVIS, on private land

Origin: Shown on the 1930 path map

Route: From Schoolhouse Ledge northeast to the golf course

513 ASTICOU INN TRAIL

Type: VIS village connector in the Northeast Harbor VIS Path District

Status: 0.2-mile trail marked, maintained by NEHVIS, on private land

Origin: Shown on 1926 path map

Route: From Rt. 198 down to the head of Northeast Harbor, up steps to the Inn

514 ASTICOU BROOK TRAIL

Type: Recent in the Northeast Harbor VIS Path District

Status: 0.2-mile trail marked, maintained by NEHVIS, on private land

Origin: Built by Gordon, Tom, and Dan Falt, NEHVIS, described in Dec. 1979 letter to members.

Route: From Rt. 3 opposite the Azalea Garden, down along brook, to head of Northeast Harbor, up steps to Rt. 198 near Harborside

515 CEDAR SWAMP MOUNTAIN, PATH UP

Type: VIS summit path in the former Northeast Harbor VIS Path District

Status: 0.5-mile trail no longer marked, land owned by NPS

Origin: Shown on 1900 path map as a new trail, no longer shown on 1926 path map; also not on 1942 topographic map.

Route: From the east side of Upper Hadlock Pond directly up the west side of Cedar Swamp Mountain

516 ELIOT MOUNTAIN TRAIL TO MAP HOUSE

Type: Early summit trail in the Northeast Harbor VIS Path District

Status: 1.2-mile trail marked, maintained by NEHVIS, on private land

Origin: Described in 1885 Martin guide; shown on 1896 path map; described in NEH 1914 guide.

Route: From Asticou to the summit of Eliot Mountain/ Asticou Hill, south to the County Road (Rt. 3), see also Asticou Ridge Trail (#520)

517 ASTICOU HILL [ELIOT MOUNTAIN] TO LITTLE HARBOR BROOK

Type: VIS summit path in the Northeast Harbor VIS Path District

Status: 0.3-mile trail marked, maintained by NEHVIS, on private land

Origin: Shown on the 1921 path map

Route: From Little Harbor Brook Trail (#55), west to the summit of Eliot Mountain/Asticou Hill.

518 LITTLE HARBOR TO ROUTE 3 / ELIOT HOUSE

Type: VIS woods path in the Northeast Harbor VIS Path District

Status: 0.3-mile trail no longer marked, on private land

Origin: Shown on 1901 path map.

Route: From the Little Harbor Brook Trail (#55), southwest to Route 3 and #516

519 ELIOT MOUNTAIN TRAIL / THUJA LODGE, TRAIL TO

Type: VIS village connector in the Northeast Harbor VIS Path District

Status: 0.1-mile trail marked, maintained by NEHVIS, on private land

Origin: Shown on 1901 path map; rebuilt by Curtis.

Route: From the junction near the summit of Eliot Mountain down to the Thuja Lodge

520 ASTICOU RIDGE TRAIL

Type: Early summit path in the Northeast Harbor VIS Path District

Status: 0.5-mile trail marked, maintained by NEHVIS, on private land crossing onto NPS land

Origin: Described in 1885 Martin guide; section south from summit on 1893 Rand Map; section north from summit on 1916 path map.

Route: From Asticou Trail (#49) to summit of Eliot Mountain/Asticou Hill. For descent trails to Route 3, map house, and Thuja Gardens, see #516 and 519

521 BROWN MOUNTAIN NORTH RIDGE TRAIL

Type: VIS summit path in the Northeast Harbor VIS Path District

Status: 1.8-mile trail no longer marked, land owned by NPS

Origin: Portion possibly described by Martin in 1885; described by Turner, Path Committee Chair in 25th Northeast Harbor VIS Annual Report, 1921-22, shown on 1921 path map.

Route: From Giant Slide Trail, across Route 198 near stream, up north side of Norumbega [Brown] Mountain, to summit

522 LITTLE BROWN MOUNTAIN PATH

Type: VIS summit path in the former Northeast Harbor VIS Path District

Status: 0.5-mile trail no longer marked, land owned by NPS

Origin: Described by Turner, Path Committee Chair in 25th Northeast Harbor VIS annual report, 1/21–6/22; shown on 1921 path map. The upper section is

shown on the 1942 topographic maps as a spur off of Parkman Mountain Trail (#59).

Route: From Rt. 198 near Brown Stream up the west side of Parkman Mountain (Little Brown Mountain)

523 AMPHITHEATRE TRAIL, NORTH

Type: VIS woods path in the former Northeast Harbor VIS Path District

Status: 0.6-mile trail no longer marked, land owned by NPS

Origin: Described by Van Santvoord in 1911 SHVIS Annual Report, J. Allen's Seal Harbor trail chronology; shown on 1911 path map.

Route: Original route of the Amphitheatre Trail, traveling north beside Little Harbor Brook to its source, Sargent Pond

524 MCFARLAND PATH

Type: Early cart road and early summit path in the former Northeast Harbor VIS Path District

Status: 2.3-mile trail no longer marked, land owned by NPS

Origin: Impending construction described in Martin 1885 guide; shown on 1893 Rand map and 1896 path map; possibly c.1870 logging road.

Route: From Eagle Lake Road to the summit of Sargent Mountain

525 CHASM PATH / WALDRON BATES MEMORIAL PATH

Type: VIS woods path in the former Northeast Harbor VIS Path District

Status: 1.5-mile trail no longer marked, owned by NPS

Origin: Described by Bates in 1903 BHVIA 14th Annual Report; shown on 1903 path map; improved & renamed as Bates Memorial Path by Mitchell in 1910; described in 1915 path guide.

Route: From the McFarland Path (or from the west shore of Eagle Lake) across Southwest Valley Road (#316), along Chasm Brook, past the chasm and falls to the summit of Sargent Mountain

526 AUNT BETTYS POND PATH / TRAIL

Type: Early summit path in the former Northeast Harbor VIS Path District

Status: 3.0-mile trail no longer marked, land owned by NPS

Origin: Part of path described by Martin in 1867 guide; sections shown 1893 Rand map (logging roads); extension north shown on 1900 path map.

Route: From Eagle Lake Road around the west side of Aunt Betty's Pond, over Hardwood Hill, across Southwest Valley Road, past Fern Spring to the summit of Sargent Mountain

527 CEDAR SWAMP MOUNTAIN CUTOFF

Type: VIS woods path in the former Northeast Harbor VIS Path District

Status: 0.2-mile trail no longer marked, land owned by NPS

Origin: Described by Joseph Allen in Seal H. VIS 1915 annual report & listed in his trail chronology; shown on 1917 path map.

Route: From the Asticou Ridge Trail (#520) and Asticou Path (#49) to the existing Sargent Mountain Ridge Trail (#52)

528 AMPHITHEATRE TRAIL, SOUTH

Type: VIS woods path in the former Northeast Harbor VIS Path District

Status: 0.4-mile trail no longer marked, land owned by NPS

Origin: Described by Van Santvoord in 1911 SHVIS Annual Report, J. Allen's Seal Harbor trail chronology; shown on 1911 path map.

Route: From the Jordan Pond-Asticou Trail up the Little Harbor Brook to the Amphitheatre carriage road bridge

529 POND HILL TRAIL / ASTICOU TRAIL

Type: VIS woods path in the Northeast Harbor VIS Path District

Status: 0.3-mile trail marked, maintained by NEHVIS, on private land

Origin: Shown on 1903 path map. May also be route described in 1914 NEH guide as "by Power House at Asticou Corner."

Route: From Asticou junction of Rts. 3 and 198 over notch between Pond Hill and Harbor Hill, past intersection of several other trails and a Bridal Path, to Reservoir Trail (#503) near a water company road, continuing through woods to end on the water company road near the intersection with the Cliff Trail (#512).

530 GOLF LINKS TO NORUMBEGA MOUNTAIN

Type: VIS summit path in the Northeast Harbor VIS Path District

Status: 0.7-mile trail marked, maintained by NPS and NEHVIS, on NPS and private land

Origin: Described as "rough trail" in 1914 path guide; shown on 1916 path map.From the golf course, north up the southwest side of Norumbega Mountain, to the Norumbega Mountain Path

Route: From the golf course across a fairway, at intersection with trail to Lower Hadlock (#510), the trail

ascends by woods path and ledge up southwest side of Norumbega Mountain to Norumbega Path (#60).

531 SHORE PATH, NORTHEAST HARBOR

Type: VIS coastal path in the Northeast Harbor VIS Path District

Status: 0.5-mile trail no longer marked, on private land

Origin: Shown on 1928 Knowles real estate map.

Route: From boat landing to the Harborside Inn and the Asticou Inn

601 DEEP BROOK TRAIL

Type: Early cart road in the former Southwest Harbor Path District

Status: 1.8-mile trail no longer marked, land owned by NPS

Origin: Part of c.1765 rd. from Norwoods Cove thru notch on Western Mountain; shown on the 1893 Rand map.

Route: From Great Pond, south up Deep Brook, to the notch

602 GREAT [LONG] POND TO BEECH HILL

Type: Early cart road in the former Southwest Harbor VIA Path District

Status: 0.9-mile trail no longer marked, land owned by NPS

Origin: Part of c.1765 road from Norwoods Cove; shown on 1896 path map as a wood road/path, may be rough location of trail #108, Beech Mounrtain West Ridge Trail

Route: From Great Pond Road up the southwest side of Beech Hill

603 SLIDE TRAIL

Type: Early summit path in the former Southwest Harbor VIA Path District

Status: 0.9-mile trail no longer marked, on NPS land, some unknown illegal maintenance

Origin: Path in vicinity (ascending Dog Mountain) described in 1874 Martin guide; shown on 1896 path map

Route: From Fernald Point Road up west side of Valley Peak, and spur connects to #104 at Valley Peak. The section from Valley Peak to the summit is maintained by NPS

604 BEECH CLIFF, PATH ALONG

Type: Early summit path in the former Southwest Harbor VIA Path District

Status: 0.2-mile trail no longer marked, owned by NPS

Origin: Walks in vicinity described by Decosta in 1871 and Martin in 1885; shown on 1896 path

Route: From the top of Beech Cliff to Beech Hill Road

605 PINE HILL TO DEEP BROOK

Type: Early woods path in the former Southwest Harbor VIA Path District

Status: 1.0-mile trail no longer marked, land owned by NPS

Origin: Shown on 1906 path map and on later maps.

Route: From Pine Hill to Deep Brook

606 KAIGHN TRAIL

Type: VIA summit path in the former Southwest Harbor VIA Path District

Status: .3-mile trail no longer marked, land owned by NPS

Origin: Shown on 1906 path map, described in 1915 path guide.

Route: From middle summit of Western Mountain to the spring.

607 SEAL COVE POND TO BERNARD MOUNTAIN

Type: VIA summit path in the former Southwest Harbor VIA Path District

Status: 1.0-mile trail no longer marked, land owned by NPS

Origin: Shown on 1896 path map

Route: From the east shore of Seal Cove Pond to the south ridge of Bernard Mountain

608 OAK HILL TO BERNARD MOUNTAIN / WEST LEDGE TRAIL

Type: VIA summit path in the former Southwest Harbor VIA Path District

Status: 1.2-mile trail no longer marked, owned by NPS

Origin: Shown on 1906 path map, northern half of route likely follows the route of the Western Mountain West Ledge Trail to the summit. Southern end likely improved by CCC in conjunction with the now abandoned Oak Hill Picnic Area. Route shown on the 1942 topographic map.

Route: From the south side of Oak Hill north to the Western Mountain West Ledge Trail (#123).

609 SEAL COVE ROAD TO POND

Type: Early cart road in the former Southwest Harbor VIA Path District

Status: 2.2-mile trail no longer marked, owned by NPS

Origin: Shown on 1896 island map and 1906 path map.

Route: From the east shore of Seal Cove Pond east to Seal Cove Road

610 CHURCH LANE PATH

Type: VIA village connector in the former Southwest Harbor VIA Path District

Status: 0.3-mile trail no longer marked, on private land

Origin: Possibly ca. 1762. Described in 1915 path guide; shown on 1916 path map as trail #1.

Route: From Freeman's Store to Water Tower at Freeman Ridge

611 THE PINES PATH

Type: VIA village connector in the former Southwest Harbor VIA Path District

Status: 0.3-mile trail no longer marked, on private land

Origin: Section shown on 1896 island map. Described in 1915 path guide; shown on 1916 path map as trail #2.

Route: Church Lane to Water Tower, to Cut off

612 CROSS ROADS PATH

Type: VIA village connector in the former Southwest Harbor VIA Path District

Status: 0.5-mile trail no longer marked, on private land

Origin: Possibly ca. 1762. Described in 1915 path guide; shown on 1916 path map as trail #3.

Route: From Cut off to the Cross Roads, to the Pines

613 WOODS ROAD PATH

Type: VIA village connector in the former Southwest Harbor VIA Path District

Status: 0.7-mile now mostly a road, on private land

Origin: Possibly ca. 1762. Described in 1915 path guide, shown on 1916 path map as #4

Route: From Church Lane to Manset Road

614 CUTOFF PATH

Type: VIA village connector in the former Southwest Harbor VIA Path District

Status: 0.4-mile trail no longer marked, on private land

Origin: Shown on 1896 path map; described in 1915 path guide; shown on 1916 path map as #5.

Route: From Southwest Harbor, 1/8 mile north of village center, to Seal Cove Road, opposite Great Pond Road

615 GREAT POND ROAD / PATH

Type: Early cart road in the former Southwest Harbor VIA Path District

Status: 1.1-mile road on NPS and private land

Origin: Part of circa 1765 road from Norwoods Cove thru notch W. Mountain; vicinity described by Decosta in 1871; shown 1893 path map, described1915 path guide; shown 1916 path map as trail #6.

Route: From Seal Cove Road to Great Pond

616 WESTERN MOUNTAIN ROAD / PATH

Type: Early cart road in the former Southwest Harbor VIA Path District

Status: 0.7-mile road on NPS and private lands, recently reopened

Origin: Part of c.1765 rd.; vicinity described by in 1871 DeCosta guide; shown on 1893 path map, described In 1915 path guide; shown on 1916 path map as #7.

Route: From Great Pond Road through Gilley Field to Mill Field

617 NORWOOD COVE TRAIL

Type: Early cart road in the former Southwest Harbor VIA Path District

Status: 0.9-mile trail no longer marked, on private land

Origin: Possibly ca. 1765. Vicinity described in 1871 DeCosta guide; shown on 1896 path map; described in 1915 path guide; shown on 1916 path map as #8

Route: From Somesville Road, near head of Norwood Cove, to Great Pond Road

618 LOVERS LANE

Type: Early cart road in the former Southwest Harbor VIA Path District

Status: 0.6-mile trail no longer marked, on private land

Origin: Part of c.1762 Bernard road, the Beech Hill Road; shown on 1896 path map; descr. in 1915 path guide; shown on 1916 path map as trail #9 road.

Route: From head of Norwood Cove to Beech Hill Road

619 DOLE TRAIL

Type: VIA village connector in the former Southwest Harbor VIA Path District

Status: 0.7-mile road on private land

Origin: Described in 1915 path guide; shown on 1916 path map as #10. Mentioned in 1928 path guide, 89.

Route: From Dole Landing, on Connor Cove, to Somesville Road, opposite Beech Hill Road

620 GREAT [LONG] POND TRAIL

Type: VIA woods path in the former Southwest Harbor VIA Path District

Status: 0.9-mile road, NPS and private lands

Origin: Shown on 1896 path map; described in 1915 path guide; shown on 1916 path map as trail #11.

Route: From the back of Smugglers Den Campground (see #618), crossing Hutchins Brook, parallel to Lurvey Spring Truck Road, and onto the road to a bend in Great Pond Road

621 SPRING TRAIL / CCC TRAIL

Type: VIA summit path in the former Southwest Harbor VIA Path District

Status: 0.2-mile trail no longer marked, NPS land

Origin: Shown on 1911 path map; described in 1915 path guide; shown on 1916 path map as #17.

Route: From Lookout Point to Spring Notch, however, since 1926 the trail has terminated at the South Summit rather than Spring Notch (upper end obscured by blowdowns)

622 ECHO LAKE TRAIL

Type: VIA woods path in the former Southwest Harbor VIA Path District

Status: 1.0-mile trail no longer marked, NPS and private lands, southern end possibly overlaid by road

Origin: Shown on 1911 path map; described in 1915 path guide; shown on 1916 path map as trail #28.

Route: From the top of Beech Cliff around the northern end, then turning south along the shore of Echo Lake. From the head of Echo Lake the trail continued south and then turned to cross the Beech Cliff Trail (#625) and terminated at the Great Pond Trail (#620), possibly where the route is now overlaid by the Lurvey Spring Road. The route of this trail may now be the Lurvey Spring Road around the foot of Beech Mountain.

623 PRETTY MARSH TRAIL / CENTER TRAIL

Type: Early cart road and VIA village connector in the former Southwest Harbor VIA Path District

Status: 3.0-mile trail no longer marked, NPS and private lands

Origin: Possibly ca. 1765. Shown in Colby's 1881 Atlas as a woods road, shown on 1911 path map; described in 1915 path guide; shown on 1916 path map as trail #21.

Route: From Pretty Marsh Village past the east side of Duck Pond and terminating at Great Notch. The section of trail from junction with the Center Trail to Great Notch is currently maintained as part of the Western Mountain Trail (#120)

624 BEECH MOUNTAIN ROAD / PATH

Type: Early cart road in the former Southwest Harbor VIA Path District

Status: 1.1-mile trail no longer marked, NPS and private lands

Origin: Part of c.1762 Bernard road from Somesville to SWH/Seawall; shown on 1893 Rand map.

Route: From Southwest Harbor up the southern valley of Beech Mountain to the ridge

625 BEECH CLIFF TRAIL / ECHO LAKE TO LURVEY SPRING

Type: VIA village connector in the former Southwest Harbor VIA Path District

Status: 1.0-mile trail no longer marked, section below Canada Cliffs used by rockclimbers, land owned by NPS

Origin: Shown on 1911 path map; described in 1915 path guide; shown on 1916 path map as trail #27, route modified in 1930s by CCC and northern section routed along base of cliffs.

Route: From the Beech Hill Road near Route 102, past Lurvey spring, then forking, one end going up the southeast side of Beech Mountain to the Canada Cliffs Trail (#107) along a stream. The original trail included the eastern section of #107 and terminated at Beech Cliffs. The other fork extended north along the valley to Echo Lake. This section was rerouted by the CCC along the base of the Canada Cliffs and is presently used by rockclimbers.

626 VALLEY COVE TRAIL / ROAD

Type: Early summit path in the former Southwest Harbor VIA Path District

Status: 0.6-mile fire road marked, maintained, and owned by NPS

Origin: Route described by Martin ca. 1867; possibly described by DeCosta in 1871; shown on 1896 path map; described in 1915 path guide; shown on 1916 path map as trail #30; shown on 1941 map.

Route: From Fernald Point Road through Fernald Valley to Valley Cove

627 ROBINSON ROAD

Type: Early woods path in the former Southwest Harbor VIA Path District

Status: 0.9-mile fire road marked, maintained, and owned by NPS

Origin: Described in 1874 Martin guide; shown on 1896 path map; described in 1915 path guide; shown on 1916 path map as trail #35.

Route: From main road east along Man o' War Brook

628 QUARRY TRAIL

Type: VIA woods path in the former Southwest Harbor VIA Path District

Status: 1.0-miles of trail no longer marked, NPS and private lands

Origin: Two trails described in 1915 path guide; shown on 1916 path map as trails #38.

Route: From Robinson Mountain (Acadia) at two points to Halls Quarry, one trail began on the summit of the mountain, the other began about 0.1 mile east of the summit.

629 SOMESVILLE ROAD / TRAIL

Type: VIA woods path in the former Southwest Harbor VIA Path District

Status: 0.2-mile trail no longer marked, land owned by NPS

Origin: Described in 1915 path guide; shown on 1916 path map as trail #39-1.

Route: From Somesville Road to Robinson (Acadia) Mountain Trail

630 CIRCULAR TRAIL

Type: VIA summit path in the former Southwest Harbor VIA Path District

Status: 0.5-mile trail no longer marked, land owned by NPS

Origin: Described by Weekes in 1919 BHVIA path report; shown on 1926 path map.

Route: A loop around the ridge trail on Knights Nubble (North Summit)

631 EAST PEAK FROM GREAT POND

Type: VIA summit path in the former Southwest Harbor VIA Path District

Status: 0.7-mile trail no longer marked, land owned by NPS

Origin: Shown on 1917 path map, shown with CCC Perpendicular Trail parallel but to the south on the 1937 and 1941 path maps, described in 1928 path guide as scramble

Route: From west side of Great Pond east summit of Western Mountain

632 CANADA CLIFFS CUTOFF

Type: VIA woods path in the former Southwest Harbor VIA Path District

Status: 0.1-mile trail no longer marked, land owned by NPS

Origin: Shown on 1926 path map, revised on 1941 path map.

Route: From the lower fork of the Beech Cliff/Echo Lake to Lurvey Spring Trail (#625), about ¼ mile south of Echo Lake (later moved by the CCC to the Echo Lake Beach road 100 yards south of the Lake), to the upper fork of the Beech Cliff Trail (#625), south of Canada Cliffs. Includes stone steps where it connects with #625 lower fork, most likely added by the CCC in the 1930s.

633 PINE HILL TRAIL

Type: CCC woods path in the former Southwest Harbor VIA Path District

Status: 1.0-mile trail no longer marked, land owned by NPS

Origin: Described in CCC notes. Trails shown on NPS design drawings, picnic area roads shown on 1941 path map and NPS master plan.

Route: From Western Mountain Trail to Pine Hill picnic area, down hill to the west

634 OAK HILL TRAIL

Type: CCC woods path in the former Southwest Harbor VIA Path District

Status: 1.0-mile trail no longer marked, on NPS land

Origin: Described in CCC notes. Trails shown on NPS design drawings, picnic area roads shown on 1941 path map and NPS master plan.

Route: From Oak Hill picnic area north to Bernard Mountain trails

635 SOMESVILLE CARRY TRAIL

Type: Early carry path in the former Southwest Harbor VIA Path District

Status: 1.0-mile trail no longer marked, on private and NPS lands

Origin: Dates from before 1760. Described in phone interview with Mike Krepner of Native Trails, Inc., Waldoboro, ME as a Native American carry trail.

Route: From Goose Cove Marsh or Pretty Marsh, to Round Pond, to Long Pond, to Ripple Pond, to Somes Pond, to Somes Cove

636 TOWN SLIP PATHS

Type: VIA village connectors in the former Southwest Harbor VIA Path District

Status: 0.2-mile trail no longer marked, on private land

Origin: Route from Town Slip north towards Fernald Point Road shown on 1915 island map but not numbered or described in 1915 path guide; route from town slip

northeast to Dole Slip/Norwood Cove shown on 1926 path map. Neither section is described in 1915 or 1928 path guides. Additional trails appeared in Southwest Harbor village but were deleted by 1941.

Route: From the town slips in Southwest Harbor.

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637 CANADA CLIFFS TO DOG CONNECTOR

Type: VIA woods path in the former Southwest Harbor VIA Path District

Status: 0.3-mile trail no longer marked, land owned by NPS

Origin: Shown on 1916 island map and described in 1915 path guide.

Route: From Route 102 opposite trailhead for Ledge Trail (#103) west across Canada Hollow to connect to former Echo Lake Trail (#622), at point which is now covered by Echo Lake Beach parking lot.

APPENDIX D: MOUNT DESERT ISLAND PATH CHRONOLOGY

This chronology lists the year each trail was built or changed and major events associated with the development of the trail system. Many trails are listed more than once in the chronology. Most of the possible Native American paths that predate European settlement later became part of the recreational trail system. While there is little documentation or physical evidence of these routes during the pre-settlement period, the routes are described, mapped, improved, and maintained in the late nineteenth and early twentieth century. Similarly, the first diagrams showing paths were drawn in 1890 and the first map of the entire island with topography that clearly shows the path system was drawn in 1893. Many recreational trails that predate 1890 are described as in the "vicinity of" since they are difficult to locate precisely. All of these trails are listed again later in the chronology when the route is clearly described and marked on a map.

Year	Trail Name or Event (Trail Reference)
pre 1760	Native American occupation of island
	Somesville Carry Trail a possible route (#635)
	Vicinity of Wild Gardens Path a possible route (#324, 18)
	Vicinity of Jesup Path a possible route (#14)
	Vicinity of Kane Path/Tarn Trail a possible route (#17)
	Vicinity of Eastern end of Canon Brook Path a possible route (#19)
	Vicinity of Dry Mountain Path extension a possible route (#332)
	Vicinity of Tea House Path to Otter Cove a possible route (#368)
	Vicinity of Duck Brook Path a possible route (#311)
	Vicinity of Water Pipe Path a possible route (#361)
	Vicinity of Jordan Pond Carry Path a possible route (#38)
	Vicinity of Jordan Stream Trail a possible route (#65)
1762	Sir Francis Bernard granted ownership of Mount Desert Island and visits in October
ca. 1762	Valley Trail (#116)
	Beech Mountain Road Path (#624)
	Lovers Lane (#618)
ca. 1765	Norwood Cove Trail possibly described by Fernald (#617)
	Western Mountain Path possibly described by Fernald (#616)
	Gilley Trail possibly described by Fernald (#125)
	Great Notch Trail possibly described by Fernald (#122)
	Deep Brook Trail possibly described by Fernald (#601)
	Connection to Pretty Marsh possibly described by Fernald (#623)
1777	Mount Desert Plantation voted to construct cross-island road
1777	Breakneck Road built (#314)
1785	Ownership of the island divided between de Gregoire and Bernard
1836-38	Charles Thomas Jackson mapped Mount Desert Island
1844	Artist Thomas Cole visited Mount Desert Island
	Vicinity of Great Head Trail used by artists and early tourists (#2)
1850	Passenger boats ran from Portland to Southwest Harbor and Bar Harbor
	Artist Frederic Church first visited Mount Desert Island

Year	Trail Name or Event (Trail Reference)
	U.S. Coastal Survey constructed road and survey station on Cadillac Mountain
	Vicinity of Cadillac Mountain North Ridge Trail (#34)
1855	Writer Charles Tracy visited with Frederic Church and kept a journal of walks
	Vicinity of Southwest Valley Road used by early walkers (#316)
	Vicinity of south, upper end of Aunt Bettys Pond Path (#526)
1866	Clara Barnes Martin visits and writes about Mount Desert Island
1867	Clara Barnes Martin published her first guidebook with descriptions of walks
	Vicinity of Bar Island Trail described by Martin (#1)
	Vicinity of Great Head Trail described by Martin (#2)
	Vicinity of Bear Brook Trail described by Martin, later DeCosta (#10)
	Vicinity of Southwest Valley Road described by Martin, later DeCosta (#316)
	Vicinity of upper Aunt Bettys Pond Path described by Martin, later DeCosta (#526)
	Vicinity of Valley Cove Road described by Martin, later DeCosta (#626)
1871	Guidebook by Benjamin F. DeCosta published
	Vicinity of upper end of Beachcroft described by DeCosta (#13)
	Vicinity of Kebo Mountain Path/Dorr Mtn. N & S Ridge by DeCosta (#21)
	Vicinity of Cadillac-Dorr Trail described by DeCosta (#22)
	Vicinity of Gorge Path described by DeCosta, later by Martin (#28)
	Vicinity of Pemetic Mtn Trail/SE/East north half possibly described by DeCosta, later Martin (#31)
	Vicinity of North Bubble Trail described by DeCosta (#41)
	Vicinity of Penobscot Mountain Trail/Spring Trail described by DeCosta (#47)
	Vicinity of Sargent South Ridge Trail described by DeCosta, later by Martin (#52)
	Vicinity of Hadlock Brook Trail possibly described by DeCosta (#57)
	Vicinity of Maple Spring Trail possibly described by DeCosta (#58)
	Vicinity of Giant Slide Trail described by DeCosta, later by Martin (#63)
	Vicinity of Ladder Trail described by DeCosta (#64)
	Vicinity of eastern half of Acadia Mountain Trail described by DeCosta (#101)
	Vicinity of Valley Peak Trail described by DeCosta (#104)
	Vicinity of Flying Mountain Trail described by DeCosta (#105)
	Vicinity of Bernard Mountain South Face Trail described by DeCosta (#111)
	Vicinity of Beech Mountain Trail described by DeCosta (#113)
	Vicinity of Beech Cliff Loop Trail described by DeCosta (#114)
	Vicinity of Great Notch Trail described by DeCosta (#122)
	Vicinity of Gilley Trail described by DeCosta (#125)
	Vicinity of Upper Ladder Trail described by DeCosta (#334)
	Vicinity of Kebo Mountain, east side described by DeCosta (#374)
	Vicinity of Jordan Mountain Trail described by DeCosta (#411)
	Vicinity of Steepway Trail described by DeCosta (#460)
	Vicinity of path along Beech Cliff described by DeCosta (#604)
	Vicinity of Western Mountain Road/Path described by DeCosta (#616)
	Vicinity of Norwood Cove Trail described by DeCosta (#617)
1874	Clara Barnes Martin published second edition of guidebook
	Vicinity of Ocean Path described by Martin (#3)
	Vicinity of Bowl Trail described by Martin (#6)

Year	Trail Name or Event (Trail Reference)
	Vicinity of West Beehive Trail described by Martin (#8)
	Vicinity of Pond Trail described by Martin (#20)
	Vicinity of Cadillac Mountain South Ridge Trail described by Martin (#26)
	Vicinity of Pemetic West Cliff Trail/Old Trail described by Martin (#30)
	Vicinity of Saint Sauveur Trail described by Martin (#102)
	Shore Path described by Martin (#301)
	Vicinity of Potholes Path possibly described by Martin (#342)
	Vicinity of East Ridge Trail *possibly* described by Martin (#350)
	Vicinity of Bubble Pond Carry *possibly* described by Martin (#412)
	Vicinity of Slide Trail described by Martin (#603)
	Vicinity of Robinson Road described by Martin (#627)
1875	Samuel Adams Drake published his guide to the island
	Vicinity of Green and White Path described by Drake (#327)
	Vicinity of Yellow and White Path described by Drake (#336)
1877	Clara Barnes Martin published third edition of guidebook
1880	Clara Barnes Martin published fourth edition of guidebook
1881	Champlain Society summered on island, Edward Rand kept a journal with a map
	Bar Harbor Village Improvement Association formed
	Asticou Trail mapped by Rand, later described by Martin (#49)
	Vicinity of lower end of Norumbega Mountain Trail/Goat Trail mapped by Rand (#60)
	Vicinity of Upper Hadlock Trail mapped by Rand (#501)
	Vicinity of section of Lower Hadlock Trail mapped by Rand (#502)
1882	Clara Barnes Martin published fifth edition of guidebook
1885	Clara Barnes Martin published sixth edition of guidebook
	Vicinity of Jordan Pond Carry Path described by Martin (#38)
	Vicinity of Sargent Mountain South Ridge Trail described by Martin (#52)
	Vicinity of Half Moon Pond Path described by Martin (#312)
	Vicinity of Curran Path described by Martin (#315)
	Vicinity of Southwest Pass described by Martin (#414)
	Vicinity of Eliot Mt Trail to Map House described by Martin (#516)
	Vicinity of Asticou Ridge Trail described by Martin (#520)
	Vicinity of Brown North Ridge Trail described by Martin (#521)
	Vicinity of McFarland Path *possibly* described by Martin (#524)
1888	Mount Desert and Eastern Shore Land Company prepared map for proposed real estate development in Seal Harbor vicinity
	Boyd Road, shown on 1888 real estate map (#449)
1890	Bar Harbor Village Improvement Association subcommittee on woods paths creates path diagrams (drawn by Francis Peabody) for walks in the Bar Harbor vicinity
	Bear Brook Trail on Peabody diagram, re-cut in 1892 (previously described) (#10)
	Upper end of Beachcroft Path on Peabody diagram (previously described) (#13)
	Kebo Mountain Path on Peabody diagram (previously described) (#21)
	Cadillac-Dorr Trail on Peabody diagram (previously described) (#22)
	Gorge Path on Peabody diagram (previously described) (#28)

Year	Trail Name or Event (Trail Reference)
	Royal Fern Path on Peabody diagram (#305)
	Bracken Path on Peabody diagram (#307)
	Duck Brook Path on Peabody diagram (previously described) (#311)
	Gorge Path to Kebo, west side on Peabody diagram (#320)
	Gorge Path to Kebo, east side on Peabody diagram (previously described) (#321)
	Strawberry Hill to Otter Creek Road on Peabody diagram (#325)
	Black and White Path on Peabody diagram (#326)
	Sweet Fern Path on Peabody diagram (#360)
1891	Bar Harbor Village Improvement Association incorporated in March and assumes care of the Shore Path in Bar Harbor and issues annual reports with path committee reports
	Jordan Pond Carry re-cut, described by Bar Harbor VIA (previously described) (#38)
	Bowl Trail re-cut, described by Bar Harbor VIA (previously described) (#6)
1892	Great Hill from Cleftstone Road, described by Bar Harbor VIA (#304)
	Great Hill from Woodbury Park, described by Bar Harbor VIA (#303)
	Green and White Path re-cut, described by Bar Harbor VIA (previously described) (#327)
	Red Path, described by Bar Harbor VIA (#328)
1893	Edward Rand's *Flora of Mount Desert Island, Maine* published including map
	Triad Pass Trail, shown on 1893 Rand map (#29)
	Pemetic Mountain Trail, shown on 1893 Rand map (#31)
	Upper end of Penobscot Mountain Trail, shown on 1893 Rand map (#47)
	Asticou Trail, shown on 1893 Rand map (previously described) (#49)
	Sargent Mountain South Ridge Trail, shown on 1893 Rand map (previously described) (#52)
	Hadlock Brook Trail/Waterfall Trail, shown on 1893 Rand map (previously described) (#57)
	Brown/Norumbega Mountain Trail, southern half shown on 1893 Rand map (previously described) (# 60)
	Hunters Beach Trail, shown on 1893 Rand map (#67)
	Cold Brook Trail, shown on 1893 Rand map (#117)
	Great Notch Trail, shown on 1893 Rand map (#122)
	Gilley Trail, shown on 1893 Rand map (previously described) (#125)
	Southwest Valley Road, shown on 1893 Rand map (previously described) (#316)
	White Path, described by Bar Harbor VIA (#329)
	Blue Path, described by Bar Harbor VIA (#330)
	Red and White Path, described by Bar Harbor VIA (#335)
	Yellow and White Path, described by Bar Harbor VIA (#336)
	Blue and White Path, described by Bar Harbor VIA (#337)
	Yellow Path, described by Bar Harbor VIA (#338)
	Jordan Pond Seaside Path, shown on 1893 Rand map (#401)
	Bracy Cove Road/Path, shown on 1893 Rand map (#402)
	Jordan Mountain Trail, shown on 1893 Rand map (previously described) (#411)
	Southwest Pass, shown on 1893 Rand map (previously described) (#414)
	Triad Pass, south, shown on 1893 Rand map (#418)
	County Road Cutoff, shown on 1893 Rand map (#425)
	McFarland Path, shown on 1893 Rand map (#524)
	North and south sections of Aunt Bettys Pond Path, on 1893 Rand map (#526)
1894	For the Bar Harbor VIA annual report, Herbert Jaques mapped the colored path system on Champlain Mountain

Year	Trail Name or Event (Trail Reference)
	West Beehive Trail, shown on 1894 Jaques diagram (#8)
	Brown to Beehive Connector, shown on 1894 Jaques diagram (#351)
1895	Section of Jesup Path, described by Bar Harbor VIA (#14)
	Hemlock Trail, described by Bar Harbor VIA (#23)
	Section of Stratheden Trail, described by Bar Harbor VIA (#24)
	Bicycle Path, described by Bar Harbor VIA (#331)
	Bracken Path extension, described by Bar Harbor VIA (#371)
1896	First path map produced by Bates, Rand, and Jaques
	Great Head Path (#2)
	Pond Trail, described by Bar Harbor VIA and on 1896 path map (#20)
	Southern end of Cadillac Mountain South Ridge Trail, on 1896 path map (#26)
	Section of Pemetic Mountain Path, on 1893, 1896, & 1917 maps (#31)
	Day Mountain Trail, on 1896 path map (#37)
	Jordan Pond Loop Trail, described by Bar Harbor VIA and on 1896 path map (#39)
	North Bubble Trail, re-cut by Bar Harbor VIA and on 1896 path map (previously described) (#41)
	Eagle Lake Trail, described by Bar Harbor VIA and on 1896 path map (#42)
	South Bubble Trail, on 1896 path map (#43)
	Jordan Cliffs Trail/ Sargent East Cliff Trail, southern end on 1896 path map (#48)
	Penobscot East Trail (#50)
	Deer Brook Trail except upper end, on 1896 path map (#51)
	Ladder Trail, described by Bar Harbor VIA and on 1896 path map (previously described) (#64)
	Acadia Mountain Trail (previously described) (#101)
	Path to Woodbury Park, on 1896 path map (#302)
	Half Moon Pond Path, on 1896 path map (#312)
	Curran Path, on 1896 path map (#315)
	Toll House Path, described by Bar Harbor VIA and on 1896 path map (#318)
	Dry Mountain Path extension, on 1896 path map (#332)
	Upper Ladder Trail, described by Bar Harbor VIA and on 1896 path map (#334)
	Otter Cliff Path and spur, on 1896 path map (#340)
	Huguenot Head to Otter Creek Road, on 1896 path map (#341)
	Pot Hole Path, south section, described by Bar Harbor VIA & on 1896 map (prev. described) (#342)
	Black and Blue Path, on 1896 map (#353)
	Red and Yellow Path, on 1896 map (#355)
	Water Pipe Path, described by Bar Harbor VIA and on 1896 path map (#361)
	Tea House Path, described by Bar Harbor VIA and on 1896 path map (#368)
	Path to Anemone Cave, destination shown on 1896 map (#369)
	Pond Trail to Bubble Pond (original route), described by BH VIA and on map (#373)
	Barr Hill/ Redfield Hill to Jordan Pond, on 1896 path map (#403)
	Barr Hill path, on 1896 path map (#404)
	Pine Tree Trail, on 1896 path map (#405)
	Jordan South End Path, on 1896 path map (#409)
	Burnt Bubble South End Path, on 1896 path map (#413)
	Wildwood, connector, on 1896 path map (#416)
	Wildwood Farm Trail, on 1896 path map (#417)
	Triad Path, east, on 1896 path map (#419)
	Ox Hill Path from summit northeast to road, on 1896 path map (#420)

Year	Trail Name or Event (Trail Reference)
	Ox Hill Summit to Day Mountain, on 1896 path map (#421)
	Shore Path in Seal Harbor, on 1896 path map (#427)
	Little Hunters Brook Path to Cove, on 1896 path map (#438)
	Hunters Cove, South Ridge Trail connector, on 1896 path map (#439)
	Otter Cove Road/Path, on 1896 path map (#441)
	Goat Trail, Pemetic Mountain, on 1896 path map (#444)
	Green Mountain Trail, on 1896 path map (#452)
	Sargent Pond Trail, on 1896 path map (#456)
	Jordan Bluffs Trail, north of Sargent Pond on 1896 path map (#48)
	Schoolhouse Ledge Trail, on 1896 path map (#503)
	Reservoir Trail, on 1896 path map (#504)
	Great Pond to Beech Hill, on 1896 path map (#602)
	Seal Cove Pond to Bernard Mountain, on 1896 path map (#607)
	Seal Cove Road to Pond, on 1896 path map (#609)
	Section of the Pines Path, on 1896 path map (#611)
	Cut off Path, on 1896 path map (#614)
	Great Pond Trail, on 1896 path map (#620)
1898	Kebo Mountain Trail, north ridge to Gorge Path, on 1899 path map (#21)
	Dorr Mountain Branch, described by Bar Harbor VIA and on 1899 path map (#323)
1899	Path map produced by Bates, Rand and Jaques
1900	Path map produced by Bates, Rand and Jaques
	Canon Brook Trail, described by Bar Harbor VIA and on 1900 path map (#19)
	Pond Trail extended, described by Bar Harbor VIA and on 1900 path map (#20)
	Bass Harbor Head Light Trail, approx dates to this period, first mapped in 1930s (#129)
	Great Hill Path, on 1900 path map (#306)
	Great Hill to Duck Brook, on 1900 path map (#310)
	Canon Brook Path extension, part of original trail described by BHVIA and on 1900 path map (#333)
	Kebo Brook Path, described by BHVIA and on 1900 path map (#364)
	Bicycle Path Connector, described by Bar Harbor VIA and on 1901 path map (#372)
	Quarry Trail, described by Northeast Harbor VIS and on 1901 path map (#505)
	Cedar Swamp Mountain Path, on 1900 path map (#515)
	Aunt Bettys Pond Path extended, described by BHVIA and on 1900 path map (#526)
1901	Path map produced by Bates, Rand and Jaques
	Canon Brook Path, eastern end described by BHVIA and on 1901 path map (#19)
	Section of Penobscot East Trail connecting from Bluffs to summit on 1901 path map (#50)
	Little Harbor Brook Trail, on 1901 path map (#55)
	Jordan Stream Path, described by Seal Harbor VIS and on 1901 path map (#65)
	Wild Gardens Path, described by BHVIA and on 1901 path map (#354)
	Green and Black Path, on 1901 path map (#358)
	Schooner Head Road Path, on 1901 path map (#362)
	Kebo Mountain, east side, section shown on 1901 path map (previously described) (#374)
	Jordan Seaside Inn Path improved, described by Seal Harbor VIS, previously mapped (#401)
	Barr Hill Path improved, described by Seal Harbor VIS, previously mapped (#404)
	Notch Trail, on 1901 path map (#406)
	Mitchell Hill Path, described by Seal Harbor VIS and on 1901 path map (#407)

Year	Trail Name or Event (Trail Reference)
	Squirrel Brook Trail, described by Seal Harbor VIS and on 1901 path map (#408)
	Cutoff Trail between Pond Trail and Seaside, on 1901 path map (#415)
	Trail to Tilting Rock, on 1901 path map (#423)
	Shore Path, Hunter's Beach, described by SHVIS and on 1901 path map (#436)
	Dane Path, on 1901 path map (#445)
	Pipe Line Path, on 1901 path map (#448)
	Lower Hadlock Trail, described by Bar Harbor VIA and on 1901 path map (#69/502)
	Harborside Inn Trail, on 1901 path map (#506)
	Golf Club Trail, on 1901 path map (#507)
	Water Pipe Trail/Golf Links to Lower Hadlock, on 1901 path map (#510)
	Little Harbor Brook to Eliot House, on 1901 path map (#518)
	Eliot Mountain Trail/trail toThuja Lodge, on 1901 path map (#519)
1902	Kebo Valley Club to Toll House, described by BHVIA and on 1903 path map (#319)
	Fawn Pond Path, described by BHVIA and on 1903 path map (#309)
1903	Path map produced by Bates, Rand and Jaques
	Cadillac Mountain North Ridge Trail, on 1903 path map (#34)
	Jordan Pond Nature Trail (current location), described by SHVIS and on 1903 path map (#45)
	Sargent Mountain North Ridge Trail, described by BHVIA and on 1903 path map (#53)
	Brown/Penobscot Mtn Path/Goat Trail extended to east side of mtn, on 1903 path map (#60)
	Giant Slide Trail/ Pulpit Rock Trail, described by BHVIA and on 1903 path map (#63)
	Reroute of Jordan Stream Trail, described by SHVIS and on 1903 path map (#65)
	Eagle Lake Connector, on 1903 path map (#308)
	Eagle Lake, East Shore, north section, on 1903 path map (#317)
	Gorge path to Kebo, west side, on 1903 path map (#320)
	Tea House Path, eastern end extended, on 1903 path map (#368)
	Extension of Jordan Pond Seaside Trail, described by SHVIS and on 1903 path map (#401)
	Ox Hill Summit, to east on 1903 path map (#422)
	Stanley Brook Path, described by SHVIS and on 1903 path map (#433)
	Stanley Brook – Seaside Path Upper Connector, described by SHVIS, 1903 path map (#435)
	Little Hunter's Beach Path from Boyd Road, described by SHVIS and on 1903 path map (#442)
	Chasm Path (later Waldron Bates Memorial Path) desc. by BHVIA, 1903 (#525)
	Pond Hill Trail/Asticou Trail, on 1903 path map (#529)
1905	Cadillac Mtn. South Ridge Trail, Eagle Crag, described by BHVIA in 1905 (#27)
	Eagles Crag Foot Trail, described by BHVIA in 1905, on 1906 path map (#343)
1906	Path map produced by Bates, Rand and Jaques
	Gorham Mtn. Trail (formerly Black Path), described by Bar Harbor VIA, on 1906 path map (#4)
	Gorham/Cadillac Cliffs Trail, described by Bar Harbor VIA, on 1906 path map (#5)
	Beech Mountain Loop Trail, eastern half, on 1906 path map, previously described (#113)
	Beech Cliff Loop Trail, on 1906 path map (#114)
	Witch Hole Path, described by Bar Harbor VIA, on 1906 path map (#313)
	Potholes Path extended north, described by Bar Harbor VIA, on 1906 path map (#342)
	Cadillac Cliffs to Thunderhole, described by Bar Harbor VIA, on 1906 path map (#345)
	Cadillac Cliffs to Otter Creek/Black Path, described by BHVIA, on 1906 path map (#346)
	Seal Harbor Village path, on 1906 path map (#431)
	Seal Harbor Village path, on 1906 path map (#432)

Year	Trail Name or Event (Trail Reference)
	Champlain Monument Path, on 1906 path map (#453)
	Pine Hill to Deep Brook, on 1906 path map (#605)
	Kaighn Trail, on 1906 path map (#606)
	Oak Hill to Bernard Mountain, on 1906 path map (#608)
1907	Kebo Mountain Trail, from Kebo Valley Club, described by BHVIA, on 1909 path map (#322)
	Fawn Pond Path extended, described by BHVIA in 1907, on 1909 path map (#309)
1908	Jordan Stream Path rerouted, described by Seal Harbor VIS, previously described and mapped (#65)
1909	Path map produced by Bates, Rand and Jaques
	Birch Brook Trail, on 1909 path map (#429)
	Cross Trail, Birch Brook to Upland Rd on 1909 path map (#430)
1910	Witch Hole Pond Loop, described by BHVIA in 1910, on 1911 path map (#344)
	Chasm Path rebuilt and renamed Waldron Bates Memorial Path, described by BHVIA, portions in vicinity of early path previously described (#525)
1911	Path map produced by Bates, Rand and Jaques
	Day Mountain Trail extended south, described by SHVIS in 1911, on 1913 path map (#37)
	Amphitheatre Trail, described by Seal Harbor VIS, on 1911 path map (#56)
	Canada Cliffs Trail, on 1911 path map (#107)
	Sluiceway Trail, on 1911 path map (#110)
	Beech Cliff Trail, on 1911 path map (previously described) (#114)
	Western Mountain Trail, on 1911 path map (#120)
	Jordan Pond South End Trail connector to Little Harbor Brook, on 1911 path map (#409)
	Day Mountain Caves Trail/ Valley Trail, described by SHVIS, on 1911 path map (#424)
	Stanley Brook – Seaside Path Lower Connector, on 1911 path map (#434)
	Amphitheatre Trail, north, described by Seal Harbor VIS, on 1911 path map (#523)
	Amphitheatre Trail, south, described by Seal Harbor VIS, on 1911 path map (#528)
	Spring Trail/ CCC Trail on 1911 path map (#621)
	Echo Lake Trail, on 1911 path map (#622)
	Center Trail, on 1911 path map (#623)
	Echo Lake to Lurvey Spring, on 1911 path map (#625)
1912	Shore Trail, Hunter's Beach to Otter Cove, described by SHVIS, on 1913 path map (#437)
1913	Path map produced by Bates, Rand and Jaques
	Cadillac Cliffs Path extended, described by BHVIA in 1913, on 1917 path map (#4)
	Champlain E Face Tr. (Orange & Black Path), described by BHVIA, on 1913 path map (#12)
	Sieur de Monts – Tarn Trail/ Wild Gardens Path, on 1913 path map (#18)
	Stratheden Path between Kebo Mtn Path and Harden Farm, on 1913 path map (#24)
	Wild Gardens Path, west section, described in 1915 path guide, on 1913 path map (#324)
	Orange and Black Path, described by BHVIA, on 1913 path map (#348)
	Old Farm Road/Sols Cliff Path, on 1913 path map (#363)
	Gorge Road Path, on 1913 path map (#365)
1914	Maple Spring Trail extended, described by NEHVIS in 1914 and 1915, on 1916 path map (#58)
	Wild Gardens Path section widened, described by Bar Harbor VIA (#354)
	Echo Point Trail, described by Bar Harbor VIA in 1914, on 1916 path map (#356)
	Skidoo Trail, described by Northeast Harbor VIS (#509)

Year	Trail Name or Event (Trail Reference)
	Lower Hadlock Pond, east side, described in 1914 guide, on 1916 path map (#511)
	Asticou Ridge Trail, described in 1914 guide, on 1916 path map (#520)
	Golf Links to Norumbega Mountain, described in 1914 guide, on 1916 path map (#530)
1915	Path Guidebook published by the Village Improvement Joint Path Committee
	Precipice Trail, described by Bar Harbor VIA in 1915, on 1916 path map (#11)
	Beachcroft Path, described by Bar Harbor VIA in 1915, on 1916 path map (#13)
	Kurt Diederich's Climb, described by Bar Harbor VIA in 1915, on 1916 path map (#16)
	Kane Path/Tarn Trail, described by Bar Harbor VIA in 1915, on 1916 path map (#17)
	Section of Pemetic Mtn Trail becomes part of Van Santvoord Trail, a 1915 memorial path (#31)
	Section of Hunters Brook Tr becomes part of Van Santvoord Trail, a 1915 memorial path (#35)
	Hadlock Brook/Waterfall Trail rerouted, described by NEHVIS, on 1916 path map (#57)
	Western half of Acadia Mountain Trail, described in 1914 guide, on 1916 island (#101)
	Dog Mountain Trail/St. Sauveur Trail, described by SHVIS, 1914 guide, 1916 (#102)
	Valley Peak Trail, described by SHVIS, 1914 guide, 1916 (#104)
	Ledge Trail, described in 1915 guide, on 1916 island (#103)
	Beech Mountain West Ridge Trail, described in 1915 guide, on 1916 island (#108)
	Beech Mountain South Ridge Trail, described in 1915 guide, on 1916 island (#109)
	Bernard Mountain South Face Trail, described in 1915 guide, on 1916 island (#111)
	Razorback Trail, upper ridge section described in 1915 guide, on 1916 island (#112)
	Cliff Path/ path to Great Cave, described in 1915 path guide, on 1916 path map (#347)
	Homans Path, built in 1915, described by Bar Harbor VIA, on 1916 path map (#349)
	West Side Long Pond, Seal Harbor, described by SHVIS, on 1917 path map (#410)
	Section of Triad Path becomes part of Van Santvoord Trail loop, a 1915 memorial path (#419)
	Champlain Trail, to Seal Harbor Tennis Courts, described by SHVIS, on 1916 path map (#428)
	Black Woods Trail, described by SHVIS, on 1916 path map (#440)
	Cross Trail, south of Mitchell Hill, described in 1915 path guide, on 1917 path map (#443)
	Trail to Western Point, described by SHVIS, on 1916 path map (#446)
	Trail to Otter Cove, described by SHVIS, on 1916 path map (#447)
	Van Santvoord Trail, described by SHVIS, on 1916 path map (#450)
	Cedar Swamp Mountain Cutoff, described by SHVIS, on 1917 path map (#527)
	Church Lane Path, described in 1915 guide, on 1916 island (#610)
	Pines Path, described in 1915 guide, on 1916 island (#611)
	Cross Roads Path, described in 1915 guide, on 1916 island (#612)
	Woods Road Path, described in 1915 guide, on 1916 island (#613)
	Dole Trail, described in 1915 guide, on 1916 island (#619)
	Echo Lake Trail, described in 1915 guide, on 1916 island (#622)
	Quarry Trail, described in 1915 guide, on 1916 island (#628)
	Somesville Road Path, described in 1915 guide, on 1916 island (#629)
	Town Slip Paths, on 1916 island (#636)
	Canada Cliffs to Dog Connector, described in 1915 guide, on 1916 island (#637)
1916	Path map produced by Bates, Rand and Jaques
	Beehive Trail/Little Precipice Path, described by BHVIA, on 1916 path map (#7)
	Jesup Path, on 1916 path map, described in pamphlet in 1917 (#14)
	Emery Path/ Dorr Mtn East Face Trail, described by BHVIA, on 1916 path map (#15)
	Cadillac Path, on 1916 path map, described in pamphlet in 1917 (#367)
	Jesup Path to Cromwell Harbor Road (#375)

Year	Trail Name or Event (Trail Reference)
	Ox Hill summit to Day Mtn extended to meet 422, shown on 1916 path map (#421)
	Valley Trail/Day Mountain Caves to Pond Trail extended, SHVIS and 1916 path map (#424)
	Champlain Monument Cutoff, on 1916 path map (#426)
1917	Path map produced by Bates, Rand and Jaques
	Spring Trail from Jordan Pond House, describe by SHVIS, on 1917 path map (#47)
	Extension of Amphitheatre Trail, described by Seal Harbor VIS, on 1917 path map (#56)
	Parkman Mountain Trail, on 1917 path map and extended to slide on 1921 path map (#59)
	Hemlock Road/Spring Road, on 1917 path map (#377)
	Steepway Trail, described by Seal Harbor VIS, on 1917 path map (#460)
	Valley Trail Connector, described by Seal Harbor VIS, on 1917 path map (#461)
	Pemetic Mountain Valley Trail, described by Seal Harbor VIS, on 1917 path map (#462)
	East Peak from Great Pond, on 1917 path map (#631)
1919	Cadillac West Face Trail/ Steep Trail, described by SHVIS, on 1921 path map (#32)
	Hunter's Brook Trail extended, described by BHVIA, on 1921 path map (#35)
	Razorback Trail extended, described by Bar Harbor VIA in 1919, on 1926 path map (#112)
	East Ridge Trail, described by SHVIS, on 1921 path map (#350)
	East side of Day Mtn to Wildwood Farm Road improved, described by Bar Harbor VIA (#424)
	South Bubble Cliff Trail, described by BHVIA, on 1921 path map (#451)
	Hunter's Brook Trail, lower extended, described by Bar Harbor VIA, on 1921 path map (#455)
	Circular Trail, described by Bar Harbor VIA in 1919, on 1926 path map (#630)
1921	Path map produced by Bates, Rand and Jaques
	Flying Mountain Trail extended down north side, on 1921 path map (#105)
	Pine Tree Trail extended west, on 1921 path map (#404)
	Asticou Hill [Eliot Mtn] to Little Harbor Brook, on 1921 path map (#517)
	Brown Mountain, north to Giant Slide, described by NEHVIS, on 1921 path map (#521)
	Little Brown Mountain Path to Bald Peak, described by NEHVIS, on 1921 path map (#522)
1923	Breakneck Road described as part of path system by BHVIA, mapped as road (#314)
	Fawn Pond Path extended around Lakewood, described by BHVIA, on 1926 path map (#309)
1924	A. Murray Young Path, described by Bar Harbor VIA, on 1926 path map (#25)
	Witch Hole Pond Path rerouted due to beaver, described by BHVIA, on 1926 path map (#344)
	Green and Black Path rerouted, described by Bar Harbor VIA (#358)
	Canon Brook Path rerouted eastern end, described by Bar Harbor VIA (#19)
1925	Brigham Path/Red & Black Path, described by Bar Harbor VIA, on 1930 path map (#378)
	Brigham to Beehive Connector, described by Bar Harbor VIA, on 1930 path map (#366)
1926	Path map produced by Bates, Rand and Jaques
	Endowment and improvements for Beachcroft Path, described by Bar Harbor VIA (#13)
	Schiff Path/Dorr Mtn East Face Trail, on 1926 path map, route changed (#15)
	Bubbles-Pemetic/Northwest Trail, on 1926 path map, described in 1928 guide (#36)
	Maple Spring Trail lower end extended west, on 1926 path map (#58)
	Canada Cliffs Trail, on 1926 path map (#107)
	Gurnee Path, described by Bar Harbor VIA, on 1926 path map (#352)
	Youngs Mountain Trail, shown on 1926 path map, later improved by CCC (#359)
	McFarland Mountain Trail, shown on 1926 path map, later improved by CCC (#379)

Year	Trail Name or Event (Trail Reference)
	Asticou Inn Trail, on 1926 path map (#513)
	Canada Cliffs Cutoff, on 1926 path map (#632)
1928	Path map produced by Bates, Rand and Jaques
	Path Guidebook published by the Harold Peabody and Charles Grandgent
	Jordan Cliffs Trail/East Cliff Trail, desc. by SHVIS and 1928 guide, on 1930 path map (#48)
	Shore Path, Northeast Harbor, shown on 1928 real estate (#531)
1929	North Bubble Trail north end reopened, described by BHVIS, on 1930 path map (#41)
	Gorge Path endowed, described by Bar Harbor VIA in 1929 (#28)
	Jordan Pond Nature Trail (original location), described by Seal Harbor VIS, not mapped (#463)
	North/Middle Bubble Cliff Trail, described by SHVIS, on 1930 path map (#459)
	Jordan Pond-Bubble Pond Path rerouted (north end of Pond Tr.), on 1930 path map (#373)
1930	Path map produced by Bates, Rand and Jaques
	Canon Brook Path endowed, recorded in BHVIA treasurer's report (#19)
	Shown on map-Bass Harbor Head Light walk shown on Sherman Bunker Map, 1930s (#129)
	Curran Path rerouted due to carriage road, shown on 1928 and 1930 path map (#315)
	Cliff Trail, on 1930 path map (#512)
	Jordan Bluffs Trail (#457)
	Barr Hill to Seal Harbor, eastern end, shown on 1930 path map (#464)
1931	Cadillac Mountain North Ridge Trail rerouted, described by Bar Harbor VIA (#34)
	Jordan Stream Trail improved, described by SHVIS (#65)
1932	Path map produced by Bates, Rand and Jaques
	Grandgent Trail, shown on 1932 path map (#66)
	Bald Peak Trail, shown on 1932 path map (#62)
	Parkman to Gilmore Trail, shown on 1932 path map (#61)
1933	Cadillac Summit Loop Trail, described by NPS Branch of Plans and Designs (#33)
1934	Trail to connect Ocean Drive and Sieur de Monts Spring, described by CCC
	Bear Brook Trail extension, described by CCC (#10)
	Emery Path improvements, described by CCC (#15)
	Ladder Path improvements, described by CCC (#64)
	Beech Mountain West Ridge Trail improvements, described by CCC (#108)
	Valley Trail extended west, described by CCC, on 1937 path map (#116)
	Perpendicular Trail, described by CCC, on 1937 path map (#119)
	Tarn Trail on east side of Tarn and connection to Kane Path, described by CCC (#370)
1935	Stratheden Path improvements, described by CCC (#24)
	Cadillac Mountain North Ridge Trail spur, described by CCC (#34)
	Beech Mountain South Ridge Trail, described by CCC (#109)
	Fish rearing pools constructed near Cold Brook Trail, described by CCC (#117)
	Fawn Pond Path improvements, described by CCC (#309)
	Great Meadow Nature Trail/old road (#365, 377, or 14)
	Anemone Cave Trail, described by CCC (#369)
1937	Path map produced by Bates, Rand and Jaques
	Ocean Drive and Otter Cliffs Trails improvements, described by CCC (#3)
	Great Pond Trail, described by CCC, on 1937 path map (#118)

Year	Trail Name or Event (Trail Reference)
	Western Mountain West Ledge Trail (#123)
	Hunter's Brook Trail, extended north, described by SHVIS, on 1937 path map (#454)
	Barr Hill to Seal Harbor, western end up Barr Hill shown on 1937, 1941 path maps (#464)
1938	Valley Cove Trail, described by CCC, on 1937 path map, extended on 1941 path map (#105)
	Pretty Marsh Picnic Area Trail/Road, on NPS plans (#128)
1939	Pine Hill Picnic Area Trail, on NPS plans (#633)
	Oak Hill Picnic Area Trail, on NPS plans (#634)
1941	Last path map in the map series produced by Turner
	Gorham Mountain Trail extended to Monument Cove, on NPS 1941 Master Plan (#4)
	West Beehive Trail, on NPS 1941 Master Plan (#8)
	Pemetic Mountain Trail extension north from Pond Trail, on NPS 1941 Master Plan (#31)
	Jordan Pond Loop Trail improved, described by CCC (#39)
	Jordan Stream Path improved and new bridges, described by SHVIS (#65)
	Norumbega, lower to Goat Trail or Upper Hadlock Trail, on 1941 path map (#69)
	Beech Cliff Ladder Trail, on 1941 path map (#106)
	Echo Lake Ledges and Diving Area, described by CCC, on 1941 Master Plan (#126)
	Youngs Mountain Trail, described by CCC on NPS 1941 Master Plan (previously mapped) (#359)
	McFarland Mountain Trail, described by CCC (previously mapped) (#379)
	Jordan Pond to Cliffs, shown on 1941 path map (#458)
	Steep Trail in Northeast Harbor, shown on 1941 path map (#508)
1957	Ship Harbor Trail, built by Mission 66 crew (#127)
1960	Otter Cliffs Trail, sections paved by Mission 66 crew (#3)
	Jordan Pond Carry spur, constructed with Bubble Rock overflow parking area (#40)
	Jordan Pond Nature Trail, possibly Mission 66 (#45)
	Beech Mountain Loop Trail, western half built by Mission 66 crew (#113)
	Anemone Cave Trail, rerouted and paved by Mission 66 crew (#369)
	Dorr property paths (#376)
1979	Asticou Brook Trail, NEHVIS interview (#514)
1980	Jordan Pond Nature Trail (connection to parking lot) (#46)
	Grandgent Trail reopened by NPS trail crew (#66)
	Bald Peak Trail reopened by NPS trail crew (#62)
	Gorge Path rerouted to connect with parking area by NPS trail crew (#28)
	Cadillac Mountain North Ridge Trail rerouted at north end to connect with parking area (#34)
1990	Bar Island Trail reopened by NPS trail crew (#1)
	Sand Beach – Great Head Access, built by NPS trail crew (#9)
	Stratheden Path reopened by NPS trail crew (#24)
	Sieur de Monts-Tarn Connector/Wild Gardens Path reopened by NPS trail crew (#18)
1993	Western Mountain West Ledge Trail reopened by NPS trail crew (#123)
2001	Great Meadow Loop built as part of Village Connectors project (#70)
2002	Ship Harbor Nature Trail regraded to meet ADA guidelines (#127)
2003	Homans Path reopened by NPS trail crew (#349)

APPENDIX E: PATH MAPS

The following is a list of maps included in this appendix or in the site history chapters of this report. Duplication requires the consent of the owner of the original map. Color transparencies, black and white negatives, and microfiche of most of these maps are available at Acadia National Park. Contact the Park Curator for access information.

1893 Rand, Edward L. Map of MDI. 1:40,000. 1893. in: Rand, Edward, and Redfield, John H. Flora of Mount Desert Island, Maine. Cambridge, MA: John Wilson. 1894. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center. See Fig. 19

1896 Bates, Waldron, Edward L. Rand and Herbert Jaques. Map of MDI. Scale 1:40,000. A map of entire island, trails are shown with black dashed lines and are not numbered or named. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center. See Fig. 22

1896 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:25,000. Printed by Geo. W. Stadly and Co., Boston. 1896. Property of the Northeast Harbor Library. See Fig. 21

1896 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:25,000. Printed by Geo. W. Stadly and Co., Boston. 1896. Property of Bar Harbor Village Improvement Association.

1899 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:25,000. Printed by Geo. W. Stadly and Co., Boston. 1896, with new paths as of 1899. Property of the Maine State Historic Preservation Commission, Augusta, ME. See Fig. 23

1900 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:25,000. Printed by Geo. W. Stadly and Co., Boston. 1896, with new paths as of 1900 stamped in purple. Property of the New York Public Library.

1901 Bates, Waldron, Edward L. Rand and Herbert Jaques. Map of MDI. Scale 1:40,000. A map of entire island, trails are shown with black dashed lines and are not numbered or named. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center.

1901 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:25,000. Printed by Geo. W. Stadly and Co., Boston. 1896, with new paths as of 1901 added. Property of the Northeast Harbor Library.

1901 Bates, Waldron. Small Path Map of the Eastern Part of MDI. A reduced version of the map listed above. Shows trails on the eastern side of the island. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center.

1903 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:29,000. On the eastern side, paths are shown with dashed red lines and most are named. Property of of the Acadia National Park William Otis Sawtelle Collections and Research Center.

1906 Bates, Waldron, Edward L. Rand and Herbert Jaques. Map of MDI. Scale 1:40,000. A map of entire island, trails are shown with black dashed lines and are not numbered or named. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center.

1906 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:29,000. On the eastern side, paths are shown with dashed red lines and most are named. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center.

1909 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:29,000. On the eastern side, paths are shown with dashed red lines and most are named. This map also illustrates three small reservation areas Fawn Pond (given to the Bar Harbor Village Improvement Assocation in 1906), the summit of Green Mountian, and the Beehive and Bowl.

Property of the Acadia National Park William Otis Sawtelle Collections and Research Center. See Fig. 34

1911 Bates, Waldron, Edward L. Rand and Herbert Jaques. Map of MDI. Scale 1:40,000. A map of entire island, trails are shown with black dashed lines and are not numbered or named. This is the first map to show the reservation. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center.

1911 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:29,000. On the eastern side, paths are shown with dashed red lines and most are named. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center.

c. 1911 Sherman, W. H. Map of Mount Desert Island, Maine. Shows foot paths as dashed lines. Property of Raymond Strout, Bar Harbor, ME.

1913 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:29,000. On the eastern side, paths are shown with dashed red lines and most are named. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center.

1916 Bates, Waldron, Edward L. Rand and Herbert Jaques. Map of MDI. Scale 1:40,000. A map of entire island, trails on western side are marked in red and numbered 1–39, these numbers correspond with the 1915 path guide. Trails on the eastern side are shown with black dashed lines and are not numbered or named. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center. See Fig. 73

1916 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:29,000. On the eastern side, paths are shown with dashed red lines and most are named. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center. See Fig. 74

1917 Bates, Waldron, Edward L. Rand and Herbert Jaques. Map of MDI. Scale 1:40,000. A map of entire island, trails on western side are marked in red and numbered 1–39, these numbers correspond with the 1915 path guide. Trails on the eastern side are shown with black dashed lines and are not numbered or named. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center.

1917 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:29,000. On the eastern side, paths are shown with dashed red lines and most are named. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center.

1921 Bates, Waldron, Edward L. Rand and Herbert Jaques. Map of MDI. Scale 1:40,000. A map of entire island, trails on western side are marked in red and numbered 1–39, these numbers correspond with the 1915 path guide. Trails on the eastern side are shown with black dashed lines and are not numbered or named. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center.

1921 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:29,000. On the eastern side, major paths are shown with solid red lines and are named, other paths are shown with dashed red lines and are not named. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center.

1922 Bates, Waldron, Edward L. Rand and Herbert Jaques. Map of MDI. Scale 1:40,000. Property of Northeast Harbor Library.

1922 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:29,000. Property of the Bar Harbor Historical Society.

1926 Bates, Waldron, Edward L. Rand and Herbert Jaques. Map of MDI. Scale 1:40,000. A map of entire island, trails are shown with black dashed lines and are not numbered or named. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center.

1926 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:29,000. On the eastern side, major paths are shown with solid red lines and are named, other

paths are shown with dashed red lines and are not named. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center.

1926 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Western Part of MDI. Scale 1:1320. On the western side, paths are shown with dashed red lines and are not named. Property of Raymond Strout, Bar Harbor.

1928 Bates, Waldron, Edward L. Rand and Herbert Jaques. Map of MDI. Scale 1:40,000. A map of entire island, trails are shown with black dashed lines and are not numbered or named. Property of Robert Suminsby, Northeast Harbor.

1928 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:29,000. On the eastern side, major paths are shown with solid lines and named, other paths are shown with dashed lines and are not named. Property of the Frederick Law Olmsted National Historic Site Archives, Brookline, MA.

1928 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Western Part of MDI. Scale 1:1320. On the western side, paths are shown with dashed red lines and are not named. Property of Raymond Strout, Bar Harbor.

1930 Bates, Waldron, Edward L. Rand and Herbert Jaques. Map of MDI. Scale 1:40,000. A map of entire island, trails are shown with black dashed lines and are not numbered or named. Property of Raymond Strout, Bar Harbor.

1930 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:29,000. On the eastern side, major paths are shown with solid red lines and are named, other paths are shown with dashed red lines and are not named. The western side of the island is printed on the other side of this map. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center.

1930 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Western Part of MDI. Scale 1:1320. On the western side, paths are shown with dashed red lines and are not named. The eastern side of the island is printed on the other side of this map. Property of the Acadia National Park William Otis Sawtelle Collections and Research Center.

1932 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:29,000. Property of the Bar Harbor Historical Society. See Fig. 85

1932 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Western Part of MDI. Scale 1:1320. Property of the Bar Harbor Historical Society. See Fig. 86

1934 Bates, Waldron, Edward L. Rand and Herbert Jaques. Road Map of MDI. Scale 1:40,000. Property of the Bar Harbor Historical Society.

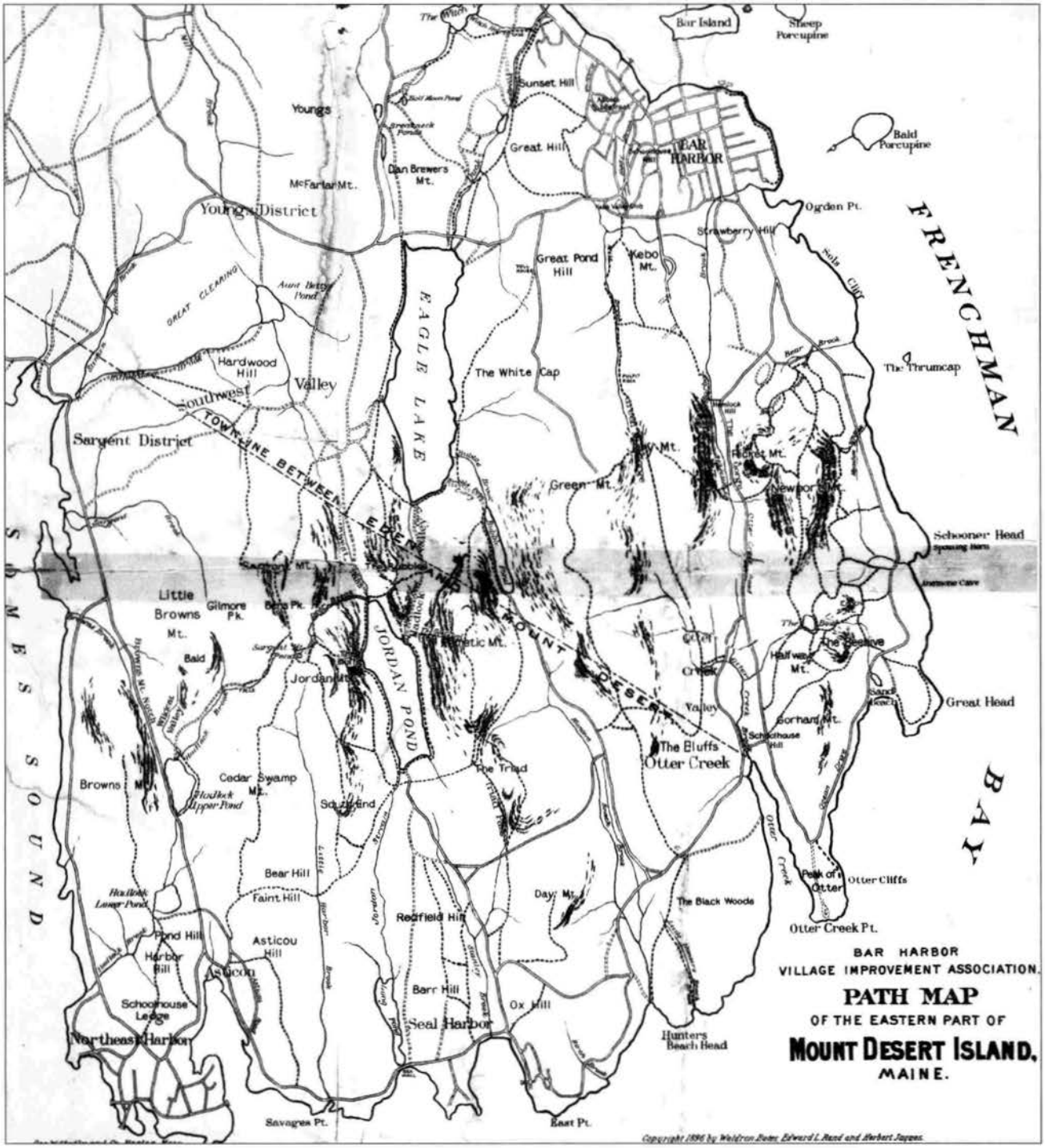
1937 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Eastern Part of MDI. Scale 1:29,000. Property of Acadia National Park, Resouces Management.

1937 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Western Part of MDI. Scale 1:1320. Property of Acadia National Park, Resouces Management.

1941 Bates, Waldron, Edward L. Rand and Herbert Jaques, Revised and published by William J. Turner. Path Map of the Eastern Part of MDI. Scale 1:29,000. Property of the Bar Harbor Historical Society. See Fig. 120

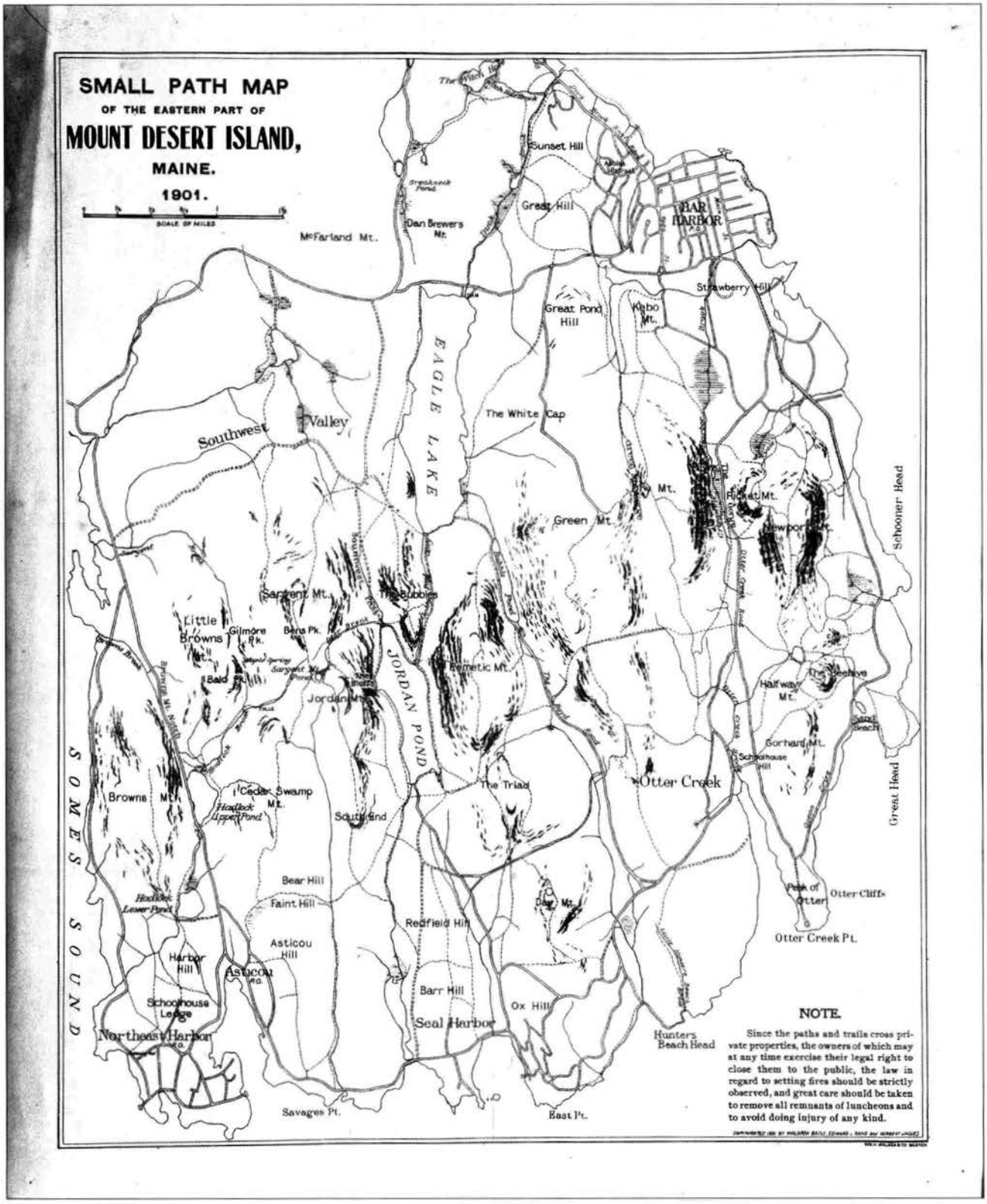
1941 Bates, Waldron, Edward L. Rand and Herbert Jaques. Path Map of the Western Part of MDI. Scale 1:1320. Property of the Bar Harbor Historical Society. See Fig. 121

1968 Appalachian Mountain Club, Mount Desert Island, Acadia National Park, 1968. Property of Appalachian Mountain Club. (For 1961, see Fig. 125.)

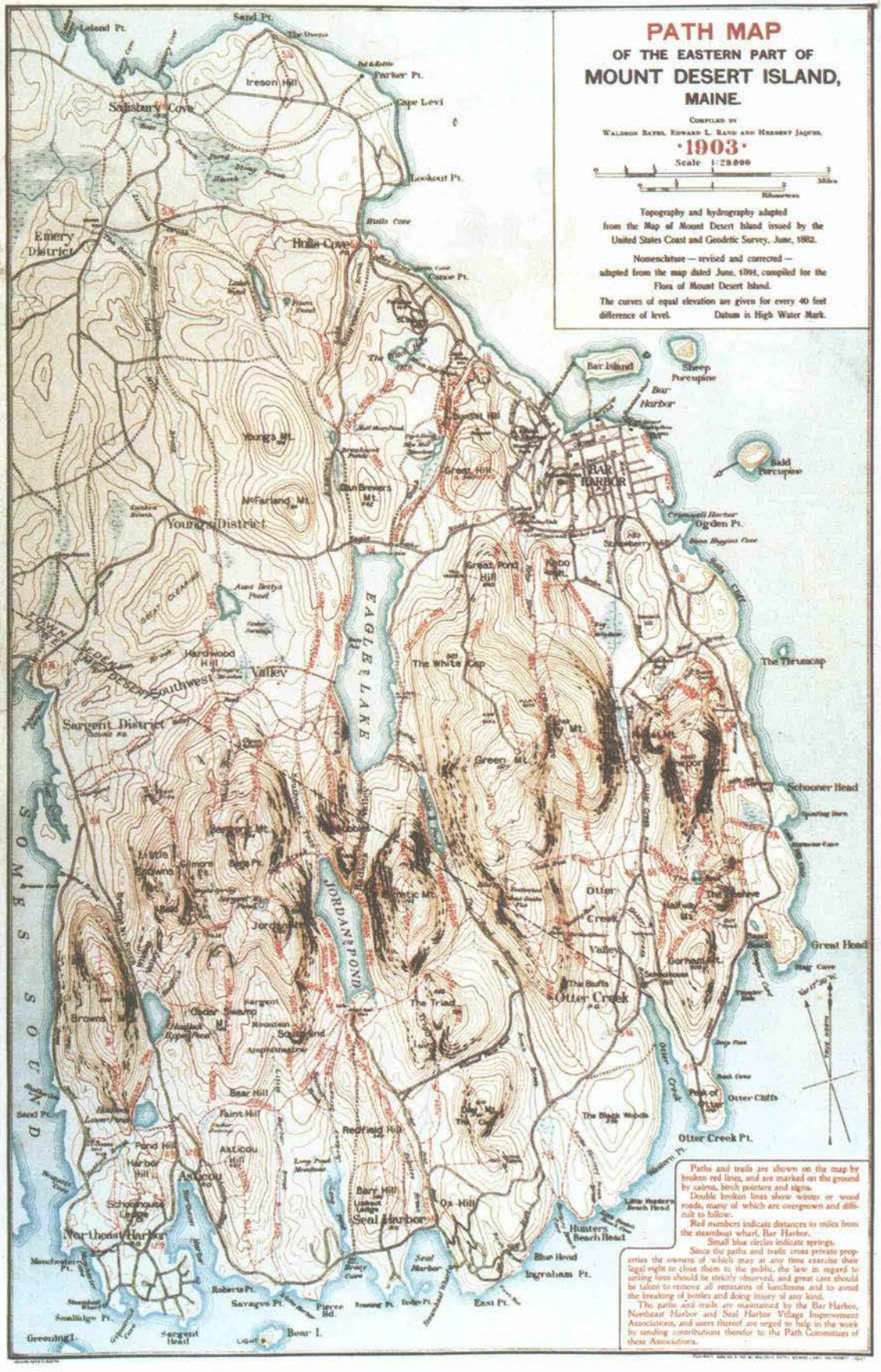

Bar Island
Sheep Porcupine
Bald Porcupine
Youngs
Sunset Hill
Great Hill
BAR HARBOR
McFarlan Mt.
Dan Brewers Mt.
Youngs District
Ogden Pt.
Strawberry Hill
FRENCHMAN
BAY
Great Pond Hill
Kebo Mt.
Hale Cliff
GREAT CLEARING
Aunt Betsy Pond
Hardwood Hill
Valley
The White Cap
The Thrumcap
EAGLE LAKE
Southwest
Sargent District
TOWN LINE BETWEEN
Green Mt.
Schooner Head
Little Browns Mt.
Gilmore Pk.
Bald
Jordan Mt.
JORDAN POND
Great Head
Gorham Mt.
The Bluffs
Otter Creek
Browns Mt.
Cedar Swamp Mt.
Hadlock Upper Pond
The Triad
Bear Hill
Faint Hill
Redfield Hill
Day Mt.
The Black Woods
Otter Cliffs
Otter Creek Pt.
Hadlock Lower Pond
Pond Hill
Harbor Hill
Asticou Hill
Asticou
Schoolhouse Ledge
Northeast Harbor
Barr Hill
Ox Hill
Seal Harbor
Hunters Beach Head
Savages Pt.
East Pt.
BAR HARBOR
VILLAGE IMPROVEMENT ASSOCIATION.
PATH MAP
OF THE EASTERN PART OF
MOUNT DESERT ISLAND,
MAINE.

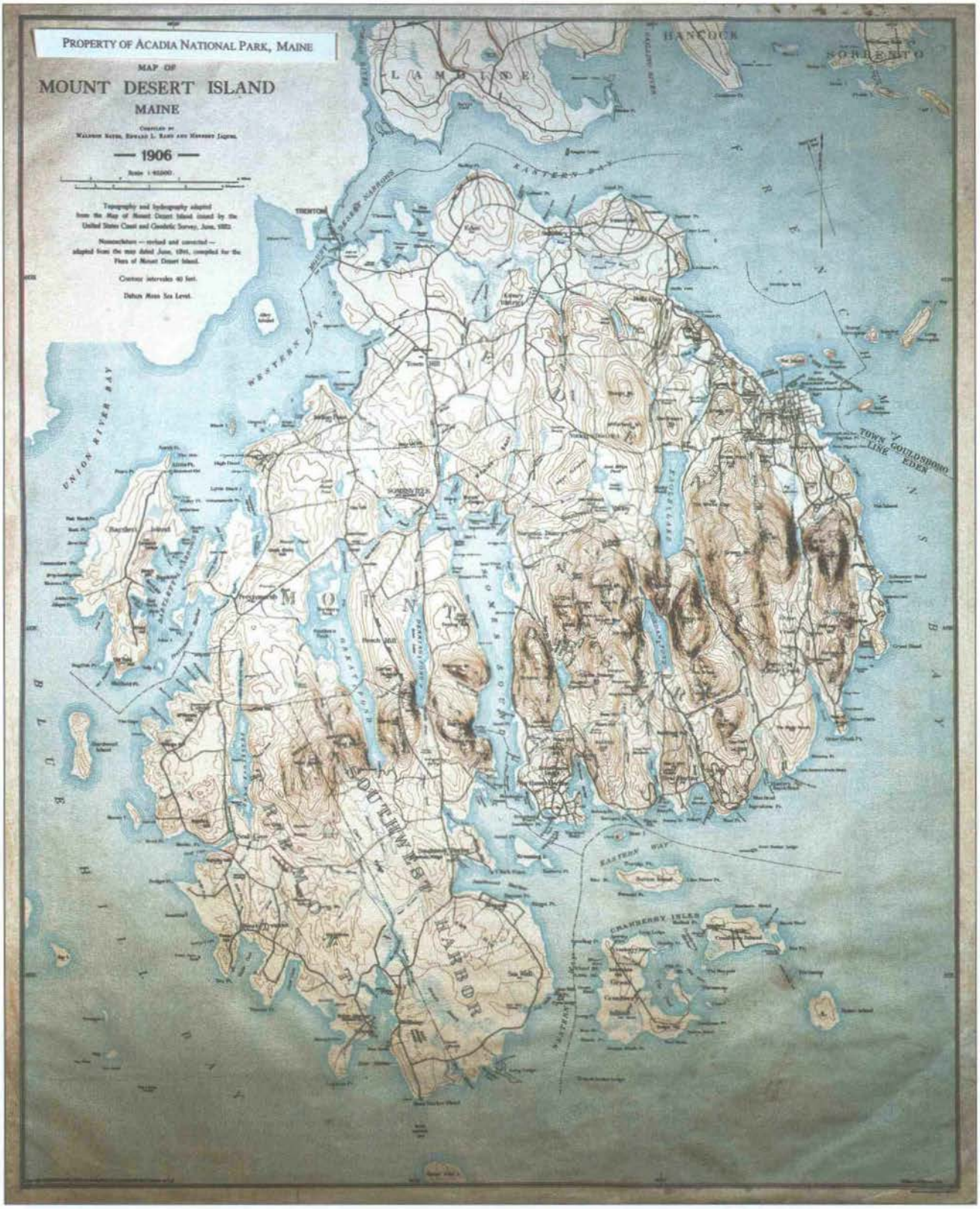

PATH MAP
OF THE EASTERN PART OF
MOUNT DESERT ISLAND,
MAINE.
NEW PATHS
Compiled by 1900
Waldron Bates, Edward L. Rand and Herbert Jaques.
1896
Scale 1:25000
Miles
Kilometers
Topography and hydrography adapted from the Map of Mount Desert Island issued by the United States Coast and Geodetic Survey, June, 1884.
Nomenclature — revised and corrected — adapted from the map dated June, 1895, compiled for the Flora of Mount Desert Island.
The curves of equal elevation are given for every 40 feet difference of level. Datum is High Water Mark.
Paths and roads are shown by broken red lines. Red numbers indicate distances in miles from the steamboat wharf, Bar Harbor.
Some the paths and trails cross private properties, the owners of which may at any time exercise their legal right to close them to the public, the law in regard to trespass must be strictly observed, and great care should be taken to refrain all remarks or conclusions and to avoid doing injury of any kind.
Salisbury Cove
Emery District
Hulls Cove
Youngs District
Sargent District
Northeast Harbor
Bar Island
Bar Harbor
Eagle Lake
Jordan Pond
Seal Harbor
Otter Creek
Schooner Head
Great Head
Sargent Mt.
Green Mt.
Newport Mt.
Picket Mt.
Pemetic Mt.
Youngs Mt.
Sunset Hill
Great Hill
Dan Brewers Mt.
McFarland Mt.
Great Pond Hill
Kebo Mt.
Strawberry Hill
Ogden Pt.
The White Cap
The Triad
The Bluffs
The Beehive
Gorham Mt.
Halfway Mt.
Redrock Hill
Asticou Hill
Harbor Hill
Bear Hill
Day Mt.
Ox Hill
Western Pt.
Otter Creek Pt.
Ingraham Pt.
Bear I.
Sheep Porcupine
Bald Porcupine
The Brunscap
Hardwood Hill
Valley
Southwest
Little Brown Mt.
Browns Mt.
Gilmore Pk.
Bees Pk.
Bald Pk.
Cedar Swamp
South End
Jordan Mt.
Picket Mt.
Newport Mt.
Schooner Head
Great Head
Otter Cliffs
The Black Woods
Western Beach Head
Blue Head
Ingraham Pt.
Bear I.
TOWNLINE BETWEEN EDEN AND MOUNT DESERT

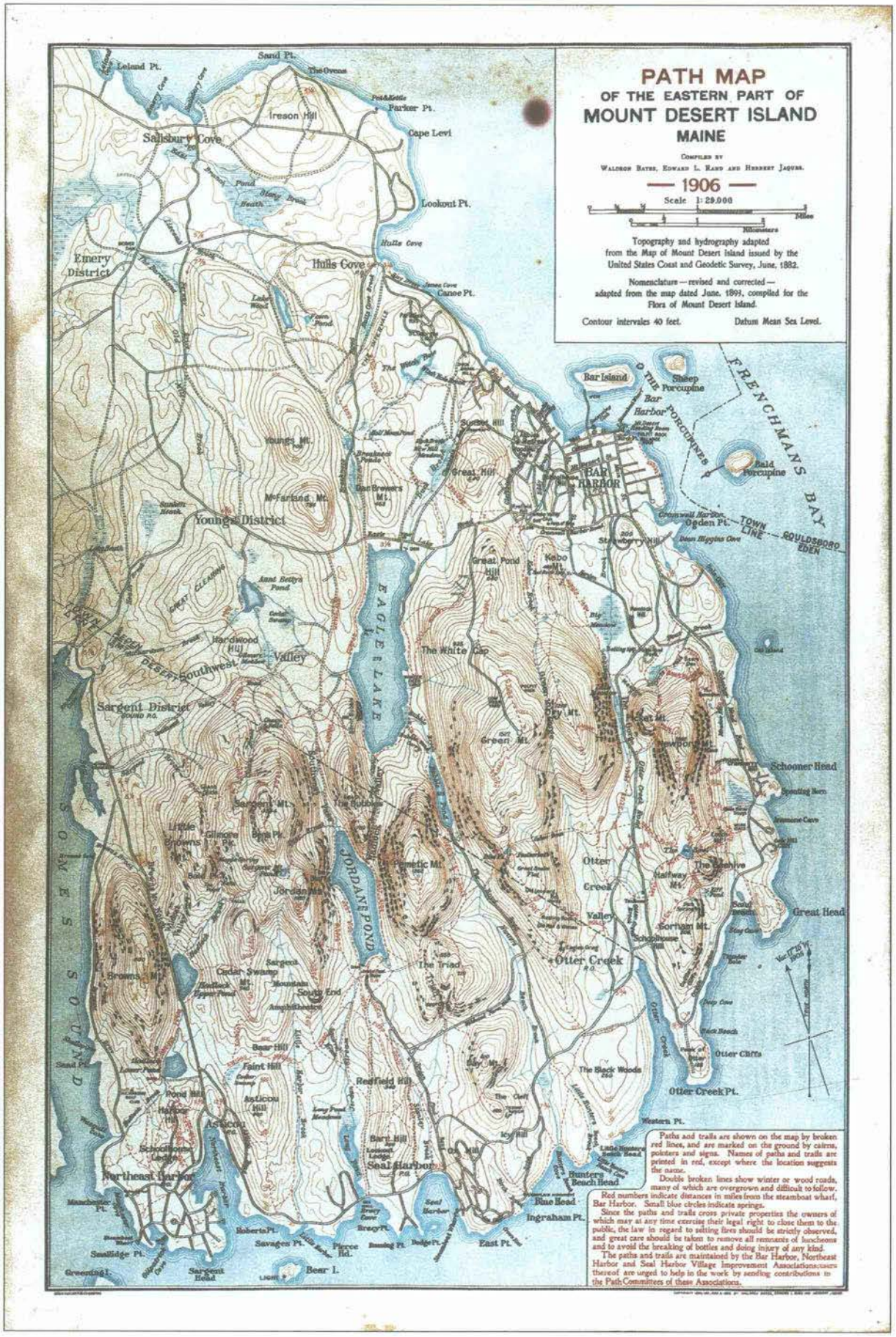

PROPERTY OF ACADIA NATIONAL PARK, MAINE
MAP OF
MOUNT DESERT ISLAND
MAINE
Topography and hydrography adapted from the Map of Mount Desert Island issued by the United States Coast and Geodetic Survey, June, 1893.
Nomenclature — revised and corrected — adapted from the map dated June, 1891, compiled for the Town of Mount Desert Island.
The curves of equal elevation are given for every 40 feet difference of level.
Datum is High Water Mark.
L A M O I N E
HANCOCK
SORRENTO
EASTERN BAY
WESTERN BAY
UNION RIVER BAY
Bartlett Island
M O U N T
D E S E R T
I S L A N D
T R E M O N T
EASTERN WAY
NORTHEAST HARBOR

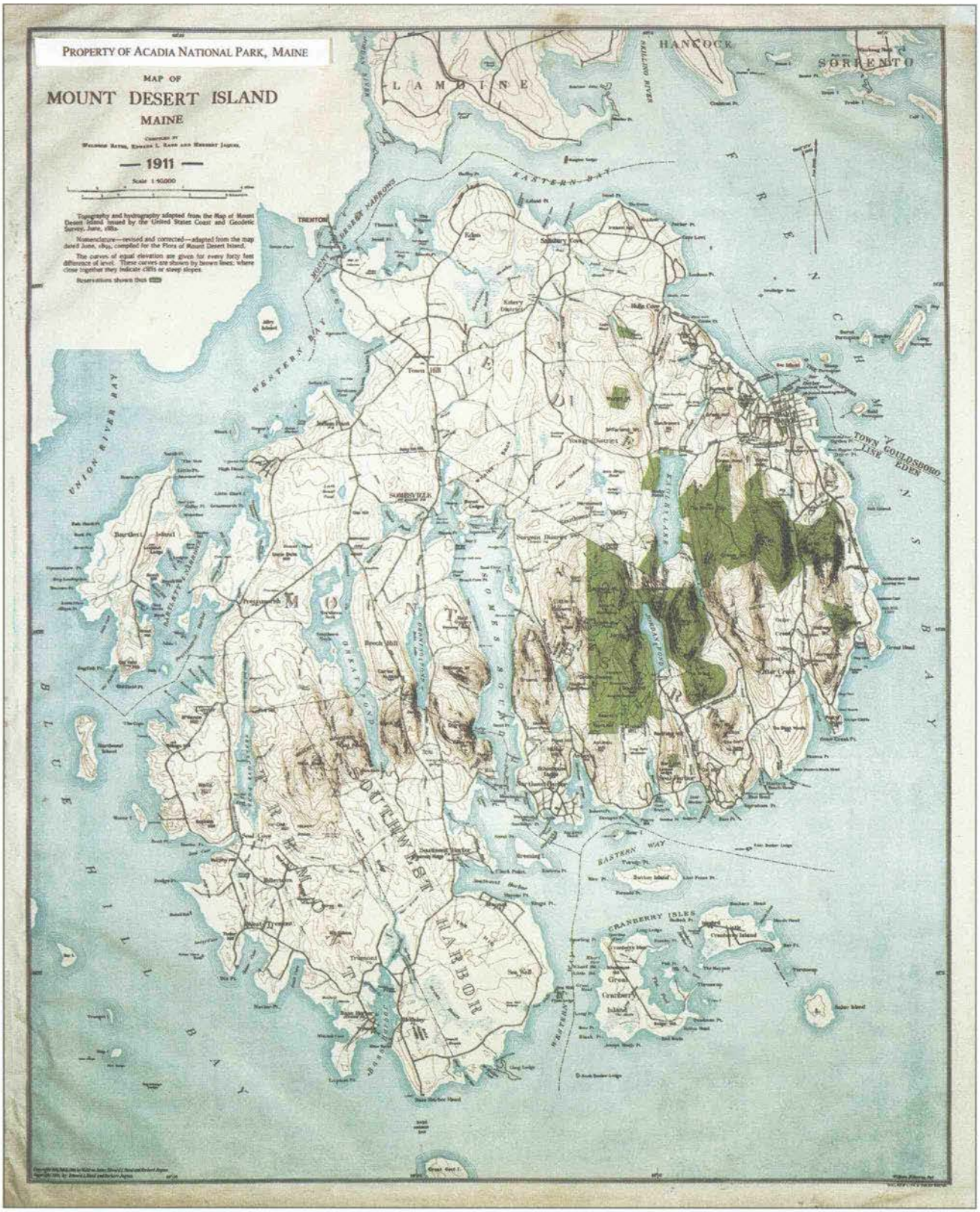

SMALL PATH MAP
OF THE EASTERN PART OF
MOUNT DESERT ISLAND,
MAINE.
1901.
SCALE OF MILES
McFarland Mt.
Dan Brewers Mt.
Sunset Hill
Great Hill
BAR HARBOR
Strawberry Hill
Great Pond Hill
Kebo Mt.
EAGLE LAKE
The White Cap
Southwest Valley
Mt.
Green Mt.
Newport Mt.
Schooner Head
Sargent Mt.
The Bubbles
Little Brown Mt.
Gilmore Pk.
Bens Pk.
Bald Pk.
Jordan Mt.
Eremetic Mt.
JORDAN POND
Half way Mt.
The Beehive
Gorham Mt.
Schoolhouse Hill
Sand Beach
Great Head
Otter Creek
The Triad
Browns Mt.
Cedar Swamp Mt.
Hadlock Upper Pond
South End
SOMES SOUND
Bear Hill
Faint Hill
Hadlock Lower Pond
Redfield Hill
Dog Mt.
Peak of Otter
Otter Cliffs
Otter Creek Pt.
Asticou Hill
Harbor Hill
Asticou P.O.
Schoolhouse Ledge
Barr Hill
Ox Hill
Seal Harbor
Northeast Harbor P.O.
Hunters Beach Head
Savages Pt.
East Pt.
NOTE.
Since the paths and trails cross private properties, the owners of which may at any time exercise their legal right to close them to the public, the law in regard to setting fires should be strictly observed, and great care should be taken to remove all remnants of luncheons and to avoid doing injury of any kind.

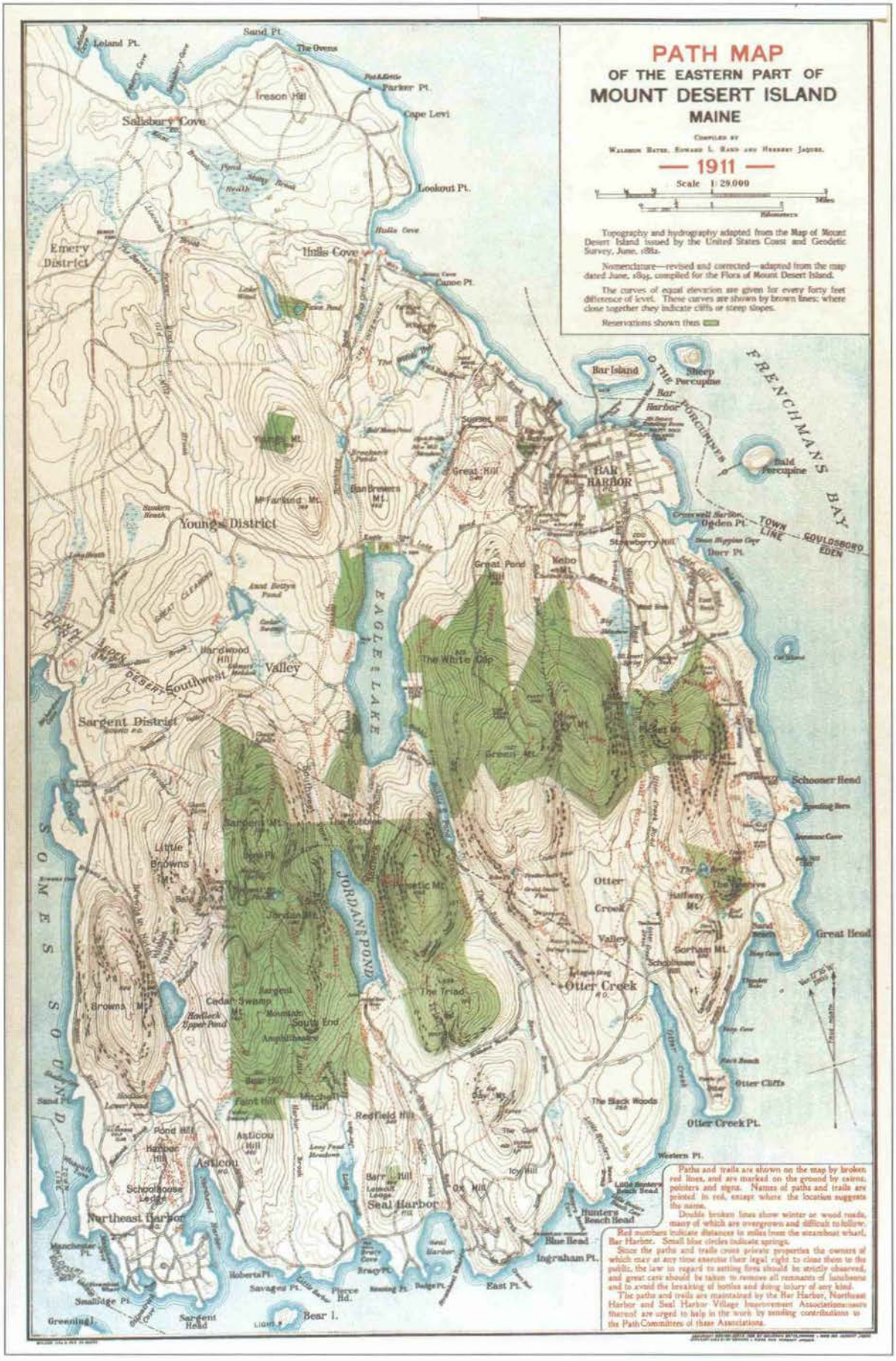
PROPERTY OF ACADIA NATIONAL PARK, MAINE



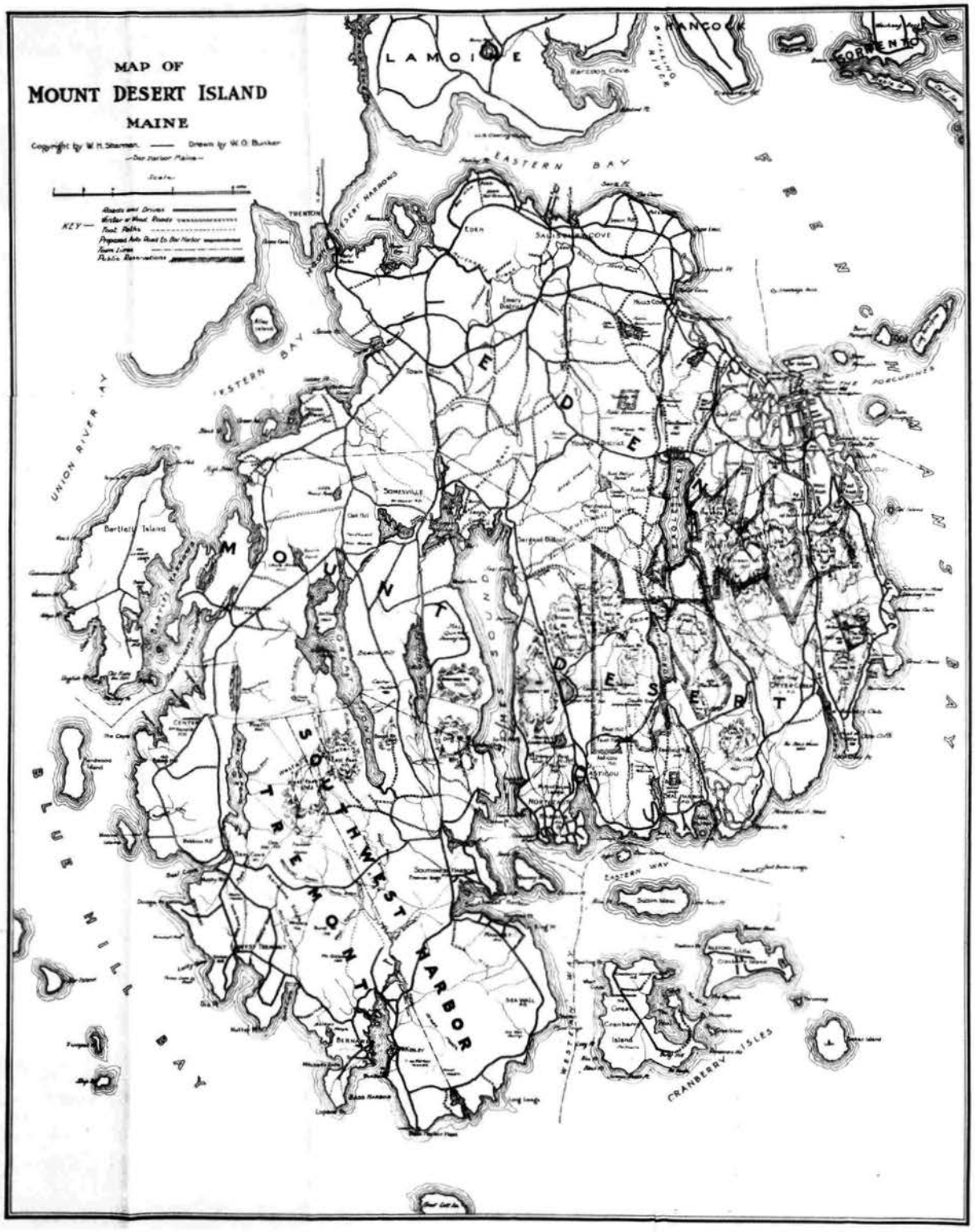

PROPERTY OF ACADIA NATIONAL PARK, MAINE
MAP OF
MOUNT DESERT ISLAND
MAINE
— 1906 —
Topography and hydrography adapted from the Map of Mount Desert Island issued by the United States Coast and Geodetic Survey, June, 1902.
Nomenclature — revised and corrected — adapted from the map dated June, 1891, compiled for the Fires of Mount Desert Island.
Contour intervals 40 feet.
Datum Mean Sea Level.
HANCOCK
SORRENTO
L A M O I N E
EASTERN BAY
TRENTON
WESTERN BAY
UNION RIVER BAY
TOWN LINE
GOULDSBORO
EDEN
M O U N T
SOUTHWEST HARBOR
EASTERN WAY
CRANBERRY ISLES
BLUE HILL BAY
FRENCHMAN BAY

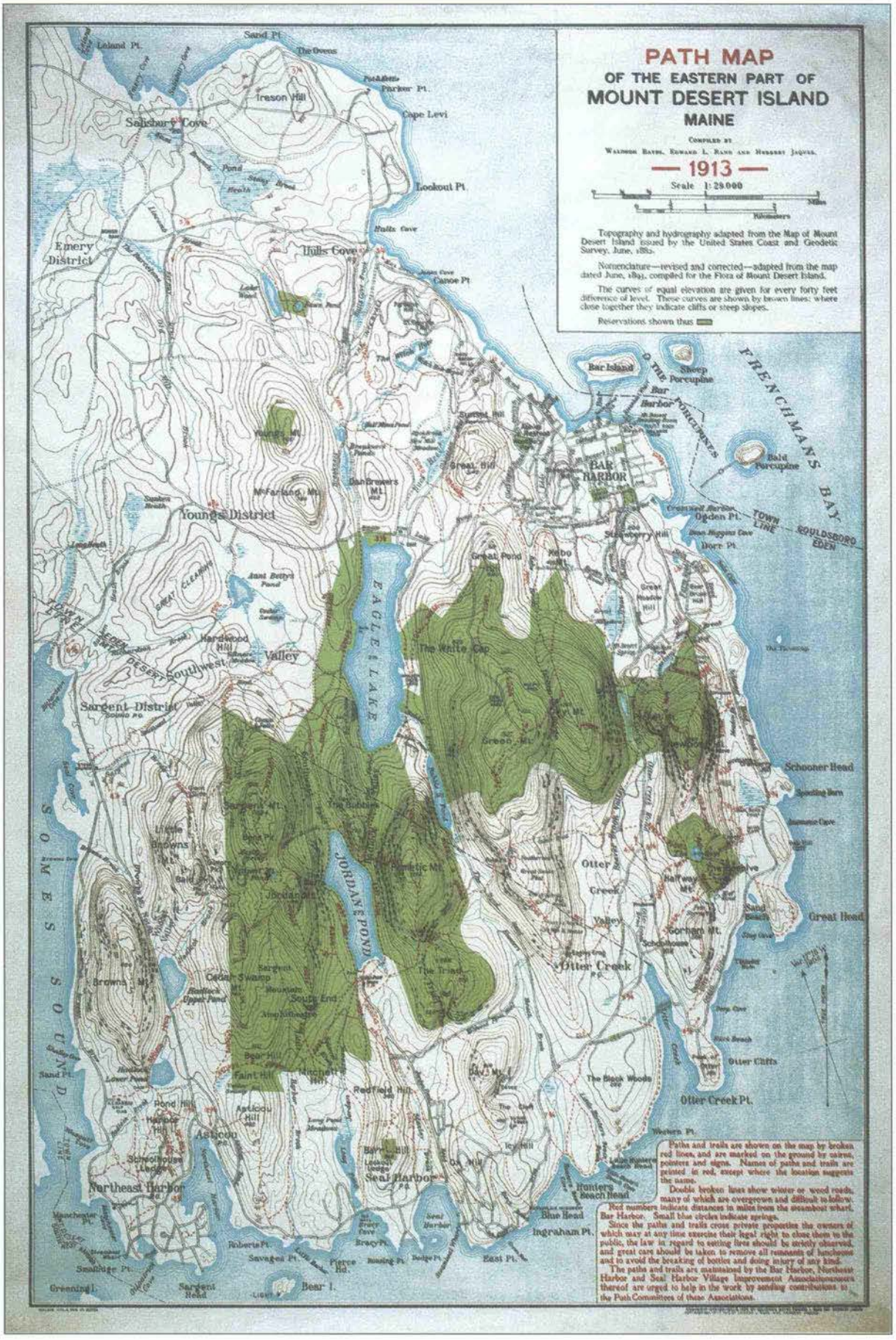

PATH MAP
OF THE EASTERN PART OF
MOUNT DESERT ISLAND
MAINE
COMPILED BY
WALDRON BATES, EDWARD L. RAND AND HERBERT JAQUES.
1906
Scale 1:20,000
Miles
Kilometers
Topography and hydrography adapted from the Map of Mount Desert Island issued by the United States Coast and Geodetic Survey, June, 1882.
Nomenclature — revised and corrected — adapted from the map dated June, 1893, compiled for the Flora of Mount Desert Island.
Contour intervales 40 feet.
Datum Mean Sea Level.
Paths and trails are shown on the map by broken red lines, and are marked on the ground by cairns, posters and signs. Names of paths and trails are printed in red, except where the location suggests the name.
Double broken lines show winter or wood roads, many of which are overgrown and difficult to follow.
Red numbers indicate distances in miles from the steamboat wharf, Bar Harbor. Small blue circles indicate springs.
Since the paths and trails cross private properties the owners of which may at any time exercise their legal right to close them to the public, the law in regard to setting fires should be strictly observed, and great care should be taken to remove all remnants of luncheons and to avoid the breaking of bottles and doing injury of any kind.
The paths and trails are maintained by the Bar Harbor, Northeast Harbor and Seal Harbor Village Improvement Associations; users thereof are urged to help in the work by sending contributions to the Path Committees of these Associations.
Leland Pt.
Sand Pt.
The Ovens
Parker Pt.
Ireson Hill
Cape Levi
Salisbury Cove
Lookout Pt.
Hulls Cove
Emery District
Canoe Pt.
Bar Island
Sheep Porcupine
Bar Harbor
Bald Porcupine
FRENCHMANS BAY
TOWN LINE
SOULDSBORO
EDEN
Ogden Pt.
Youngs Mt.
Great Hill
BAR HARBOR
McFarland Mt.
Youngs District
Great Pond
Kebo Mt.
EAGLE LAKE
Hardwood Hill
Valley
The White Cap
Sargent District
Sargent Mt.
Newport Mt.
Schooner Head
Little Brown's Mt.
Gilmore Pk.
Pine Pt.
Jordan Mt.
JORDAN POND
Pemetic Mt.
Otter Creek
Halfway Mt.
The Beehive
Great Head
Sargent Cedar Swamp Mountain
South End
The Triad
Sonogan Mt.
Brown's Mt.
Bear Hill
Faint Hill
Redfield Hill
Asticou Hill
Asticou
Northeast Harbor
Bar Hill
Seal Harbor
Otter Cliffs
The Black Woods
Otter Creek Pt.
Western Pt.
Hunters Beach Head
Pine Head
Ingraham Pt.
Manchester Pt.
Roberts Pt.
Savages Pt.
Pierce Rd.
East Pt.
Sawdidge Pt.
Greening I.
Sargent Head
Bear I.
SOMES SOUND

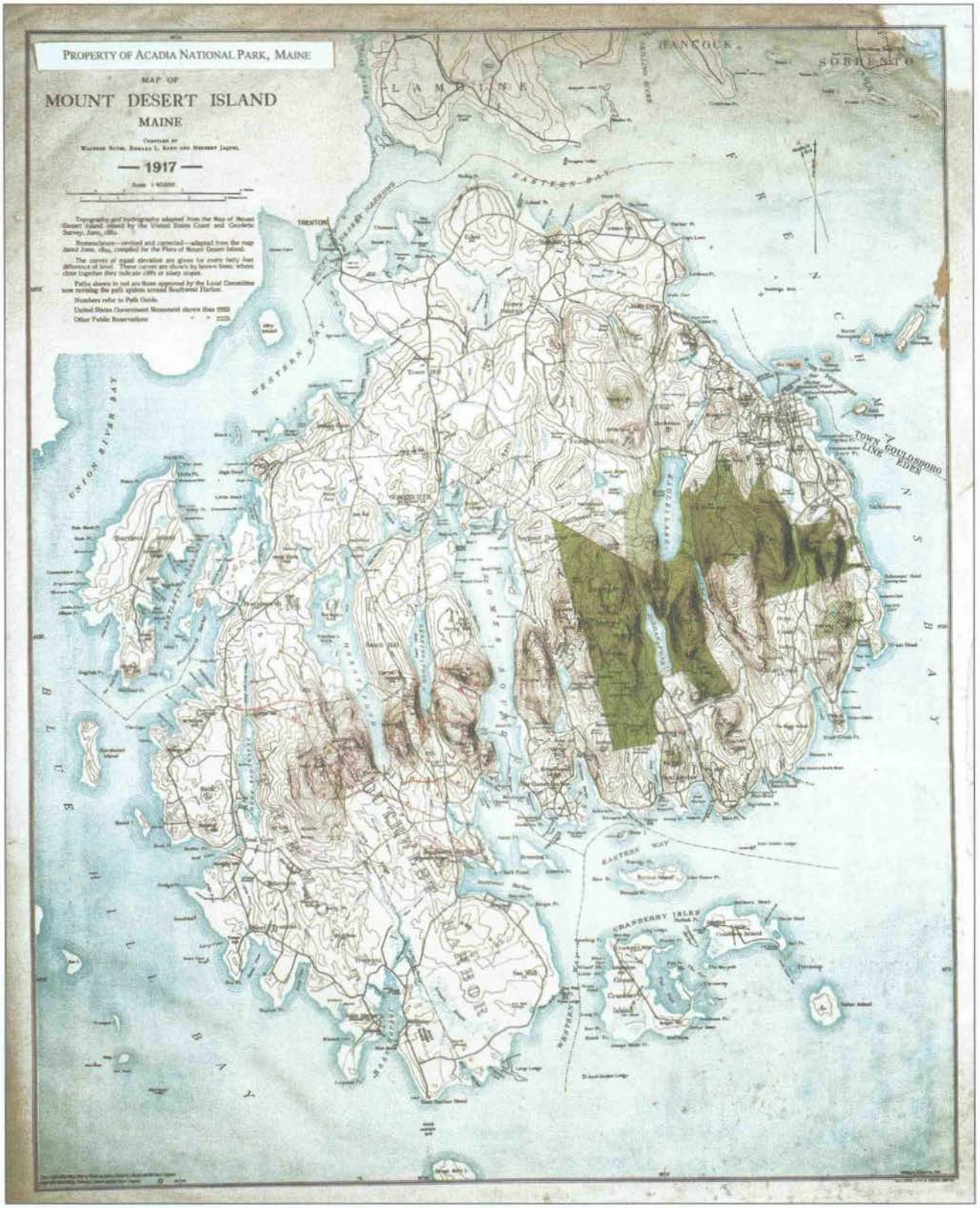

PROPERTY OF ACADIA NATIONAL PARK, MAINE
MAP OF
MOUNT DESERT ISLAND
MAINE
— 1911 —
Scale 1:50000
Topography and hydrography adapted from the Map of Mount Desert Island issued by the United States Coast and Geodetic Survey, June, 1880.
Nomenclature—revised and corrected—adapted from the map dated June, 1895, compiled for the Flora of Mount Desert Island.
The curves of equal elevation are given for every forty feet difference of level. These curves are shown by brown lines; where close together they indicate cliffs or steep slopes.
Reservations shown thus
L A M O I N E
HANCOCK
SORRENTO
EASTERN BAY
TRENTON
WESTERN BAY
UNION RIVER BAY
TOWN LINE
GOULDSBORO
EDEN
SOUTHWEST HARBOR
CRANBERRY ISLES
EASTERN WAY
Great Cranberry Island
Baker Island
Great Gott I.

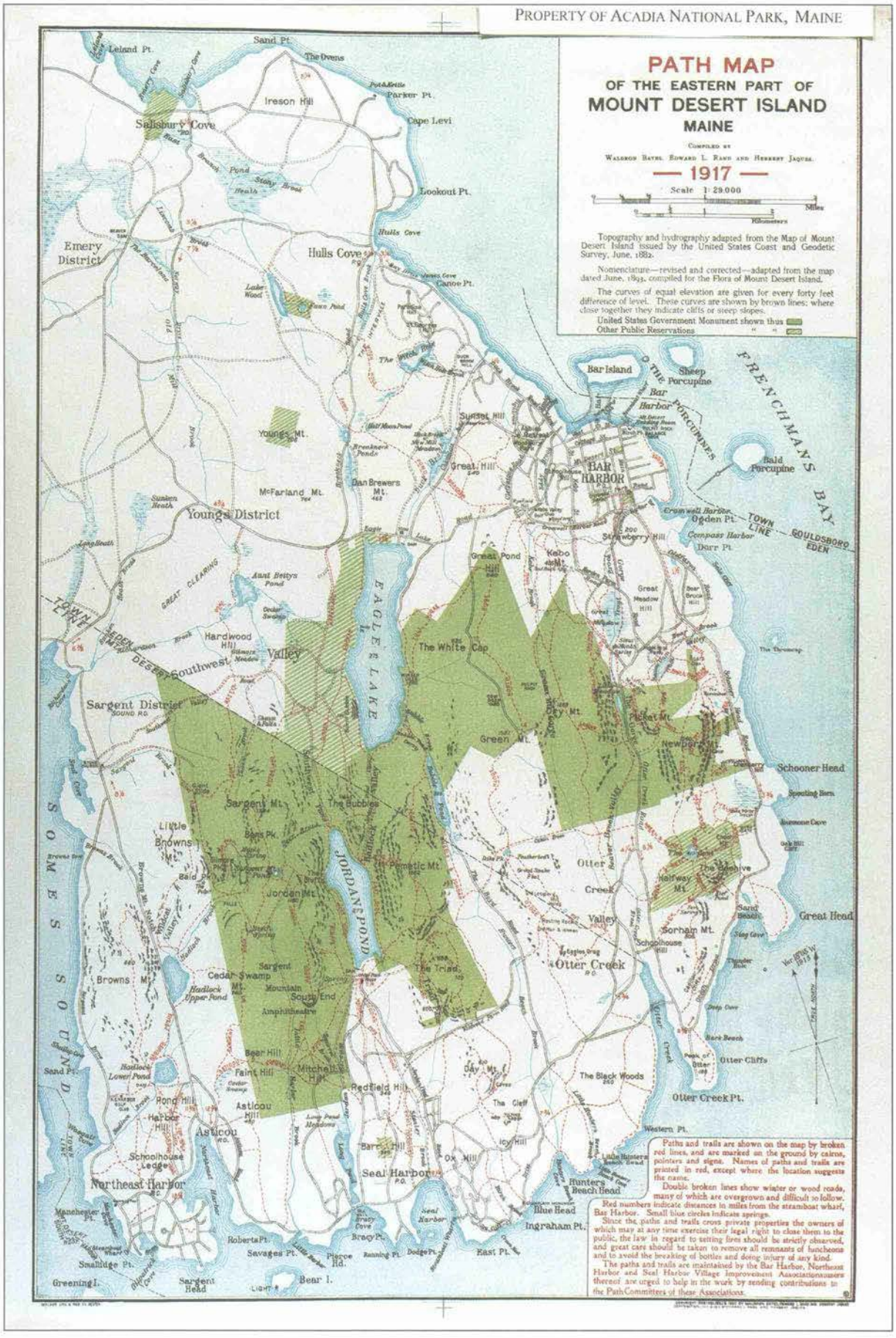

PATH MAP
OF THE EASTERN PART OF
MOUNT DESERT ISLAND
MAINE
— 1911 —
Scale 1:29,000
Miles
Kilometers
Topography and hydrography adapted from the Map of Mount Desert Island issued by the United States Coast and Geodetic Survey, June, 1882.
Nomenclature—revised and corrected—adapted from the map dated June, 1894, compiled for the Flora of Mount Desert Island.
The curves of equal elevation are given for every forty feet difference of level. These curves are shown by brown lines; where close together they indicate cliffs or steep slopes.
Reservations shown thus
Paths and trails are shown on the map by broken red lines, and are marked on the ground by cairns, pointers and signs. Names of paths and trails are printed in red, except where the location suggests the name.
Double broken lines show winter or wood roads, many of which are overgrown and difficult to follow.
Red numbers indicate distances in miles from the steamboat wharf, Bar Harbor. Small blue circles indicate springs.
Since the paths and trails cross private properties the owners of which may at any time exercise their legal right to close them to the public, the law in regard to setting fires should be strictly observed, and great care should be taken to remove all remnants of luncheons and to avoid the breaking of bottles and doing injury of any kind.
The paths and trails are maintained by the Bar Harbor, Northeast Harbor and Seal Harbor Village Improvement Associations; members thereof are urged to help in the work by sending contributions to the Path Committees of those Associations.
Leland Pt.
Sand Pt.
The Ovens
Parker Pt.
Ireson Hill
Cape Levi
Salisbury Cove
Lookout Pt.
Hulls Cove
Canoe Pt.
Emery District
Bar Island
Sheep Porcupine
Bar Harbor
Bald Porcupine
FRENCHMAN'S BAY
BAR HARBOR
Ogden Pt.
TOWN LINE
GOULDSBORO
EDEN
Dorr Pt.
Youngs District
Great Pond
Kebo Mt.
EAGLE LAKE
Hardwood Hill
Valley
Southwest
The White Cap
Sargent District
Schooner Head
Little Browns Mt.
JORDAN POND
Otter Creek
Great Head
Cedar Swamp
The Triad
Redfield Hill
Otter Cliffs
Otter Creek Pt.
Western Pt.
Asticou
Northeast Harbor
Seal Harbor
Ingraham Pt.
Blue Head
Hunters Beach Head
Roberts Pt.
Savages Pt.
Pierce Rd.
East Pt.
Bear I.
Sargent Head
Greening I.
SOMES SOUND

PROPERTY OF RAYMOND STROUT, BAR HARBOR, MAINE

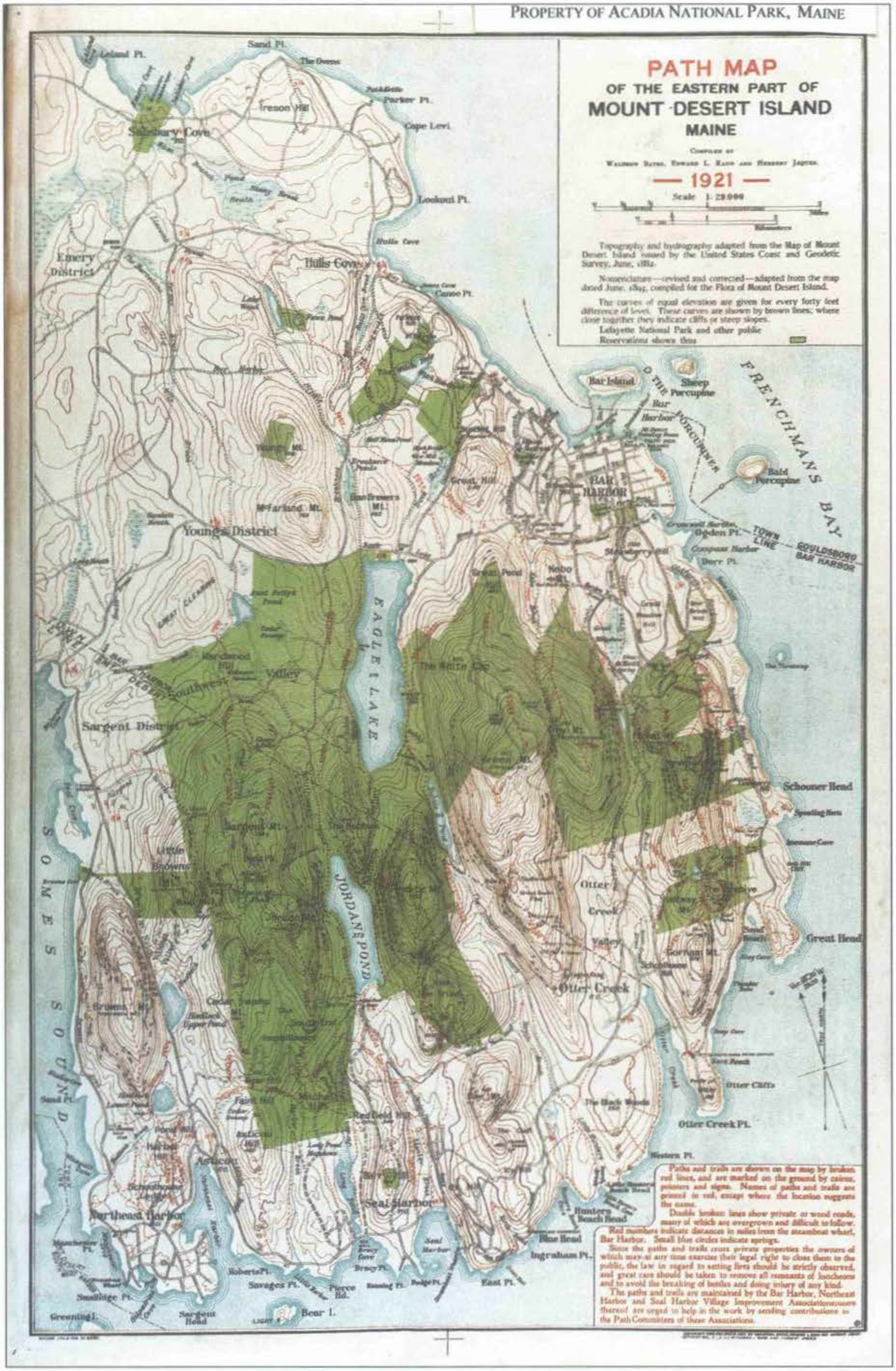


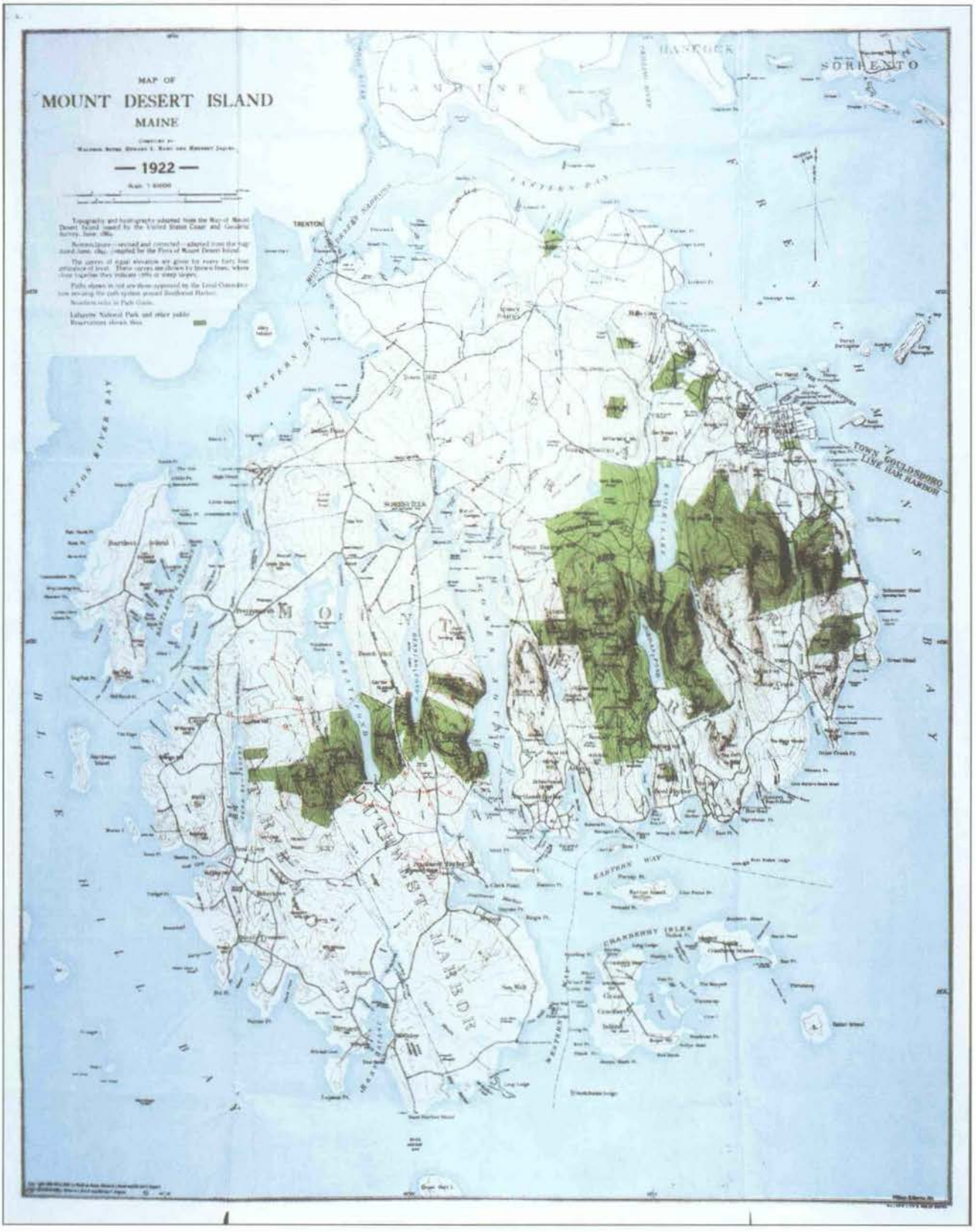

PATH MAP
OF THE EASTERN PART OF
MOUNT DESERT ISLAND
MAINE
COMPILED BY
WALDRON BATES, EDWARD L. RAND AND HERBERT JAQUES.
— 1913 —
Scale 1:20,000
Miles
Kilometers
Topography and hydrography adapted from the Map of Mount Desert Island issued by the United States Coast and Geodetic Survey, June, 1882.
Nomenclature—revised and corrected—adapted from the map dated June, 1894, compiled for the Flora of Mount Desert Island.
The curves of equal elevation are given for every forty feet difference of level. These curves are shown by brown lines; where close together they indicate cliffs or steep slopes.
Reservations shown thus
Paths and trails are shown on the map by broken red lines, and are marked on the ground by cairns, pointers and signs. Names of paths and trails are painted in red, except where the location suggests the name.
Double broken lines show winter or wood roads, many of which are overgrown and difficult to follow.
Red numbers indicate distances in miles from the steamboat wharf, Bar Harbor. Small blue circles indicate springs.
Since the paths and trails cross private properties the owners of which may at any time exercise their legal right to close them to the public, the law in regard to setting fires should be strictly observed, and great care should be taken to remove all remnants of luncheons and to avoid the breaking of bottles and doing injury of any kind.
The paths and trails are maintained by the Bar Harbor, Northeast Harbor and Seal Harbor Village Improvement Associations and members thereof are urged to help in the work by sending contributions to the Path Committees of these Associations.
Sand Pt.
Leland Pt.
The Ovens
Parker Pt.
Cape Levi
Salisbury Cove
Lookout Pt.
Hulls Cove
Emery District
Canoe Pt.
Bar Island
Sheep Porcupine
Bar Harbor
Bald Porcupine
FRENCHMANS BAY
BAR HARBOR
Youngs District
Ogden Pt.
TOWN LINE
EDEN
Dore Pt.
Great Pond
EAGLE LAKE
The White Cap
Valley
Sargent District
Schooner Head
Great Head
Otter Creek
Otter Creek Pt.
Otter Cliffs
JORDAN POND
SOMES SOUND
Northeast Harbor
Seal Harbor
Ingraham Pt.
Blue Head
Bear I.
Greening I.
Sargent Head
Hunters Beach Head

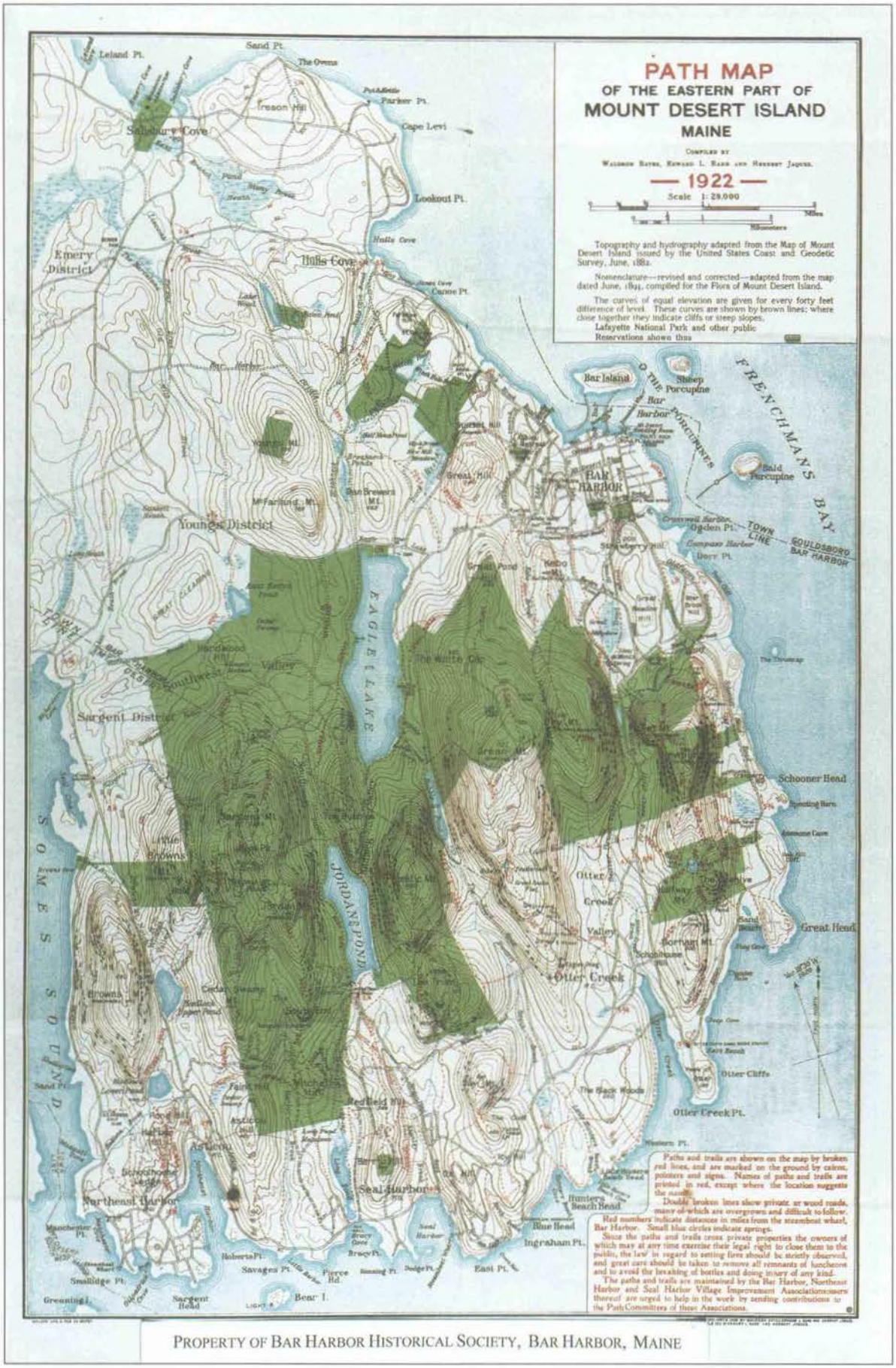

PROPERTY OF ACADIA NATIONAL PARK, MAINE
MAP OF
MOUNT DESERT ISLAND
MAINE
— 1917 —
Topography and hydrography adapted from the Map of Mount Desert Island issued by the United States Coast and Geodetic Survey, June, 1882.
Nomenclature—revised and corrected—adapted from the map dated June, 1895, compiled for the Plans of Mount Desert Island.
The curves of equal elevation are given for every forty feet difference of level. These curves are shown by brown lines; where close together they indicate cliffs or steep slopes.
Paths shown in red are those approved by the Local Committee now revising the path system around Southwest Harbor.
Numbers refer to Path Guide.
United States Government Monument shown thus
Other Public Reservations
FRENCHMAN BAY
BLUE HILL BAY
SOMES SOUND
EASTERN BAY
WESTERN BAY
UNION RIVER BAY
TRENTON
HANCOCK
SORRENTO
TOWN LINE
GOULDSBORO
EDEN
CRANBERRY ISLES


PROPERTY OF ACADIA NATIONAL PARK, MAINE
PATH MAP
OF THE EASTERN PART OF
MOUNT DESERT ISLAND
MAINE
COMPILED BY
WALDRON BATES, EDWARD L. RAND AND HERBERT JAQUES.
— 1917 —
Scale 1:29,000
Miles
Kilometers
Topography and hydrography adapted from the Map of Mount Desert Island issued by the United States Coast and Geodetic Survey, June, 1882.
Nomenclature—revised and corrected—adapted from the map dated June, 1895, compiled for the Flora of Mount Desert Island.
The curves of equal elevation are given for every forty feet difference of level. These curves are shown by brown lines; where close together they indicate cliffs or steep slopes.
United States Government Monument shown thus
Other Public Reservations
Paths and trails are shown on the map by broken red lines, and are marked on the ground by cairns, pointers and signs. Names of paths and trails are printed in red, except where the location suggests the name.
Double broken lines show winter or wood roads, many of which are overgrown and difficult to follow.
Red numbers indicate distances in miles from the steamboat wharf, Bar Harbor. Small blue circles indicate springs.
Since the paths and trails cross private properties the owners of which may at any time exercise their legal right to close them to the public, the law in regard to setting fires should be strictly observed, and great care should be taken to remove all remnants of luncheons and to avoid the breaking of bottles and doing injury of any kind.
The paths and trails are maintained by the Bar Harbor, Northeast Harbor and Seal Harbor Village Improvement Associations—members thereof are urged to help in the work by sending contributions to the Path Committees of these Associations.
Leland Pt.
Sand Pt.
The Ovens
Ireson Hill
Parker Pt.
Cape Levi
Salisbury Cove
Lookout Pt.
Hulls Cove
Emery District
Canoe Pt.
Youngs Mt.
McFarland Mt.
Dan Brewers Mt.
Youngs District
Bar Island
Sheep Porcupine
Bar Harbor
Sunset Hill
Great Hill
BAR HARBOR
Bald Porcupine
FRENCHMANS BAY
Ogden Pt.
Compass Harbor
Darr Pt.
TOWN LINE
GOULDSBORO
EDEN
Strawberry Hill
Kebo Mt.
Great Pond
EAGLE LAKE
The White Cap
Hardwood Hill
Valley
Southwest
Sargent District
Green Mt.
Newport Mt.
Schooner Head
Sargent Mt.
The Bubbles
Little Brown's Mt.
Penobscot Mt.
Jordan Mt.
JORDAN POND
Otter Creek Valley
Halfway Mt.
Great Head
Sorham Mt.
Otter Creek
Browns Mt.
Cedar Swamp Mt.
Sargent Mountain
South End
Amphitheatre
The Triad
Bear Hill
Mitchell Hill
Redfield Hill
Day Mt.
The Black Woods
Otter Cliffs
Otter Creek Pt.
Asticou Hill
Asticou
Harbor Hill
Schoolhouse Ledge
Northeast Harbor
Seal Harbor
Hunters Beach Head
Blue Head
Ingraham Pt.
Roberts Pt.
Savages Pt.
Pierce Rd.
East Pt.
Smallidge Pt.
Greening I.
Sargent Head
Bear I.
SOMES SOUND

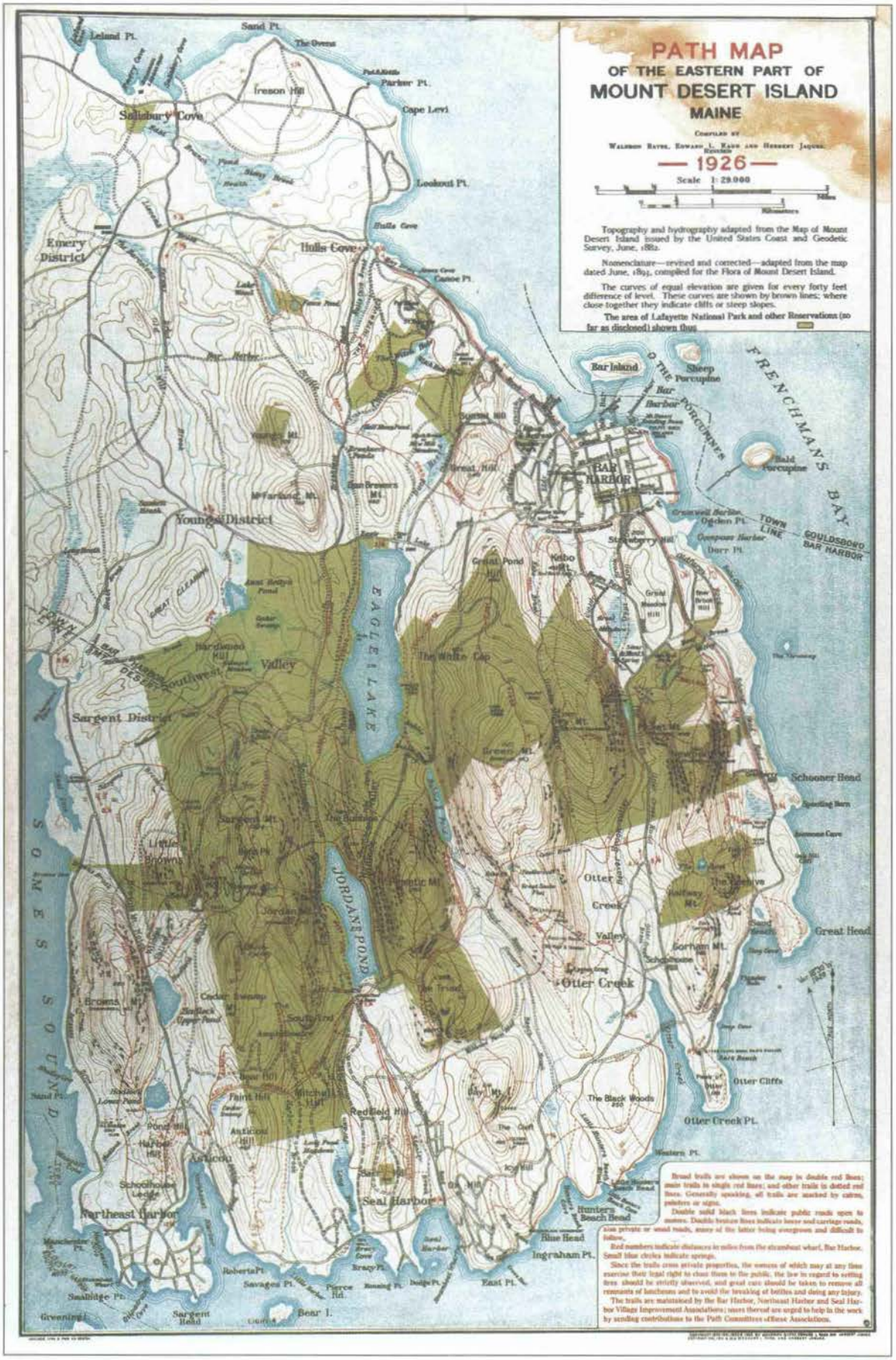

PROPERTY OF ACADIA NATIONAL PARK, MAINE
MAP OF
MOUNT DESERT ISLAND
MAINE
— 1921 —
HANCOCK
SORRENTO
LAMOINE
EASTERN BAY
WESTERN BAY
SOMES SOUND
EASTERN WAY
CRANBERRY ISLES
TOWN HILL
SOUTHWEST HARBOR
TOWN GOULDSBORO LINE BAR HARBOR

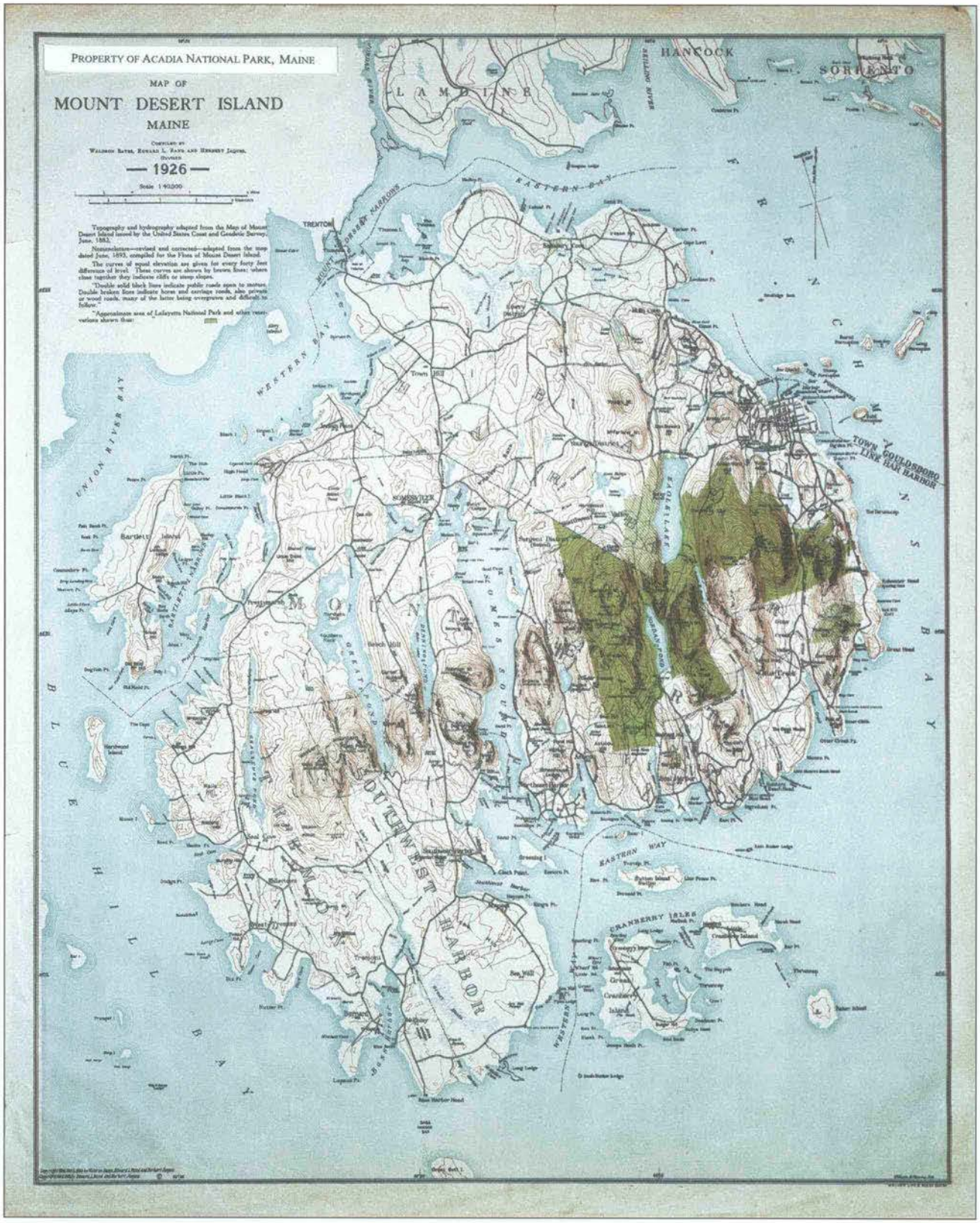

PROPERTY OF ACADIA NATIONAL PARK, MAINE
PATH MAP
OF THE EASTERN PART OF
MOUNT DESERT ISLAND
MAINE
— 1921 —
Scale 1:20000
Topography and hydrography adapted from the Map of Mount Desert Island issued by the United States Coast and Geodetic Survey.
Nomenclature—revised and corrected—adapted from the map compiled for the Flora of Mount Desert Island.
The curves of equal elevation are given for every forty feet difference of level. These curves are shown by brown lines; where close together they indicate cliffs or steep slopes.
Lafayette National Park and other public Reservations shown thus
FRENCHMANS BAY
SOMES SOUND
EAGLE LAKE
JORDAN'S POND
BAR HARBOR
Bar Island
Sheep Porcupine
Bald Porcupine
Salisbury Cove
Hulls Cove
Emery District
Youngs District
Sargent District
Otter Creek
Seal Harbor
Northeast Harbor
Asticou
Schooner Head
Great Head
Otter Cliffs
Otter Creek Pt.
Hunters Beach Head
Sand Pt.
Lookout Pt.
Cape Levi
Ogden Pt.
Bear I.
Sargent Head
East Pt.
Ingraham Pt.
Blue Head
Red numbers indicate distances in miles from the steamboat wharf, Bar Harbor. Small blue circles indicate springs.
The paths and trails are maintained by the Bar Harbor, Northeast Harbor and Seal Harbor Village Improvement Associations


MAP OF
MOUNT DESERT ISLAND
MAINE
— 1922 —
SORRENTO
TRENTON
TOWN
GOULDSBORO
LINE
HAR HARBOR
SOMES SOUND
SOUTHWEST HARBOR
CRANBERRY ISLES



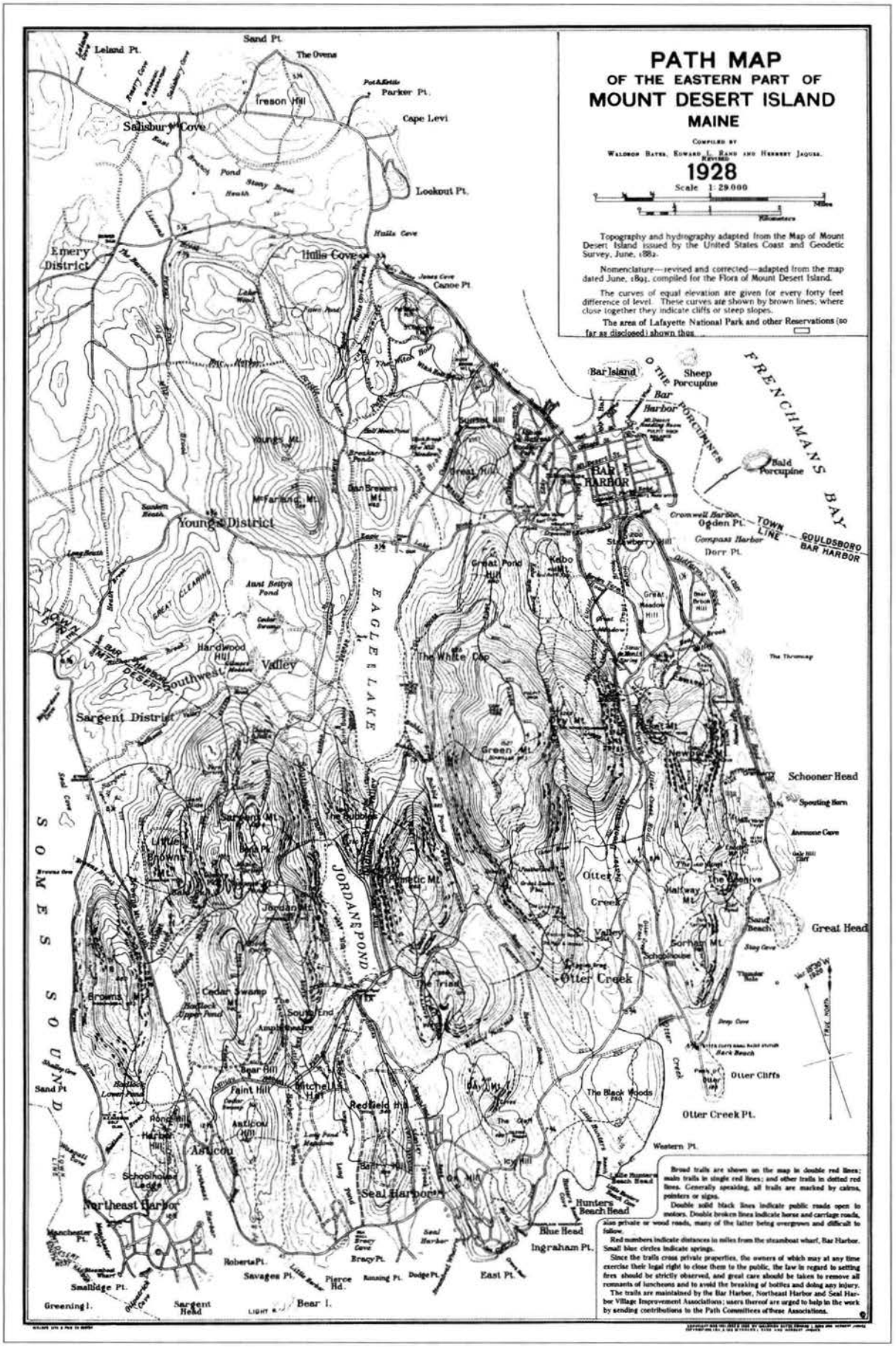
PROPERTY OF BAR HARBOR HISTORICAL SOCIETY, BAR HARBOR, MAINE


PATH MAP
OF THE EASTERN PART OF
MOUNT DESERT ISLAND
MAINE
1926
Scale 1:29,000
Topography and hydrography adapted from the Map of Mount Desert Island issued by the United States Coast and Geodetic Survey, June, 1882.
Nomenclature—revised and corrected—adapted from the map dated June, 1893, compiled for the Flora of Mount Desert Island.
The curves of equal elevation are given for every forty feet difference of level. These curves are shown by brown lines; where close together they indicate cliffs or steep slopes.
The area of Lafayette National Park and other Reservations (so far as disclosed) shown thus
Broad trails are shown on the map in double red lines; main trails in single red lines; and other trails in dotted red lines. Generally speaking, all trails are marked by cairns, pointers or signs.
Double solid black lines indicate public roads open to motors. Double broken lines indicate horse and carriage roads, also private or usual roads, many of the latter being overgrown and difficult to follow.
Red numbers indicate distances in miles from the steamboat wharf, Bar Harbor.
Small blue circles indicate springs.
Since the trails cross private properties, the owners of which may at any time exercise their legal right to close them to the public, the law in regard to setting fires should be strictly observed, and great care should be taken to remove all remnants of luncheons and to avoid the breaking of bottles and doing any injury.
The trails are maintained by the Bar Harbor, Northeast Harbor and Seal Harbor Village Improvement Associations; users thereof are urged to help in the work by sending contributions to the Path Committees of these Associations.
Salisbury Cove
Hulls Cove
Emery District
Young's District
Valley
Sargent District
Northeast Harbor
Seal Harbor
BAR HARBOR
Bar Island
Sheep Porcupine
Bald Porcupine
FRENCHMAN'S BAY
EAGLE LAKE
JORDAN POND
SOMES SOUND
Otter Creek
Otter Cliffs
Otter Creek Pt.
Schooner Head
Great Head
The Beehive
The Bubbles
Sargent Mt.
Penobscot Mt.
Jordan Mt.
Brown Mt.
Gilmore Meadow
Ashland
Redfield Hill
Blue Head
Ingraham Pt.
East Pt.
Bear I.
Sand Pt.
Leland Pt.
Parker Pt.
Cape Levi
Lookout Pt.
Canoe Pt.
Ireson Hill
Great Hill
Strawberry Hill
Kebo Mt.
Dorr Pt.
Ogden Pt.
TOWN LINE
GOULDSBORO
BAR HARBOR
The White Cap
Hardwood Hill
Halfway Mt.
Gorham Mt.
Schooner Head
Western Pt.
Hunters Beach Head
Northeast Harbor
Schoolhouse Ledge
Robertas Pt.
Savages Pt.
Sargent Head
Greening I.
Smallidge Pt.
Manchester Pt.

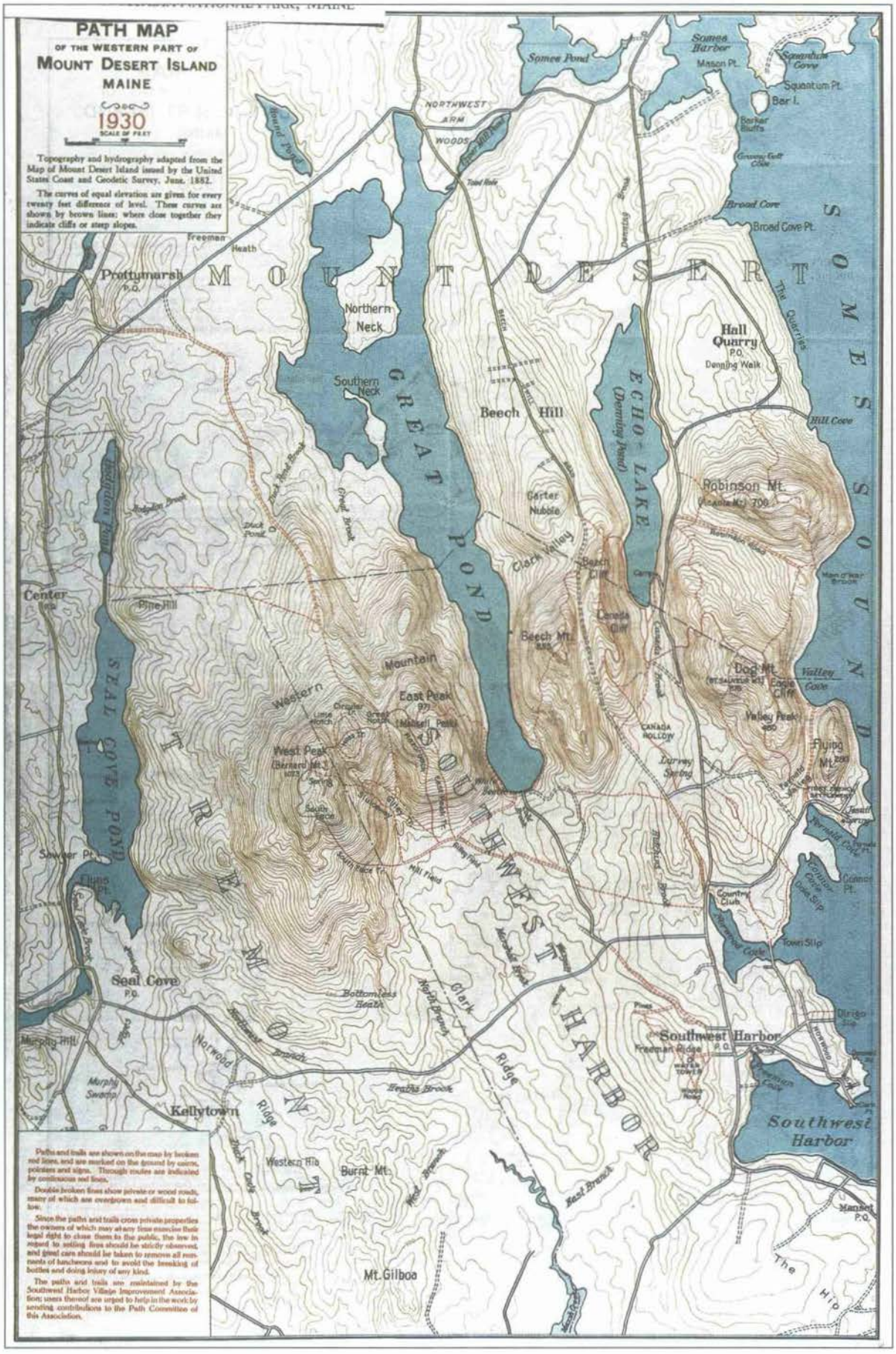

PROPERTY OF ACADIA NATIONAL PARK, MAINE
MAP OF
MOUNT DESERT ISLAND
MAINE
— 1926 —
Scale 1:40,000
Topography and hydrography adapted from the Map of Mount Desert Island issued by the United States Coast and Geodetic Survey, June, 1883.
Nomenclature—revised and corrected—adapted from the map dated June, 1893, compiled for the Fires of Mount Desert Island.
The curves of equal elevation are given for every forty feet difference of level. These curves are shown by brown lines; where close together they indicate cliffs or steep slopes.
"Double solid black lines indicate public roads open to motors. Double broken lines indicate horse and carriage roads, also private or wood roads, many of the latter being overgrown and difficult to follow."
"Approximate area of Lafayette National Park and other reservations shown thus:
TRENTON
HANCOCK
SORRENTO
LAMOINE
EASTERN BAY
WESTERN BAY
UNION RIVER BAY
BLUE HILL BAY
FRENCHMAN BAY
SOMESVILLE
TOWN HILL
SOUTHWEST HARBOR
TOWN OF GOULDSBORO
LINE BAR HARBOR
EASTERN WAY
CRANBERRY ISLES
Bartlett Islands
Hardwood Island
Great Head
Otter Cliffs
Bass Harbor Head

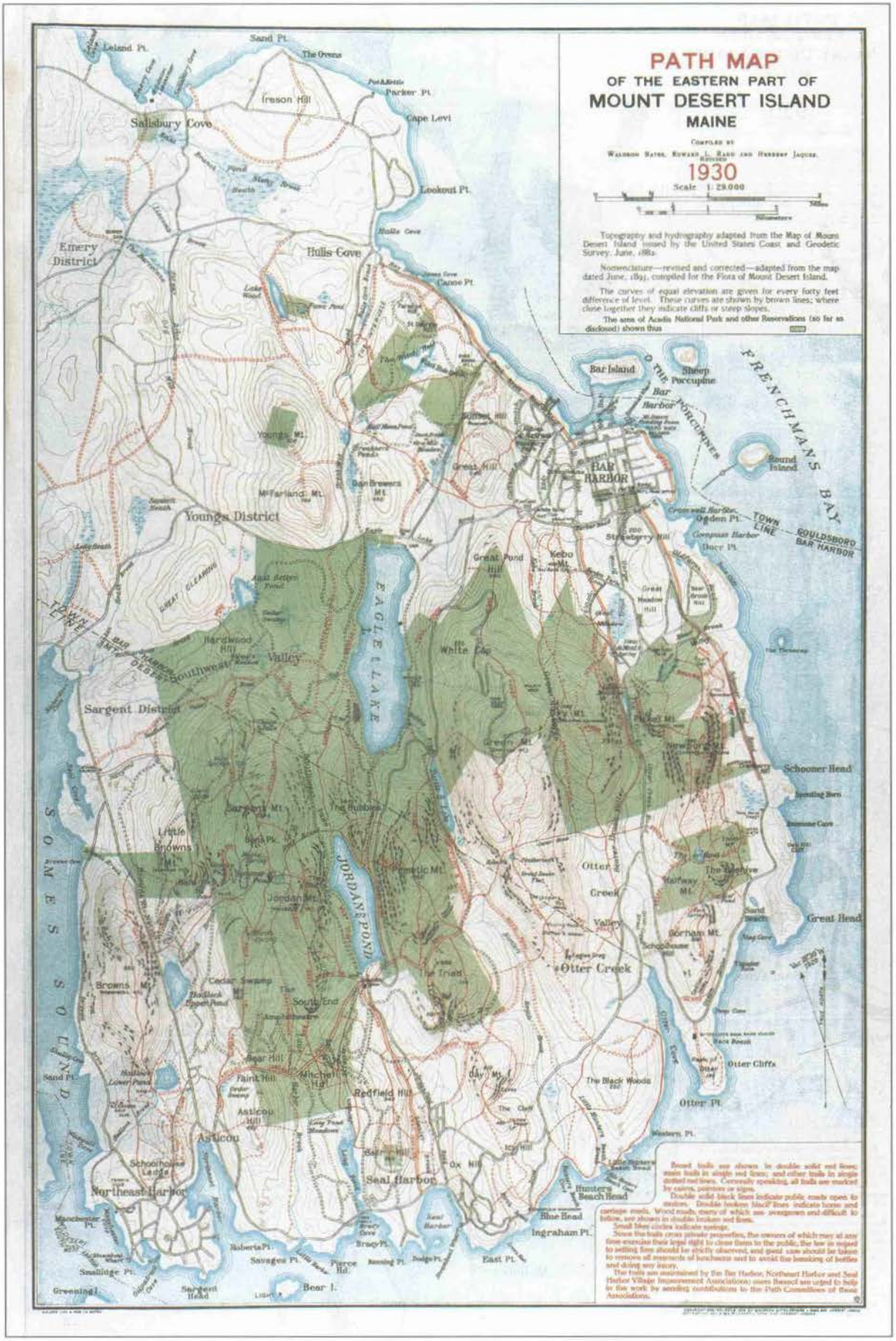

PATH MAP
OF THE WESTERN PART OF
MOUNT DESERT ISLAND
MAINE
1926
MOUNT DESERT
GREAT POND
ECHO LAKE
SEAL COVE POND
SOUTHWEST HARBOR
BLUE HILL BAY
SOMES SOUND
BARTLETT
Pretty Marsh
Northern Neck
Southern Neck
Beech Hill
Hall Quarry
Robinson Mt.
Beech Mt.
Center
McKenzie Hill
Pine Hill
Mountain
East Peak
West Peak
Western
Walls Hill
Robbins Hill
Seal Cove
Kellytown
West Tremont
Southwest Harbor
Southwest Harbor
Manset
Mt. Gilboa
Bernard Mt.
Flying Mt.
Clark Pt.
Dodge Pt.
Old Field Hill
The Cape
Moose I.
Tinker Hill
Dog Mt.
Clark Ridge
Clark Valley
Freeman Ridge
Burnt Mt.
Western Mts.


MAP OF
MOUNT DESERT ISLAND
MAINE
— 1928 —
HANCOCK
SORRENTO
LAMOINE
TRENTON
EASTERN BAY
WESTERN BAY
UNION RIVER BAY
MOUNT DESERT NARROWS
SOUTHWEST HARBOR
EASTERN WAY
CRANBERRY ISLES
TOWN HILL
TOWN GOULDSBORO
LIKE HAR HARBOR

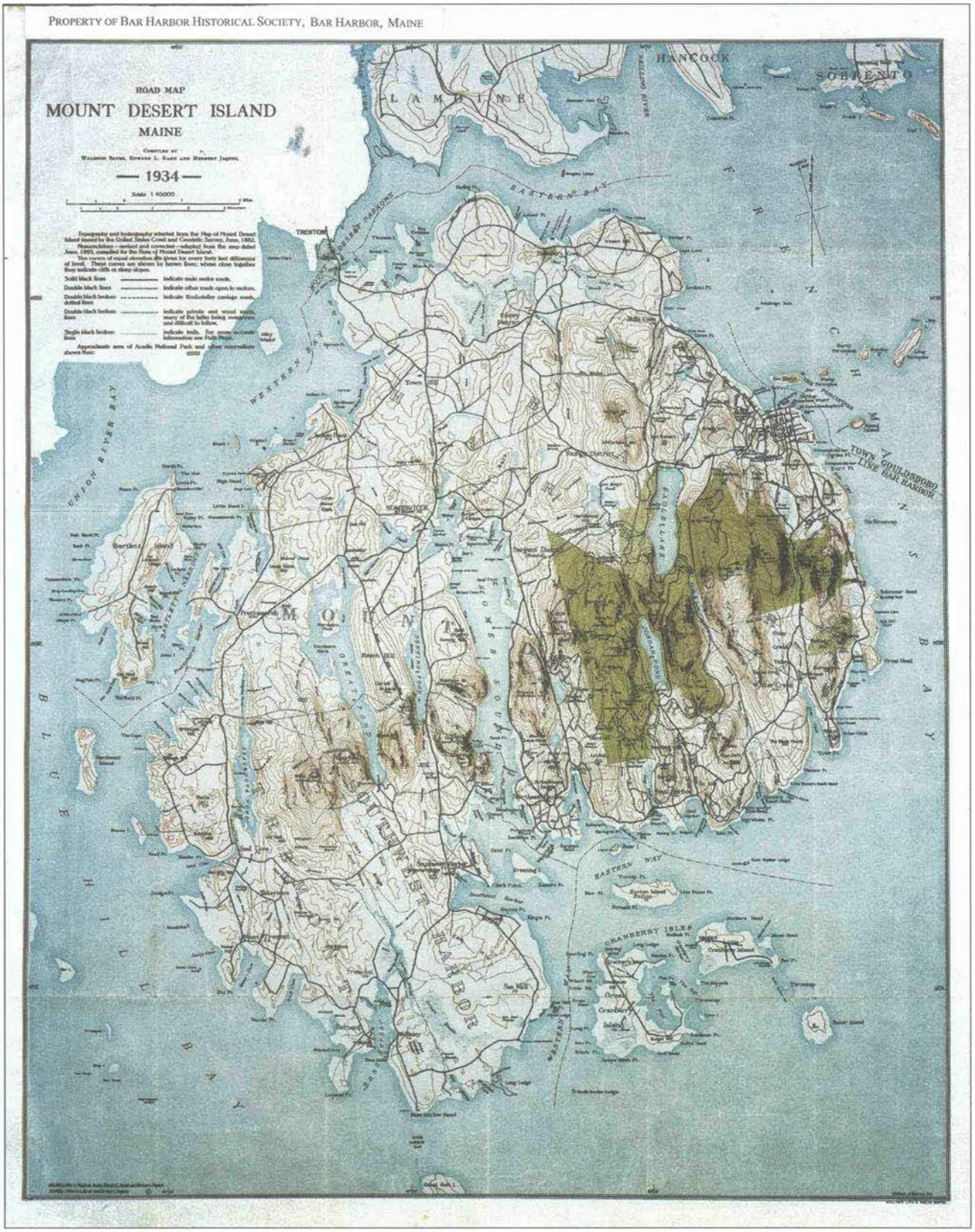

PATH MAP
OF THE EASTERN PART OF
MOUNT DESERT ISLAND
MAINE
Compiled by
Waldron Bates, Edward L. Rand and Herbert Jaques.
Revised.
1928
Scale 1:29,000
Miles
Kilometers
Topography and hydrography adapted from the Map of Mount Desert Island issued by the United States Coast and Geodetic Survey, June, 1882.
Nomenclature—revised and corrected—adapted from the map dated June, 1894, compiled for the Flora of Mount Desert Island.
The curves of equal elevation are given for every forty feet difference of level. These curves are shown by brown lines; where close together they indicate cliffs or steep slopes.
The area of Lafayette National Park and other Reservations (so far as disclosed) shown thus
Broad trails are shown on the map in double red lines; main trails in single red lines; and other trails in dotted red lines. Generally speaking, all trails are marked by cairns, pointers or signs.
Double solid black lines indicate public roads open to motors. Double broken lines indicate horse and carriage roads, also private or wood roads, many of the latter being overgrown and difficult to follow.
Red numbers indicate distances in miles from the steamboat wharf, Bar Harbor.
Small blue circles indicate springs.
Since the trails cross private properties, the owners of which may at any time exercise their legal right to close them to the public, the law in regard to setting fires should be strictly observed, and great care should be taken to remove all remnants of luncheons and to avoid the breaking of bottles and doing any injury.
The trails are maintained by the Bar Harbor, Northeast Harbor and Seal Harbor Village Improvement Associations; users thereof are urged to help in the work by sending contributions to the Path Committees of these Associations.
Leland Pt.
Sand Pt.
The Ovens
Parker Pt.
Ireson Hill
Cape Levi
Salisbury Cove
Lookout Pt.
Hulls Cove
Emery District
Canoe Pt.
Bar Island
Sheep Porcupine
Bar Harbor
Bald Porcupine
FRENCHMANS BAY
BAR HARBOR
Ogden Pt.
TOWN LINE
GOULDSBORO
BAR HARBOR
Compass Harbor
Dorr Pt.
Youngs District
Youngs Mt.
McFarland Mt.
Great Hill
Great Pond
Kebo
EAGLE LAKE
Hardwood Hill
Valley
Southwest
Sargent District
The White Cap
Green Mt.
Schooner Head
Spouting Horn
Anemone Cave
Sargent Mt.
Little Brown Mt.
Jordan Mt.
JORDAN POND
Otter Creek
Halfway Mt.
The Beehive
Great Head
Sand Beach
Northern Mt.
Schoolhouse Ledge
Cedar Swamp
The Triad
Otter Cliffs
Otter Creek Pt.
The Black Woods
Western Pt.
Faint Hill
Bear Hill
Redfield Hill
Anticou
Anticou Hill
Harbor Hill
Northeast Harbor
Seal Harbor
Hunters Beach Head
Blue Head
Ingraham Pt.
Manchester Pt.
Smallidge Pt.
Roberts Pt.
Savages Pt.
Pierce Rd.
Dodge Pt.
East Pt.
Greening I.
Sargent Head
Bear I.
SOUNDS
SOUTH


PROPERTY OF RAYMOND STROUT, BAR HARBOR, MAINE
ROAD MAP
MOUNT DESERT ISLAND
MAINE
— 1930 —
HANCOCK
SORRENTO
LAMOINE
TRENTON
EASTERN BAY
WESTERN BAY
FRENCHMAN BAY
SOMESVILLE
TOWN HOUSE
TOWN OF GOULDSBORO
LINE BAR HARBOR
BAR HARBOR
SOUTHWEST HARBOR
EASTERN WAY
CRANBERRY ISLES
Bartlett Island
Hardwood Island
Robinson Point
Clark Point
Bracy Cove
Long Ledge
Ship Harbor Head

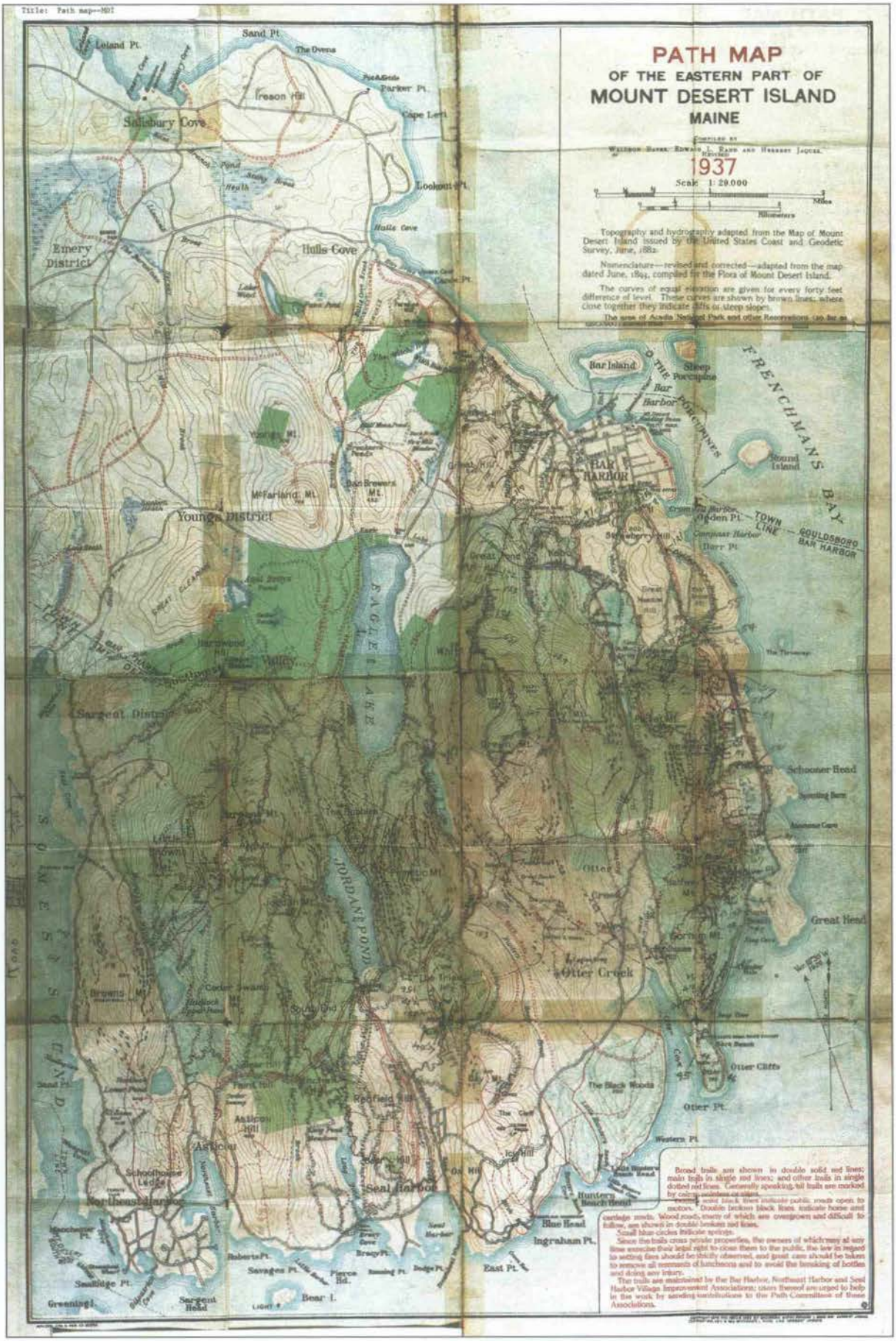

PATH MAP
OF THE WESTERN PART OF
MOUNT DESERT ISLAND
MAINE
1930
SCALE OF FEET
Topography and hydrography adapted from the Map of Mount Desert Island issued by the United States Coast and Geodetic Survey, June, 1882.
The curves of equal elevation are given for every twenty feet difference of level. These curves are shown by brown lines; where close together they indicate cliffs or steep slopes.
Paths and trails are shown on the map by broken red lines, and are marked on the ground by cairns, pointers and signs. Through routes are indicated by continuous red lines.
Double broken lines show private or wood roads, many of which are overgrown and difficult to follow.
Since the paths and trails cross private properties the owners of which may at any time exercise their legal right to close them to the public, the law in regard to setting fires should be strictly observed, and great care should be taken to remove all remnants of luncheons and to avoid the breaking of bottles and doing injury of any kind.
The paths and trails are maintained by the Southwest Harbor Village Improvement Association; users thereof are urged to help in the work by sending contributions to the Path Committee of this Association.
MOUNT DESERT
SOMES SOUND
GREAT POND
ECHO LAKE
(Deming Pond)
SEAL COVE POND
SOUTHWEST HARBOR
Somes Pond
Somes Harbor
Mason Pt.
Squantum Pt.
Bar I.
Broad Cove
Broad Cove Pt.
Hall Quarry
P.O.
Beech Hill
Robinson Mt.
Northern Neck
Southern Neck
Prottutmarsh
P.O.
Freeman Heath
Center Pond
Pine Hill
Center Line
Western Mountain
East Peak
977
West Peak
(Bernard Mt.)
1023
Beech Mt.
935
Dog Mt.
Valley Peak
Flying Mt.
Canada Cliff
Beech Cliff
Valley Cove
Eagle Cliff
Sawyer Pt.
Ellis Pt.
Seal Cove
P.O.
Seal Cove Pond
Seal Cove Brook
Murphy Hill
Murphy Swamp
Kellytown
Natwood
Northwest Branch
Bottomless Heath
Heath's Brook
Clark
North Brown
Ridge
Western Hio
Burnt Mt.
Mt. Gilboa
Southwest Harbor
P.O.
Freeman Ridge
Manset
P.O.
Town Slip
Country Club
Canoe Pt.
Hio
Bowditch Brook
Hadlock Brook
Clark Brook
Black Cove Brook
Somes Brook
Hall Quarry
Denning Walk
The Quarries
Hill Cove
Carter Nubble
Clark Valley
Canada Hollow
Turney Spring
Mill Pond
Mill Trail
Ridge Trail
Beech Cliff Trail
Canada Cliff Trail
Valley Cove Trail
Eagle Cliff Trail
Flying Mt. Trail
Jordan Pond
Ridge Trail Brook
Grand Brook
Duck Pond
Duck Pond Brook
Bowditch Brook
Somes Brook
Broad Cove Brook
Hall Quarry Brook
Main O'War Brook
Canada Brook
Valley Cove Brook
Hadlock Brook
Bowditch Brook
Clark Brook
Black Cove Brook
Somes Brook
Toad Rock
Woods
Northwest
Arm
Bowditch Pond

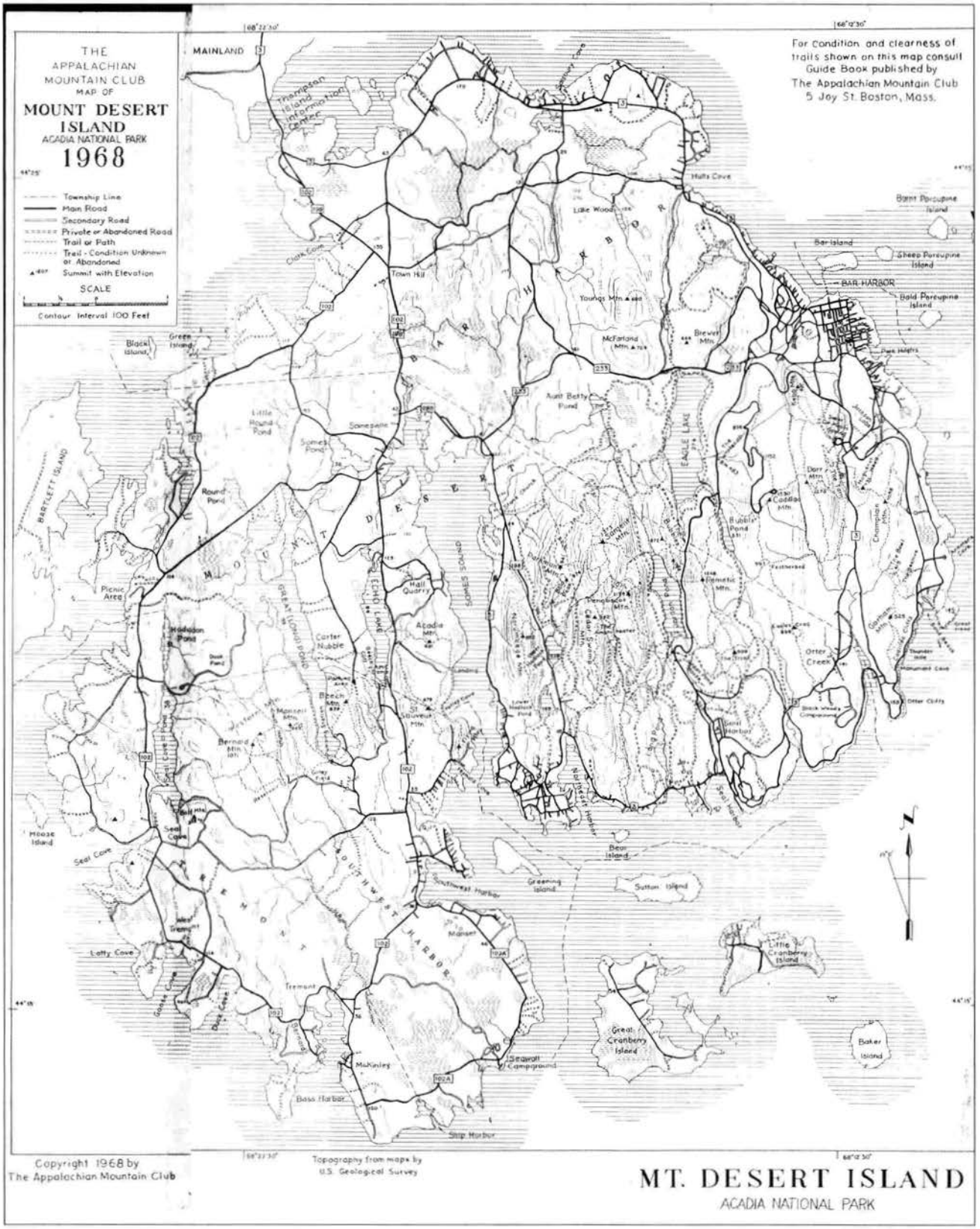

PATH MAP
OF THE EASTERN PART OF
MOUNT DESERT ISLAND
MAINE
1930
Scale 1:29,000
Topography and hydrography adapted from the Map of Mount Desert Island issued by the United States Coast and Geodetic Survey, June, 1881.
Nomenclature—revised and corrected—adapted from the map dated June, 1893, compiled for the Flora of Mount Desert Island.
The curves of equal elevation are given for every forty feet difference of level. These curves are shown by brown lines; where close together they indicate cliffs or steep slopes.
The area of Acadia National Park and other Reservations (so far as disclosed) shown thus
Bound trails are shown in double solid red lines; main trails in single red lines; and other trails in single dotted red lines. Conversely speaking, all trails are marked by cairns, paintings or signs.
Double solid black lines indicate public roads open to motors. Double broken black lines indicate horse and carriage roads. Wood roads, many of which are overgrown and difficult to follow, are shown in double broken red lines.
Small blue circles indicate springs.
Since the trails cross private properties, the owners of which may at any time exercise their legal right to close them to the public, the law in regard to setting fires should be strictly observed, and guests are should be taken to remove all remnants of luncheons and to avoid the breaking of bottles and doing any injury.
The trails are maintained by the Bar Harbor, Northeast Harbor and Seal Harbor Village Improvement Associations; users thereof are urged to help in the work by sending contributions to the Path Committees of these Associations.
Salisbury Cove
Hulls Cove
Emery District
Youngs District
Sargent District
Bar Harbor
Northeast Harbor
Seal Harbor
Otter Creek
Eagle Lake
Jordan Pond
Somes Sound
Cadillac Mt.
Sargent Mt.
Penobscot Mt.
Norumbega Mt.
Schooner Head
Great Head
Otter Cliffs
Otter Pt.
Bear I.
Greening I.
Sand Pt.
Leland Pt.
Parker Pt.
Cape Levi
Lookout Pt.
Canoe Pt.
Bar Island
Sheep Porcupine
Round Island
Frenchmans Bay
Town Line
Goulsboro
Bar Harbor

PROPERTY OF BAR HARBOR HISTORICAL SOCIETY, BAR HARBOR, MAINE




PATH MAP
OF THE WESTERN PART OF
MOUNT DESERT ISLAND
MAINE
1937
SCALE OF FEET
Topography and hydrography adapted from the Map of Mount Desert Island issued by the United States Coast and Geodetic Survey, June, 1882.
The curves of equal elevation are given for every twenty feet difference of level. These curves are shown by brown lines; where close together they indicate cliffs or steep slopes.
Paths and trails are shown on the map by broken red lines, and are marked on the ground by cairns, pointers and signs. Through routes are indicated by continuous red lines.
Double broken lines show private or wood roads many of which are overgrown and difficult to follow.
Since the paths and trails cross private properties the owners of which may at any time exercise their legal right to close them to the public, the law in regard to setting fires should be strictly observed, and great care should be taken to remove all remnants of luncheons and to avoid the breaking of bottles and doing injury of any kind.
The paths and trails are maintained by the Southwest Harbor Village Improvement Association; users thereof are urged to help in the work by sending contributions to the Path Committee of this Association.
MOUNT DESERT
GREAT POND
ECHO LAKE
(Deming Pond)
SOMES SOUND
SOUTHWEST HARBOR
SEAL COVE POND
Somes Pond
Somes Harbor
Mason Pt.
Squantum Cove
Squantum Pt.
Bar I.
Barker Bluffs
Broad Cove
Broad Cove Pt.
Freeman Heath
Prettymarsh P.O.
Northern Neck
Southern Neck
Hall Quarry P.O.
Beech Hill
Robinson Mt.
Carter Nubble
Hedgdon Pond
Center P.O.
Pine Hill
Beech Mt.
Western Mountain
East Peak
West Peak (Bernard Mt.)
Valley Peak
Flying Mt.
Oak Hill
Seal Cove P.O.
Murphy Hill
Murphy Swamp
Kellytown
Western Hio
Burnt Mt.
Mt. Gilboa
Bottomless Heath
Heaths Brook
Southwest Harbor P.O.
Southwest Harbor
Manset P.O.
The Hio


Title: Path map--MDI
PATH MAP
OF THE EASTERN PART OF
MOUNT DESERT ISLAND
MAINE
1937
Scale 1: 29,000
Topography and hydrography adapted from the Map of Mount Desert Island issued by the United States Coast and Geodetic Survey, June, 1882.
Nomenclature—revised and corrected—adapted from the map dated June, 1894, compiled for the Flora of Mount Desert Island.
The curves of equal elevation are given for every forty feet difference of level. These curves are shown by brown lines; where close together they indicate cliffs or steep slopes.
Broad trails are shown in double solid red lines; main trails in single red lines; and other trails in single dotted red lines. Generally speaking, all trails are marked by colored
motor. Double broken black lines indicate horse and carriage roads. Wood roads, many of which are overgrown and difficult to follow, are shown in double broken red lines.
Small blue circles indicate springs.
Since the trails cross private properties, the owners of which may at any time exercise their legal right to close them to the public, the law in regard to setting fires should be strictly observed, and great care should be taken to remove all remnants of luncheons and to avoid the breaking of bottles and doing any injury.
The trails are maintained by the Bar Harbor, Northeast Harbor and Seal Harbor Village Improvement Associations; users thereof are urged to help in the work by sending contributions to the Path Committees of those Associations.
Sand Pt.
Leland Pt.
The Ovens
Parker Pt.
Cape Levi
Salisbury Cove
Lookout Pt.
Hulls Cove
Emery District
Youngs District
McFarland Mt.
Bar Island
Sheep Porcupine
Bar Harbor
THE PORCUPINES
FRENCHMANS BAY
Bald Porcupine Island
BAR HARBOR
Ogden Pt.
TOWN LINE
GOULDSBORO
BAR HARBOR
Compass Harbor
Darr Pt.
Schooner Head
Great Head
Otter Creek
Otter Cliffs
Otter Pt.
Western Pt.
The Black Woods
Hunters Beach Head
Blue Head
Ingraham Pt.
East Pt.
Bear I.
Sargeant Distrct
Valley
JORDAN POND
SOUTHWEST HARBOR
Redfield Hill
Asticou
Asticou Hill
Seal Harbor
Northeast Harbor
Schoolhouse Ledge
Roberts Pt.
Savages Pt.
Pierce Rd.
Bunting Pt.
Bragg Pt.
Sawdust Pt.
Sargent Head
Greening I.
Beech Pt.


THE
APPALACHIAN
MOUNTAIN CLUB
MAP OF
MOUNT DESERT
ISLAND
ACADIA NATIONAL PARK
1968
Township Line
Main Road
Secondary Road
Private or Abandoned Road
Trail or Path
Trail - Condition Unknown or Abandoned
Summit with Elevation
SCALE
Contour Interval 100 Feet
For condition and clearness of trails shown on this map consult Guide Book published by The Appalachian Mountain Club 5 Joy St. Boston, Mass.
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BAR HARBOR
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U.S. Geological Survey
MT. DESERT ISLAND
ACADIA NATIONAL PARK

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HULLS COVE
Hwy Route 3
Bar Island
BAR HARBOR
Youngs Mtn
Great Hill
McFarland Hill
Hwy Route 233
Kebo Mtn
Dorr Mtn
Cadillac Mtn
Champlain Mtn
Hwy Route 198
Sargent Mtn
Parkman Mtn
Penobscot Mtn
Pemetic Mtn
Featherbed
Tea House
Gorham Mtn
Cedar Swamp Mtn
Norumbega Mtn
Triad
Eagles Crag
Otter Creek
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Otter Cliff
Day Mtn
Blackwoods
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Schoolhouse Ledge
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