National Park Service
Cultural Landscapes Inventory

2017



Historic Hiking Trail System - Bar Harbor District
Acadia National Park

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Inventory Summary

The Cultural Landscapes Inventory Overview:

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Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI) is an evaluated inventory of all significant landscapes in units of the national park system in which the National Park Service has, or plans to acquire any enforceable legal interest. Landscapes documented through the CLI are those that individually meet criteria set forth in the National Register of Historic Places such as historic sites, historic designed landscapes, and historic vernacular landscapes or those that are contributing elements of properties that meet the criteria. In addition, landscapes that are managed as cultural resources because of law, policy, or decisions reached through the park planning process even though they do not meet the National Register criteria, are also included in the CLI.

The CLI serves three major purposes. First, it provides the means to describe cultural landscapes on an individual or collective basis at the park, regional, or service-wide level. Secondly, it provides a platform to share information about cultural landscapes across programmatic areas and concerns and to integrate related data about these resources into park management. Thirdly, it provides an analytical tool to judge accomplishment and accountability.

The legislative, regulatory, and policy direction for conducting the CLI include:

National Historic Preservation Act of 1966 (16 USC 470h-2(a)(1)). Each Federal agency shall establish…a preservation program for the identification, evaluation, and nomination to the National Register of Historic Places…of historic properties…

Executive Order 13287: Preserve America, 2003. Sec. 3(a)…Each agency with real property management responsibilities shall prepare an assessment of the current status of its inventory of historic properties required by section 110(a)(2) of the NHPA…No later than September 30, 2004, each covered agency shall complete a report of the assessment and make it available to the Chairman of the Advisory Council on Historic Preservation and the Secretary of the Interior… (c) Each agency with real property management responsibilities shall, by September 30, 2005, and every third year thereafter, prepare a report on its progress in identifying… historic properties in its ownership and make the report available to the Council and the Secretary…

The Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs Pursuant to the National Historic Preservation Act, 1998. Standard 2: An agency provides for the timely identification and evaluation of historic properties under agency jurisdiction or control and/or subject to effect by agency actions (Sec. 110 (a)(2)(A)

Management Policies 2006. 5.1.3.1 Inventories: The Park Service will (1) maintain and expand the following inventories…about cultural resources in units of the national park system…Cultural Landscape Inventory of historic designed landscapes, historic vernacular landscapes,… and historic sites…

Cultural Resource Management Guideline, 1997, Release No. 5, page 22 issued pursuant to Director's Order #28. As cultural resources are identified and evaluated, they should also be listed in the appropriate Service-wide inventories of cultural resources.

Responding to the Call to Action:

The year 2016 marks the 100th anniversary of the National Park Service. A five-year action plan entitled, "*A Call to Action: Preparing for a Second Century of Stewardship and Engagement*" charts a path toward that second century vision by asking Service employees and partners to commit to concrete actions that advance the agency's mission. The heart of the plan includes four broad themes supported by specific goals and measurable actions. These themes are: Connecting People to Parks, Advancing the NPS Education Mission, Preserving America's Special Places, and Enhancing Professional and Organizational Excellence. The Cultural Landscape Inventory relates to three of these themes:

Connect People to Parks. Help communities protect what is special to them, highlight their history, and retain or rebuild their economic and environmental sustainability.

Advance the Education Mission. Strengthen the National Park Service's role as an educational force based on core American values, historical and scientific scholarship, and unbiased translation of the complexities of the American experience.

Preserve America's Special Places. Be a leader in extending the benefits of conservation across physical, social, political, and international boundaries in partnership with others.

The national CLI effort directly relates to #3, Preserve America's Special Places, and specifically to Action #28, "Park Pulse." Each CLI documents the existing condition of park resources and identifies impacts, threats, and measures to improve condition. This information can be used to improve park priority setting and communicate complex park condition information to the public.

Responding to the Cultural Resources Challenge:

The Cultural Resources Challenge (CRC) is a NPS strategic plan that identifies our most critical priorities. The primary objective is to "*Achieve a standard of excellence for the stewardship of the resources that form the historical and cultural foundations of the nation, commit at all levels to a common set of goals, and articulate a common vision for the next century.*" The CLI contributes to the fulfillment of all five goals of the CRC:

1) *Provide leadership support, and advocacy for the stewardship, protection, interpretation, and management of the nation's heritage through scholarly research, science and effective management;*

2) *Recommit to the spirit and letter of the landmark legislation underpinning the NPS*

3) *Connect all Americans to their heritage resources in a manner that resonates with their lives, legacies, and dreams, and tells the stories that make up America's diverse national identity;*
4) *Integrate the values of heritage stewardship into major initiatives and issues such as renewable energy, climate change, community assistance and revitalization, and sustainability, while cultivating excellence in science and technical preservation as a foundation for resource protection, management, and rehabilitation; and*
5) *Attract, support, and retain a highly skilled and diverse workforce, and support the development of leadership and expertise within the National Park Service.*

Scope of the CLI

CLI data is gathered from existing secondary sources found in park libraries, archives and at NPS regional offices and centers, as well as through on-site reconnaissance. The baseline information describes the historical development and significance of the landscape, placing it in the context of the landscape's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit and generates spatial data for Geographic Information Systems (GIS). The CLI also identifies stabilization needs to prevent further deterioration of the landscape and provides data for the Facility Management Software System

Inventory Unit Description:

The coastal islands and rugged shorelines of Maine serve as the setting for the historic hiking trail system at Acadia National Park, located in Hancock County. Acadia was the first national park established east of the Mississippi River and today encompasses over 47,000 acres across Mount Desert Island, Schoodic Peninsula, and numerous smaller islands. Upwards of 2.5 million visitors annually experience the park's diverse landscape of granite-domed mountains, woodlands, lakes, marshes, and shorelines of Frenchman Bay and the Atlantic Ocean. Three distinct yet integrated circulation systems allow visitors to explore these resources: 115 miles of historic hiking trails offer woodland walks and rugged climbs, 57 miles of historic carriage roads track around lakes and along mountainsides, and 33 miles of historic motor roads stretch from mountain summits to the rocky coasts.

By 1867 the framework of the current trail system was established and documented in early guidebooks, which described the island's scenic views and destinations. Beginning in 1890, village improvement groups rebuilt and expanded paths with log bridges and stepping stones, stone staircases and culverts, and iron rungs and ladders to traverse the island's varied terrain. These highly crafted engineering features diverted water and provided access in difficult topography, and also made use of local materials that harmonized with the surrounding natural landscape. The efforts of the village groups continued after the establishment of the park in 1916, and continued into the 1930s when the National Park Service and the Civilian Conservation Corps built additional trails. At its peak there were around 270 miles of hiking trails on Mount Desert Island. Although that number has dramatically decreased to less than half that number today, the trails that do remain represent some of the finest examples of well-crafted and maintained hiking trails in the National Park System.

Historic Hiking Trail System – Bar Harbor District:
The scope of the Northeast Region CLI Program's work on the historic hiking trail system is concentrated on the 115 miles of currently maintained trails that lie within the park's boundaries on Mount Desert Island. In order to efficiently document and map trail features for uploading into the national CLI database, the trail system has been divided into four geographical districts that correspond to the jurisdictions of the village improvement groups who developed and maintained them: Bar Harbor Village Improvement Association (VIA), Seal Harbor VIS (Village Improvement Society), Northeast Harbor VIS, and Southwest Harbor VIA (see CLI Hierarchy Map and Site Plans at the end of this report).

The focus of this component CLI is the Bar Harbor District, which is currently comprised of 46 maintained trails encompassing around 44.7 miles on the east side of Mount Desert Island. Thirty-eight of the district's trails were built or rebuilt between 1867 and 1935, while eight trails were built between 1960 and 2014.

HISTORICAL OVERVIEW

The earliest trails on Mount Desert Island were probably Native American canoe carry trails between streams, ponds, and lakes. In the 1760s, English colonists settled in the island's 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 the 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 the "Rusticators," an annual influx of summer travelers who explored and wrote 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 Green [Cadillac] Mountain, Sargent Mountain, and Beech Cliffs. Early visitors hired guides and scrambled up the wooded 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 Green [Cadillac] Mountain built to the summit station of the United States Coastal Survey. (CLR Treatment 2006: xii)

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, 1870s, and 1880s 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 it. Trails departed from village roads, winding through the woods and along streams to mountain ridges and summits, covering approximately seventy miles. By the 1880s these trails were well worn, with some marked by cairns. Some of the most popular early trails had extensive built

features, such as retaining walls and gravel tread on the Shore Path (Trail #301) in Bar Harbor and rustic wooden bridges on the Duck Brook Path (#311). Pond-side trails were less common, as boats were typically used to cross the island's water bodies such as Eagle Lake and Jordan Pond. (CLR Treatment 2006: xii)

A perceived loss of American wilderness in the late 1800s led to a greater interest in preserving scenic areas. The deplorable conditions of American cities and rapid growth of railroad suburbs prompted citizens to seek ways to improve their communities. As a result, civic-minded individuals initiated land preservation programs and "village improvement societies." Mount Desert Island summer residents and local businesses, heavily invested in the spectacular scenery of the island, feared that its natural beauty would be lost to overdevelopment, indiscriminate logging, railroad lines, and the urbanization from which they sought refuge. These concerns led to the formation of village improvement societies in the towns of Bar Harbor, Northeast Harbor, Seal Harbor, and Southwest Harbor, and the Hancock County Trustees of Public Reservations. Individuals interested in walking paths also worked cooperatively through the Joint Path Committee of the four village improvement groups. 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. A memorial path system, initiated with the naming of the Waldron Bates Memorial Path along Chasm Brook and the placement of a plaque at Cadillac Cliffs in 1910, expanded under the leadership of George Dorr, as many of the founding members of the summer cottage community were laid to rest. Friends and fellow members paid tribute to the deceased by funding the construction of a trail, placing a memorial plaque or engraved boulder along it, and endowing the trail with a maintenance fund in perpetuity. Highly crafted trails, such as the Beachcroft Path (#13) and Kane Path (#17) were endowed. At the same time rigorous rung trails constructed under the direction of Rudolph Brunnow, such as the Precipice Trail (#11) and Beehive Trail (#7), were funded by donations and dues to the Bar Harbor VIA in the 1910s. (CLR Treatment 2006: xii-xiii)

The establishment of the Sieur de Monts National Monument in 1916, which 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 first 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 path committees continued to be very active, maintaining and building elegant new trails on both private and federal property. This was beneficial to the new park since it had limited staff and funds for maintenance. However, disagreements arose over the development of visitor facilities. Expansion of John D. Rockefeller, Jr.'s carriage road system, construction of a park motor road system, and changes in the names of mountains sparked protests from path users and village improvement path committees. At the same time, 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 path committees were suspended during American involvement in World War I. After the war, new trail construction resumed but with less fervor, as path committee members felt the system was complete. Memorial path construction continued during and after World War I; six trails were endowed between 1924 and 1930, including the A. Murray Young Path (#25) and Gorge Path (#28). The park's first superintendent, George Dorr also built memorial trails to highlight early historical figures and recent land donors. (CLR Treatment 2006: xiii)

The establishment of the Civilian Conservation Corps (CCC), one of the federal work programs in the 1930s created as part of President Franklin D. Roosevelt's economic recovery plan, contributed to the expansion of the trail system. Unlike the trails built by the local village improvement 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. 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 tremendous 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 standards of the Rustic Design style, which was promoted and popularized by the National Park Service. Trails impacted by the CCC included the Ocean Path (#3) and Cadillac Summit Loop Trail (#33), among others. (CLR Treatment 2006: xiii)

With the onset of World War II, the role of the village improvement associations diminished and the CCC program ended. During the war 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 Path (#3), received the greatest use. Visitors rarely used the Recreational Development Areas on the island's western side at Pretty Marsh, Pine Hill, and Oak Hill, nor the trails associated with them. (CLR Treatment 2006: xiii)

As a result of the park motor roads, facilities, and maps, there were essentially 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 path committees and known primarily by residents. Through time the second system became increasingly obscured. By the 1940s, many long-term members of the path committees were no longer able to tend the trails and many lost their homes in the devastating fire that swept across much of the island in 1947. Most maintenance responsibilities were transferred to the Park Service, but with a limited crew and budget the park concentrated on trails that received the heaviest use. In the 1950s the park closed around seventy trails totaling sixty-five miles that were seldom used, in poor condition, ran parallel to other paths, or led walkers onto private land. A few new trails, such as the Anemone Cave Trail (#83), were built between 1956 and 1966 as part of "Mission 66," a program initiated to celebrate the fiftieth anniversary of the NPS and modeled after the 1930s work programs. (CLR Treatment 2006: xiii-xiv)

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 90s the park's 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 Acadia Youth Conservation Corps (AYCC), Friends of Acadia, and the Appalachian Mountain Club

(AMC). With a trail maintenance program endowment from Friends of Acadia donations and park funds, the trails program has actively undertaken major rehabilitation projects on Acadia's historic trails. (CLR Treatment 2006: xiv)

SIGNIFICANCE SUMMARY

The park's historic hiking trail system is associated with the themes and events of four historic contexts outlined in the 2017 "Historic Resources of Acadia National Park" National Register of Historic Places Multiple Property Documentation Form (MPDF). The contexts correspond to National Register criteria A and C in the areas of community planning and development, conservation, entertainment/recreation, landscape architecture, and social history. The hiking trail system is significant for its association with land conservation and early recreation efforts begun in the 1860s, and expanded by the village improvement associations and societies of Mount Desert Island beginning in the 1890s, and the CCC in the 1930s. The system is also significant for the use of the Picturesque style of landscape design by the island's village improvement groups. The expansion of the trail system by the CCC is also significant as part of the Rustic Design style popularized by the National Park Service in the early 1900s.

The overall period of significance for the hiking trail system is 1867 to 1942. By 1867 the framework of the current trail system was established and documented in early guidebooks. The period includes trail stewardship, maintenance, and construction by local village improvement groups from 1890 through 1937, and additional trail work by the NPS and the CCC beginning in 1933. The period ends with the termination of the CCC program in 1942.

ANALYSIS AND EVALUATION SUMMARY AND CONDITION

The Historic Hiking Trail System – Bar Harbor District was comprised of 110 trails extending approximately 97.8 miles during the historic period. Due to abandonments during and after the historic period, only 38 historic trails covering 44.7 miles are currently maintained in the Bar Harbor District by the park, along with 8 non-historic trails. Of the 38 historic trails, thirteen were established before 1890, twenty-six were constructed by the VIA/VIS, and one was built by the NPS/CCC.

The 2017 MPDF registration requirements state that to be eligible for listing in the National Register, the trails: must retain their historic route alignments; must have been constructed or improved by the Rusticators, VIA/VIS groups, and/or the NPS and CCC between 1890 and 1942; and must meet certain standards of integrity. The routes of the 38 historic trails in the Bar Harbor District are intact and retain a high level of integrity. The trails continue to provide access to specific scenic views and/or vistas or to natural or cultural points of interest. The condition of the natural settings through which the trails travel also remains. The relationship between the trails and the natural topography, as well as significant built features integral to the historic design, is still evident. Historic treatments of the treadways (bench cuts, causeways, gravel tread, stone pavement, unconstructed tread) remain or are in-kind replacements. Drainage features (culverts, subsurface drains, side drains, water bars) and crossings (bridges, stepping stones) are extant, as are stone steps and staircases, ironwork, and retaining structures such as coping stones and stone retaining walls. Many of these character-defining

features have been rehabilitated or replaced-in-kind. Rerouting or excessive widening of trails has been minimal, and the use of non-historic water dips, checks, and log cribs has not appreciably detracted from the historic character. Eight trails in the Bar Harbor District post-date the period of significance, but are compatible with the character of the historic trails.

The overall condition of the Historic Hiking Trail System – Bar Harbor District, located within Acadia National Park, is evaluated as "good." There is no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition. Trails and associated features are annually inspected and repaired as needed.

Property Level and CLI Numbers

Inventory Unit Name: Historic Hiking Trail System - Bar Harbor District

CLI Identification Number: 976028

Parent Landscape: 650065

Park Information

Park Name and Alpha Code: Acadia National Park -ACAD

Park Organization Code: 1700

Park Administrative Unit: Acadia National Park

CLI Hierarchy Description

The Historic Hiking Trail System – Bar Harbor District is one of four component landscapes that comprise the Historic Hiking Trail System landscape. The other components are Seal Harbor District, Northeast Harbor District, and Southwest Harbor District. Acadia National Park currently includes 14 other landscapes (and five component landscapes): Baker Island, Blackwoods Campground, Cadillac Mountain Summit, Carroll Homestead, Historic Carriage Road System (four component landscapes), Historic Motor Road System, Isle au Haut, Jordan Pond House, Picnic Areas, Sand Beach, Schoodic Peninsula (one component landscape), Seawall Campground, Sieur de Monts Spring, and Thunder Hole.

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

An inventory of existing conditions for this project was collected in the summer of 2015 through a CLI Field School, a partnership between Acadia National Park, the NPS Olmsted Center for Landscape Preservation, and the State University of New York, College of Environmental Science and Forestry, Department of Landscape Architecture (SUNY ESF). The three-credit, six-week course provided students with hands-on experience in park management, with a focus on cultural landscape preservation. Students participated in lectures, discussions, and on-site field work with NPS and SUNY ESF staff, and completed a journal. Graduate students completed a supplemental assignment. The focus of the field work was an inventory of cultural resources along the park's hiking trails in the Bar Harbor District.

Student participants included Bill Elliot (Student Project Lead), Sarah Hoagland, Jessey Horvat, Sara Reinstein, Vincent Ryan, Pam Selby, and Nicholas Shannon. SUNY ESF staff included John Auwaerter and George Curry. Olmsted Center staff included Margie Coffin Brown, Chris Beagan, Eliot Foulds, Jeff Killion, and Bob Page. Acadia National Park staff included Karen Anderson, Chris Barter, Chris Buckzo, Becky Cole-Will, Judy Hazen Connery, Gail Gladstone, Charlie Jacobi, Keith Johnston, John Kelly, Mike Madelle, Sheridan Steele, Gary Stellpflug, and Marie Yarborough. The park contact for cultural resources is Gail Gladstone (207.288.8728, gail_gladstone@nps.gov).

After the field work was completed, Bill Elliot continued working on the project at SUNY ESF, synthesizing and organizing information into a database and using it to develop site plans for each hiking trail in the Bar Harbor District. The final CLI was completed in 2017 by Jeff Killion. The CLI and the database will become important tools for park managers in their efforts to preserve and manage the hiking trail system.

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 07/21/2017

National Register Concurrence: Eligible -- SHPO Consensus Determination

Date of Concurrence Determination: 09/20/2017

National Register Concurrence Narrative:

The Maine SHPO concurred with the findings of this CLI on September 20, 2017.

Concurrence Graphic Information:

ACAD Hiking Trail System-Bar Harbor District CLI_Concurrences 2017.

CULTURAL LANDSCAPES INVENTORY
CONCURRENCE FORM

Historic Hiking Trail System – Bar Harbor District
Acadia National Park

Acadia National Park concurs with the findings of the Cultural Landscape Inventory (CLI) for Historic Hiking Trail System – Bar Harbor District including the following specific components:

MANAGEMENT CATEGORY: Should Be Preserved and Maintained

CONDITION ASSESSMENT: Good

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

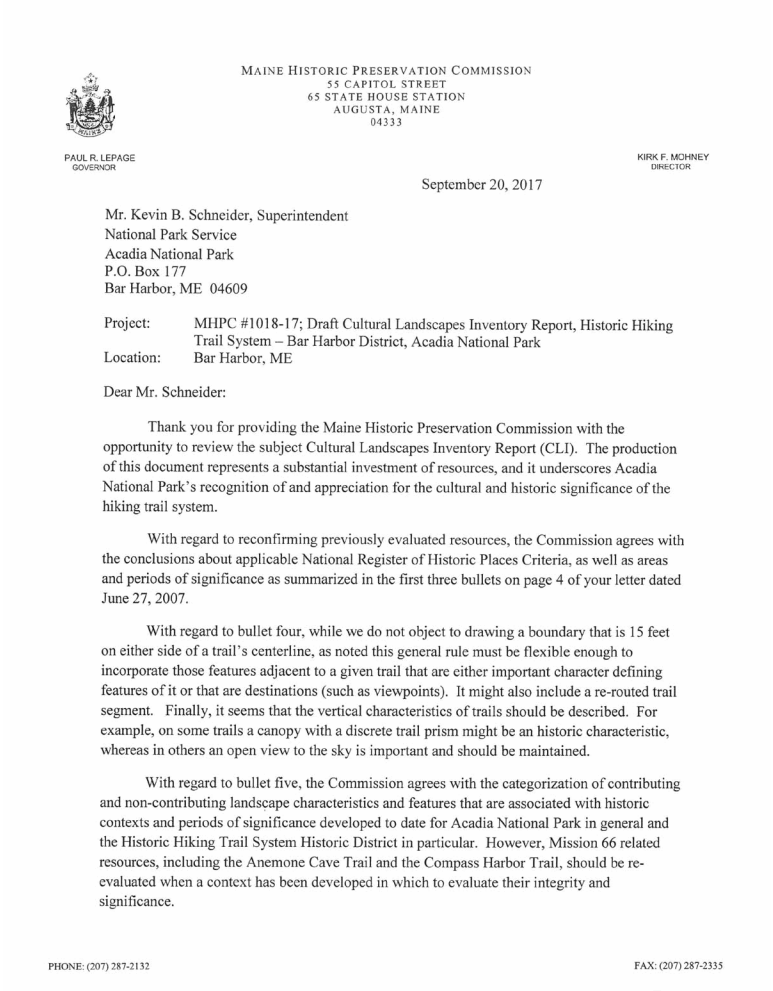
Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The Cultural Landscape Inventory for Historic Hiking Trail System – Bar Harbor District is hereby approved and accepted.

Superintendent, Acadia National Park — Date 7/21/17

Park concurrence was received on July 21, 2017.



MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

PAUL R. LEPAGE
GOVERNOR

KIRK F. MOHNEY
DIRECTOR

September 20, 2017

Mr. Kevin B. Schneider, Superintendent
National Park Service
Acadia National Park
P.O. Box 177
Bar Harbor, ME 04609

Project: MHPC #1018-17; Draft Cultural Landscapes Inventory Report, Historic Hiking Trail System – Bar Harbor District, Acadia National Park
Location: Bar Harbor, ME

Dear Mr. Schneider:

Thank you for providing the Maine Historic Preservation Commission with the opportunity to review the subject Cultural Landscapes Inventory Report (CLI). The production of this document represents a substantial investment of resources, and it underscores Acadia National Park's recognition of and appreciation for the cultural and historic significance of the hiking trail system.

With regard to reconfirming previously evaluated resources, the Commission agrees with the conclusions about applicable National Register of Historic Places Criteria, as well as areas and periods of significance as summarized in the first three bullets on page 4 of your letter dated June 27, 2007.

With regard to bullet four, while we do not object to drawing a boundary that is 15 feet on either side of a trail's centerline, as noted this general rule must be flexible enough to incorporate those features adjacent to a given trail that are either important character defining features of it or that are destinations (such as viewpoints). It might also include a re-routed trail segment. Finally, it seems that the vertical characteristics of trails should be described. For example, on some trails a canopy with a discrete trail prism might be an historic characteristic, whereas in others an open view to the sky is important and should be maintained.

With regard to bullet five, the Commission agrees with the categorization of contributing and non-contributing landscape characteristics and features that are associated with historic contexts and periods of significance developed to date for Acadia National Park in general and the Historic Hiking Trail System Historic District in particular. However, Mission 66 related resources, including the Anemone Cave Trail and the Compass Harbor Trail, should be re-evaluated when a context has been developed in which to evaluate their integrity and significance.

PHONE: (207) 287-2132

FAX: (207) 287-2335

SHPO concurrence letter, September 20, 2017 (10 pages).

In addition to the above comments, the Commission has the following observations about the CLI:

- On page 21 there is a brief mention of the fact that views and vistas extend beyond the park boundary. However, since views and vistas accessed by a given trail may be a significant reason for its existence and an important user experience, we recommend that the CLI include a section that underscores the significance of views and vistas (and viewpoints) to the setting of the hiking trails. As you may know, this was a topic on which considerable effort was spent in describing the character defining features of the Appalachian National Scenic Trail (AT) MPDF. Two sections of the draft MPDF that pertain to views, vistas and viewpoints are enclosed for your information. In our opinion, explaining the importance of views and vistas to the significance of a given trail will be valuable for any effort to protect those views and vistas from future undertakings, whether they are subject to Section 106 review or to local and state permitting.
- The CLI notes that the forest understory was often cleared along CCC trails at the time of their construction. Although we understand that there are ecological considerations that would discourage such practices now, are there any areas along one or more of these trails where the understory could be managed in such a way that a sense of the appearance of a CCC era trail could be restored and interpreted to the public? The hiking experience along such a trail would have been quite different from what a user witnesses today.

If you have any questions regarding the Commission's comments on the draft CLI, please do not hesitate to contact me.

Sincerely,

Kirk F. Mohney
State Historic Preservation Officer

Enc.

United States Department of the Interior

NATIONAL PARK SERVICE
Northeast Region
United States Custom House
200 Chestnut Street
Philadelphia, PA 19106

IN REPLY REFER TO:

A.1.2 (NER-RSS)

JUN 2 7 2017

Mr. Kirk F. Mohney
State Historic Preservation Officer
Maine Historic Preservation Commission
55 Capitol Street
State House Station 65
Augusta, ME 04333

Dear Mr. Mohney:

Enclosed you will find a copy of the Cultural Landscapes Inventory (CLI) for the Historic Hiking Trail System – Bar Harbor District. We seek to reconfirm our agreement on previously evaluated resources and your concurrence on the status of previously unevaluated resources identified in this CLI for listing in the National Register of Historic Places. The report has been prepared by a team of historical landscape architects with the National Park Service (NPS) Olmsted Center for Landscape Preservation. The CLI program and the enclosed report continue the NPS efforts to update our cultural resource inventories.

Through the CLI program, the NPS is currently in the midst of a nationwide effort to inventory its cultural landscapes. The CLI is conducted in accordance with Section 110 of the National Historic Preservation Act of 1966 (as amended). It is an inventory of baseline information for all historically significant cultural landscapes within the national park system, and it examines multiple landscape features that contribute to the significance of historic properties. The CLI process includes gathering information from existing secondary sources and conducting on-site reconnaissance of the existing landscape. The information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the property's overall significance. For landscapes found potentially eligible for the National Register of Historic Places, the evaluation describes their character-defining features and assesses the landscape's overall historical integrity. It also raises questions about the landscape that needs further study.

It is important to note that the CLI reports are not intended as comprehensive inventory reports for any one property, although for some properties they provide fuller documentation than for others. For example, the reports do not include a full architectural description of structures, but document structures as elements of the overall landscape, and similarly documents other

characteristics such as vegetation, spatial organization, and views and vistas. The CLI is one component of the NPS inventory effort that also includes cultural resource inventories for historic structures, archeological sites, ethnographic resources, and museum objects. For example, the NPS List of Classified Structures inventory includes structural features of cultural landscapes, but the CLI takes a more encompassing approach to the properties, inventorying all above-ground features in each park in which the NPS has a legal or mandated interest.

Previous Historic Property Evaluation:

Maine's Acadia National Park officially began with the proclamation of Sieur de Monts National Monument on July 8, 1916. The park was established as Lafayette National Park on February 29, 1919 and renamed Acadia National Park on January 19, 1929. The historic hiking trail system predates the park, having its origins in the nineteenth century, but it was not until 1996 when several resources were determined eligible for listing in the National Register of Historic Places.

On July 1, 1996, your office concurred with the NPS on an itemization of contributing and noncontributing resources in Acadia National Park as part of an update to the List of Classified Structures (LCS). Within the Bar Harbor District, six commemorative markers were evaluated as integral parts of the trails, and determined eligible for the National Register. They included the Beachcroft Trail Marker (Trail #13), Kurt Diederich's Climb Marker (#16), Kane Path Marker (#17), Strath Eden Path Marker (#24), Morris K. and Maria De Witt Jesup Memorial Plaque (#14), and the John Innes Kane Memorial Plaque (#17).

On December 17, 2001, your office concurred with the NPS that, based on the information and analysis presented in a draft "Cultural Landscape Report for the Historic Hiking Trail System" and "Historic Resources of Acadia National Park Multiple Property Listing," the hiking trail system was eligible for listing in the National Register. However, this correspondence did not address areas or periods of significance, or provide a description of specific resources.

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enhancements completed by village improvement groups in New England in the late nineteenth and early twentieth centuries, and were an impetus for creating the first organized land conservation group on the island—the Hancock County Trustees for Public Reservations. The VIA/VIS trails were also reflective of the Picturesque Style, including stone staircases, stepping stones, and flat paving. The trails constructed by the CCC were constructed between 1933 and 1942. They were illustrative of the design standards developed by the NPS from 1916 to 1942 and exhibited rustic features similar to the VIA/VIS system, but with a higher level of overall consistency related to construction methods, materials, and details. Registration requirements for the hiking trails as outlined in the MPDF required that they retain sufficient integrity of location, design, setting, feeling, and association, and to a lesser extent, materials and workmanship.

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trail type called "early trails" to recognize trails built before the village improvement groups. Significance for the fourth trail type was identified at the local level under Criterion A in the areas of entertainment/recreation and social history. According to the documentation, transportation paths of the Wabanaki Indians and early European settlers were incorporated into an expanding system of paths that developed organically after 1835 by artists and writers who independently explored the scenery of Mount Desert Island. The framework for the existing recreational trail system primarily dates to after 1865, when increased numbers of summer tourists defined popular routes from the island villages to scenic destinations such as mountain summits or coastal picnic spots. The early trails represent the scenic landscape of the nineteenth century that initially attracted many artists to the island and stimulated its development as a summer resort.

Current Findings:

The enclosed CLI for the Historic Hiking Trail System – Bar Harbor District fully evaluates the cultural landscape, particularly the associated landscape characteristics and features, and finds that the site's landscape retains integrity to the areas of conservation, community planning and development, entertainment/recreation, landscape architecture, and social history. As noted previously, 11 of the property's features compiled on the attached list have been determined eligible for listing in the National Register. The CLI identifies 48 additional features related to circulation, vegetation, views and vistas, and small-scale features that also contribute to the significance and historic character of the trail landscape.

We call your particular attention to the Landscape Description, Boundary Description, National Register Information and the Statement of Significance, and Analysis and Evaluation Summary in the enclosed CLI.

Based on the CLI, we seek to reconfirm our agreement on previously evaluated resources and your concurrence on the status of resources and features identified in this CLI:

- The hiking trails in the Bar Harbor District are significant at the local level under National Register Criterion A in the areas of Community Planning and Development, Conservation, Entertainment/Recreation, and Social for their association with land conservation and early recreation efforts begun in the 1860s, and expanded by the village improvement associations and societies of Mount Desert Island beginning in the 1890s, and by the Civilian Conservation Corps and National Park Service in the 1930s.
- The hiking trails in the Bar Harbor District are significant at the local level under Criterion C in the area of Landscape Architecture for the use of the Picturesque style of landscape design by the island's village improvement groups and the Rustic Design style implemented by the Civilian Conservation Corps under the direction of the National Park Service.
- The overall period of significance for the hiking trail system is 1867-1942. The period begins when the framework of the current trail system was established and was published in guidebooks. The period ends in 1942 when the work of the Civilian Conservation Corps concluded and the trail system had reached its peak size of approximately 270 linear miles.

- The boundary of each trail in the Bar Harbor District follows the linear path of the trail, and extends 15 feet on either side of the trail centerline to form a 30-foot wide corridor. The boundary width expands where contributing resources such as monuments or viewpoints are adjacent to the trail.
- The categorization of contributing and non-contributing landscape characteristics and features (see attached list).

If you concur with these findings, we ask that you please sign on the space provided and return this letter to Jeff Killion, CLI Coordinator (Address: National Park Service, Olmsted Center for Landscape Preservation, 15 State Street, 6th Floor, Boston, MA 02109). We would appreciate your response within **45 days**, if possible. Thank you for your attention to this inventory. Should you have any questions, please feel free to contact Mr. Killion at 617-223-5053 or jeff_killion@nps.gov.

Sincerely,

Robert J. Krumenaker
Acting Associate Regional Director
Resource Stewardship and Science
National Park Service, Northeast Region

Enclosure

cc:
Superintendent, Acadia National Park

I concur with the National Park Service categorizations of the landscape resources and features for the Historic Hiking Trail System – Bar Harbor District, as contributing, non-contributing, and undetermined.

_____ _____
Maine State Historic Preservation Officer Date

NPS Cultural Landscapes Inventory – Historic Hiking Trail System-Bar Harbor District
Acadia National Park
List of Contributing and Non-Contributing Landscape Features
June 2017

Contributing Landscape Characteristics & Associated Features

The following landscape characteristics and associated features contribute to the property's historic character, though not all are considered countable resources according to the National Register of Historic Places. Features marked with a (*) were identified as contributing resources by the Maine SHPO on July 1, 1996. Features marked with a (#) were identified as contributing resources by the Maine SHPO on October 31, 2007.

Circulation

BHD Trails-Bar Island Trail (#1)
BHD Trails-Great Head Trail (#2)
BHD Trails-Ocean Path (#3)
BHD Trails-Gorham Mountain Trail (#4)
BHD Trails-Cadillac Cliffs Path (#5)
BHD Trails-Bowl Trail (#6)
BHD Trails-Beehive Trail (#7)
BHD Trails-Kebo Mountain Trail (#8)
BHD Trails-Champlain South Ridge Trail (#9)
BHD Trails-Champlain North Ridge Trail (#10)
BHD Trails-Precipice Trail (#11)
BHD Trails-Orange and Black Path (#12)
BHD Trails-Beachcroft Path (#13)
BHD Trails-Jesup Path (#14)
BHD Trails-Emery Path (#15)
BHD Trails-Kurt Diederich's Climb (#16)
BHD Trails-Kane Path (#17)
BHD Trails-Schiff Path (#18)
BHD Trails-Canon Brook Trail (#19, BHD-portion)
BHD Trails-Dorr North Ridge Trail (#21)
BHD Trails-Dorr South Ridge Trail (#22)
BHD Trails-Hemlock Trail (#23)
BHD Trails-Stratheden Path (#24)
BHD Trails-A. Murray Young Path (#25)
BHD Trails-Cadillac South Ridge Trail (#26, BHD-portion)
BHD Trails-Eagles Crag Trail (#27)
BHD Trails-Gorge Path (#28)
BHD Trails-Cadillac Summit Loop Trail (#33)
BHD Trails-Cadillac North Ridge Trail (#34)
BHD Trails-Eagle Lake Trail (#42)
BHD Trails-Cadillac-Dorr Connector (#44)
BHD Trails-Ladder Trail (#64)

BHD Trails-Homans Path (#68)
BHD Trails-Wild Gardens Path (#71)
BHD Trails-Schooner Head Path (#76)
BHD Trails-Murphy Lane (#82)
BHD Trails-Kebo Brook Trail (#84)
BHD Trails-Hemlock Path (#89)

Cultural Traditions

Waldron Bates Memorial Plaque (#4)
* Beachcroft Path Marker (#13)
* Morris K. and Maria De Witt Jesup Memorial Plaque (#14)
"Sweet Waters of Acadia" Rock Monument (#15)
Sieur de Monts Spring Rock Monument (#15)
* Kurt Diederich's Climb Marker (#16)
* John Innis Kane Memorial Path (#17)
* Kane Path Marker (#17)
* Stratheden Path Marker (#24)
Andrew Murray Young Plaque (#25)
Lillian Endicott Francklyn Memorial Plaque (#28)

Vegetation

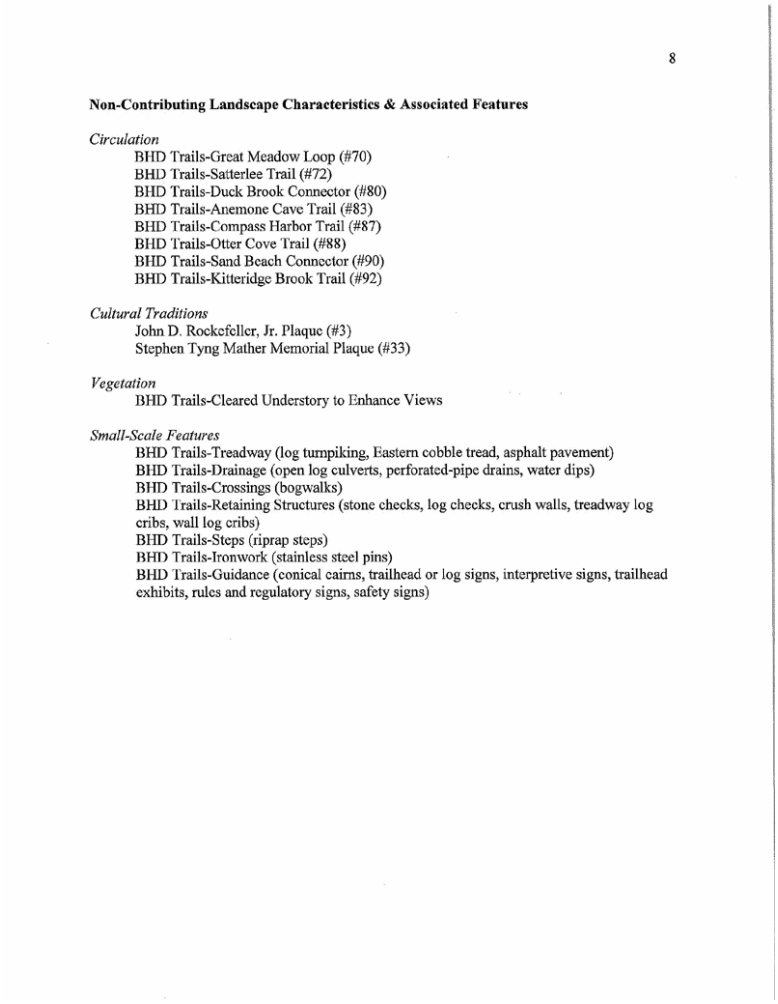
BHD Trails-Native Species planted during VIA/VIS and CCC Periods

Views and Vistas

BHD Trails-Framed and Panoramic Views
BHD Trails-Overlooks

Small-Scale Features

BHD Trails-Treadway (bench cuts, walled causeway, wall-less causeway, stone causeway, pea stone tread, crushed rock tread, bank-run tread, talus stone pavement, tread stone pavement, unconstructed treads)
BHD Trails-Drainage (capstone culverts, graveled-over culverts, pipe culverts, open stone culverts, stepstone culverts, closed log culverts, French drains subgrade drainage, walled side drains, fully constructed side drains, ditches, stone water bars and log water bars)
BHD Trails-Crossings (bridges, stream-style stepping stones, bog-style stepping stones)
BHD Trails-Retaining Structures (coping stones, coping wall, piled coping wall, laid coping wall, coping retaining wall, laid walls, rubble (riprap) walls, fitted walls, piled walls, sidewalls)
BHD Trails-Steps (set-behind steps, slab-laid steps)
BHD Trails-Ironwork (iron pins, iron rungs, iron rails and railings, iron ladders, iron bridges)
BHD Trails-Guidance (nailed blazes, painted blazes, piled cairns, Bates-style cairns, stacked cairns, upright single stone cairns, flat signs, intersection signs, map signs, scree, wooden railings, fences)



8

Non-Contributing Landscape Characteristics & Associated Features

Circulation
BHD Trails-Great Meadow Loop (#70)
BHD Trails-Satterlee Trail (#72)
BHD Trails-Duck Brook Connector (#80)
BHD Trails-Anemone Cave Trail (#83)
BHD Trails-Compass Harbor Trail (#87)
BHD Trails-Otter Cove Trail (#88)
BHD Trails-Sand Beach Connector (#90)
BHD Trails-Kitteridge Brook Trail (#92)

Cultural Traditions
John D. Rockefeller, Jr. Plaque (#3)
Stephen Tyng Mather Memorial Plaque (#33)

Vegetation
BHD Trails-Cleared Understory to Enhance Views

Small-Scale Features
BHD Trails-Treadway (log turnpiking, Eastern cobble tread, asphalt pavement)
BHD Trails-Drainage (open log culverts, perforated-pipe drains, water dips)
BHD Trails-Crossings (bogwalks)
BHD Trails-Retaining Structures (stone checks, log checks, crush walls, treadway log cribs, wall log cribs)
BHD Trails-Steps (riprap steps)
BHD Trails-Ironwork (stainless steel pins)
BHD Trails-Guidance (conical cairns, trailhead or log signs, interpretive signs, trailhead exhibits, rules and regulatory signs, safety signs)

Geographic Information & Location Map

Inventory Unit Boundary Description:

The hiking trails of Acadia National Park and Mount Desert Island are spread across four geographic zones on that correspond with the four village improvement associations and societies (VIA/VIS) that were instrumental in the system's initial construction: Bar Harbor VIA, Seal Harbor VIS, Northeast Harbor VIS, and Southwest Harbor VIA. There are 96 trails (totaling around 115 miles) within park boundaries currently marked and maintained.

The Historic Hiking Trail System – Bar Harbor District generally includes the trails in the northern and eastern portions of Mount Desert Island. Within park boundaries there are 46 maintained trails covering 44.7 miles, generally located east of line extending from the west side of Eagle Lake to the

west side of Otter Cove. Several trails were developed cooperatively by the Bar Harbor VIA and Seal Harbor VIS. Portions of two of the trails—Canon Brook Trail (#19) and Cadillac South Ridge Trail (#26)—are in the Bar Harbor District. Three of the trails—Pond Trail (#20), Jordan Pond Carry Path (#38), and Jordan Pond Loop Trail/Jordan Pond Path (#39)—are now considered part of the Seal Harbor District.

The boundary of each trail in the Bar Harbor District follows the linear path of the trail, and extends 15 feet on either side of the trail centerline to form a 30-foot wide corridor. In some areas, this width is expanded where contributing resources (buildings, monuments, viewpoints, etc.) are adjacent to the trail. In such cases, the boundary width extends 15 feet from the recognizable edge of that contributing resource.

State and County:

State: ME

County: Hancock County

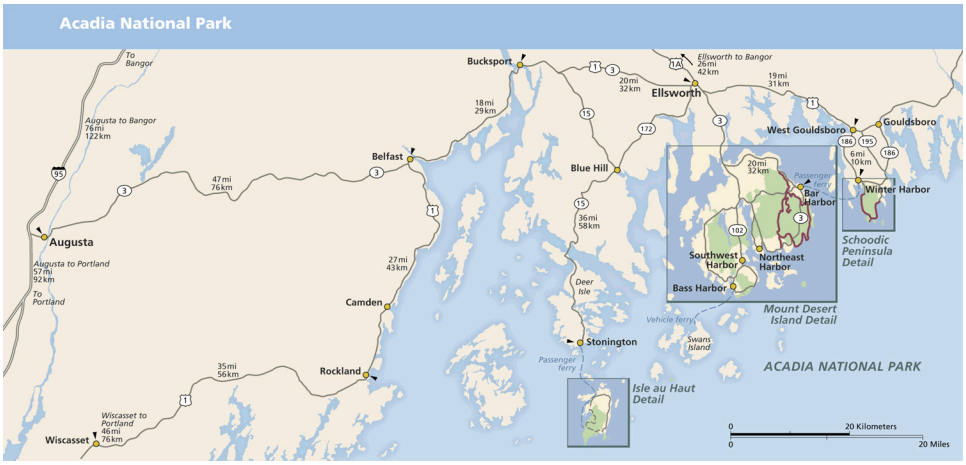
Size (Acres): 162.54

Boundary Source Narrative: Google Earth, at Nature Center, Sieur de Monts Spring.

Latitude: 44.3621330000

Longitude: -68.2078290000

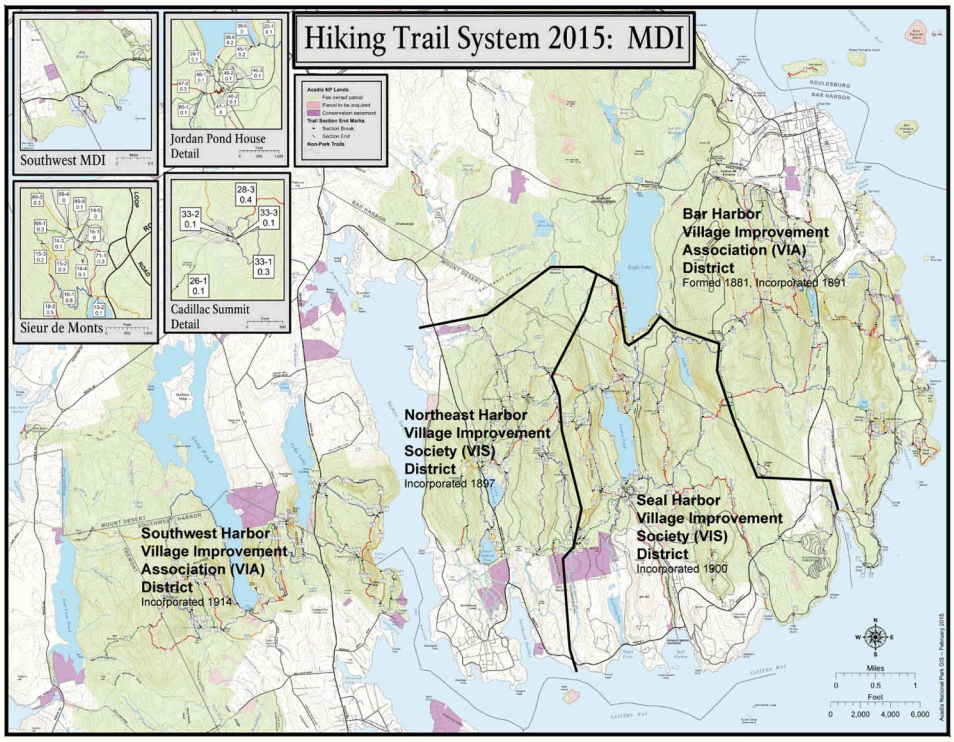
Location Map:



Map of Acadia National Park and a portion of Maine. (Acadia NP website, 2017)



Map of Acadia National Park. (Acadia NP website, 2017)



Hiking Trail System map showing the four trail districts on Mount Desert Island. (Acadia NP GIS, 2015, annotated by OCLP 2017)

Regional Context:

Type of Context: Cultural

Description:

Acadia National Park protects many important cultural resources that have been deemed nationally significant and are listed on the National Register of Historic Places, including the Park Loop Road, carriage road system, Islesford Historical Museum, Blue Duck Ships Store, and several lighthouses. In addition, a number of important cultural landscapes representing the work of nationally known landscape architects Frederick Law Olmsted Jr. and Beatrix Farrand, and the efforts of the Bureau of Public Roads, Civilian Conservation Corps, and John D. Rockefeller, Jr., are found within park boundaries. The park protects several Native American archeological sites; most of these are shell middens. The park also curates more than 800,000 artifacts including tools and furnishings from early European settlement, archives and photographs relating to the park's history, and natural history specimens from the early 1900s. (MP-EA 2001: 65)

Type of Context: Physiographic

Description:

Natural systems and features are the natural aspects of the landscape that influenced the trail system development during the historic period. The landscape of coastal Maine was shaped millions of years ago by complex events of geological upheaval, scouring, and inundation. Erosion gradually exposed the pink granite bedrock core of Mount Desert Island, while glaciers later rounded the peaks and scoured the valleys to form fresh-water lakes and ponds. The island today is described as being shaped like a lobster claw, bisected by Somes Sound, a narrow inlet of water surrounded by steep mountains. Cadillac Mountain is the island's highest point, and due to its height and longitude, its summit is one of first places in the country to witness the sunrise. Mount Desert Island's physiographic conditions guided the locations of footpaths likely worn by Native American inhabitants, and shaped the networks of constructed hiking trails, carriage roads, and motor roads that lace Acadia National Park today.

Type of Context: Political

Description:

A majority of Acadia National Park is located in mid-coastal Maine on Mount Desert Island, approximately 45 miles southeast of Bangor. The park protects more than 47,000 acres on the island, as well as the Schoodic Peninsula and numerous smaller islands: 35,332 acres are owned by the federal government, and 12,416 acres of privately owned lands are under conservation easements managed by the National Park Service. The island lies just off the mainland, and is accessible by means of a bridge at the town of Trenton. The east side of the island is heavily visited—the town of Bar Harbor is located here—and is where the much of the historic hiking trail, carriage road, and motor road systems are located.

In addition to Bar Harbor (2015 population 5,321), a number of smaller townships and villages

are adjacent to the park: Seal Harbor, Northeast Harbor, and Southwest Harbor, all of which are part of Hancock County. The park's complex boundary surrounds some of the villages. Many segments of the island's motor road, carriage road, and hiking trail systems frequently enter and exit public and private lands. Motor roads on Mount Desert Island carry both tourist, resident, and commercial traffic, and several in the park are open all year. (MP-EA 2001: 65-66; www.bing.com)

Management Unit: Bar Harbor District

GIS File Name: Trails.mxd

Management Information

General Management Information

Management Category: Should be Preserved and Maintained

Management Category Date: 07/21/2017

Management Category Explanatory Narrative:

The Historic Hiking Trail System – Bar Harbor District meets both of the criteria for the "Should be Preserved and Maintained" management category: the site meets National Register of Historic Places criteria A and C in the areas of community planning and development, conservation, entertainment/recreation, landscape architecture, and social history; and the site is compatible with the park's legislated significance.

In the enabling legislation of Sieur de Monts National Monument from July 8, 1916, Congress recognized Mount Desert Island's distinction as Champlain's landing place and the great scientific interest in the island's topography, geology, fauna, and flora. The legislation indicated the primary purpose of the monument was to protect these significant resource values, warning all unauthorized persons "not to appropriate, injure, destroy, or remove any of the features or objects included within the boundaries." Although providing resource-based outdoor recreational opportunities was not specifically stated in the enabling legislation, such was the intent of the many people who donated thousands of acres for creation of the original park. Legislation in 1929 that gave the park its current name also established the authority to expand the park through donations of property within Hancock and Knox counties.

NPS Legal Interest:

Type of Interest: Fee Simple

Public Access:

Type of Access: Unrestricted

Explanatory Narrative:

The hiking trail system of Acadia National Park offers day hikers many options and a variety of experiences. The trail system makes the park accessible to most people, even those of modest physical ability. However, no trails fully meet standards for the Americans with Disabilities Act. The Precipice Trail (#11), Jordan Cliffs Trail (#48), and Valley Cove Trail (#105) are closed for much of the hiking season to protect nesting peregrine falcons. Other trails are occasionally closed for maintenance or rehabilitation. (MP-EA 2001: 64,66)

Use of the hiking trail system follows seasonal and daily use patterns exhibited throughout the park. During the summer, most hiking occurs in the middle of the day. The most popular trails are those near water or ascending mountains. Popular trails often have hundreds of hikers per day, while others are much less used and even in midsummer at midday, few hikers are seen on these trails. During the summer, the Island Explorer bus system expands hiking opportunities by allowing hikers to start and finish hikes in different locations. Some trails originate in adjacent communities and provide connections to the park. (MP-EA 2001: 66)

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

Adjacent lands are lands outside the cultural landscape boundary, including lands inside or outside the park. Many views and vistas from the historic hiking trail system extend beyond the hiking trail corridors and across both public and private lands toward Frenchman Bay, the Atlantic Ocean, and islands. Several trails continue beyond the park boundaries, either as trails maintained by others or as abandoned trail segments that were originally constructed by the island's village improvement societies and associations. The significance of views and vistas from the trails is critical to their setting (see the "Views and Vistas" section in the Analysis & Evaluation of Integrity chapter of this report).

National Register Information

Existing National Register Status

National Register Landscape Documentation:

SHPO Inadequately Documented

National Register Explanatory Narrative:

Maine's Acadia National Park officially began with the proclamation of Sieur de Monts National Monument on July 8, 1916. The park was established as Lafayette National Park on February 29, 1919 and renamed Acadia National Park on January 19, 1929. The historic hiking trail system predates the park, having its origins in the nineteenth century, but it was not until 1996 when several resources were determined eligible for listing in the National Register of Historic Places.

On July 1, 1996, the Maine State Historic Preservation Office (SHPO) concurred with the NPS on an itemization of contributing and noncontributing resources in Acadia National Park as part of an update to the List of Classified Structures (LCS). Within the Bar Harbor District, six commemorative markers were evaluated as integral parts of the trails, and determined eligible for the National Register. They included the Beachcroft Trail Marker (Trail #13), Kurt Diederich's Climb Marker (#16), Kane Path Marker (#17), Strath Eden Path Marker (#24), Morris K. and Maria De Witt Jesup Memorial Plaque (#14), and the John Innes Kane Memorial Plaque (#17).

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On June 26, 2017, the Keeper of the National Register approved a comprehensive update of Acadia's MPDF, which incorporated the 2013 amendment and added two new historic contexts: "The Rusticator Period (1835-1890)" and "National Park Service Development of Acadia National Park (1916-1958)." The update identified the hiking trails under both new contexts (in addition to the two previous "Community Development," and "Rustic Design" contexts). The update also expanded the CCC hiking trails type to include the supervision of trail work by the NPS, and added new fourth and fifth trail types

called “early trails” to recognize trails built before the village improvement groups and “abandoned trails” for remnants of early trails and unique construction features. Significance for the “early trails” type was identified at the local level under Criterion A in the areas of entertainment/recreation and social history. According to the documentation, transportation paths of the Wabanaki Indians and early European settlers were incorporated into an expanding system of paths that developed organically after 1835 by artists and writers who independently explored the scenery of Mount Desert Island. The framework for the existing recreational trail system primarily dates to after 1865, when increased numbers of summer tourists defined popular routes from the island villages to scenic destinations such as mountain summits or coastal picnic spots. The early trails represent the scenic landscape of the nineteenth century that initially attracted many artists to the island and stimulated its development as a summer resort.

According to research conducted for this CLI and the categories of National Register documentation outlined in the “CLI Professional Procedures Guide,” the major resources that contribute to the significance of the hiking trail system have been listed in the National Register, or determined eligible for listing, through consultations with the Maine SHPO. However, the areas and periods of significance, as well as engineering features associated with the hiking trails, are described in the MPDF but have not been adequately documented in the National Register or through previous SHPO consultations. Therefore, for purposes of the CLI, the historic hiking trail system is considered “SHPO-Inadequately Documented.”

Existing NRIS Information:

Other Names:	MPDF Update
Primary Certification Date:	06/26/2017

National Register Eligibility

National Register Concurrence:	Eligible -- SHPO Consensus Determination
Contributing/Individual:	Contributing
National Register Classification:	District
Significance Level:	Local
Significance Criteria:	A - Associated with events significant to broad patterns of our history
Significance Criteria:	C - Embodies distinctive construction, work of master, or high artistic values

Period of Significance:

Time Period:	CE 1867 - 1942
Historic Context Theme:	Creating Social Institutions and Movements
Subtheme:	Recreation
Facet:	Tourism
Other Facet:	None
Time Period:	CE 1867 - 1942
Historic Context Theme:	Creating Social Institutions and Movements
Subtheme:	Recreation
Facet:	Sports (Active)
Other Facet:	None
Time Period:	CE 1867 - 1942
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	Protection Of Natural And Cultural Resources
Other Facet:	None
Time Period:	CE 1867 - 1942
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	The 1930's: Era Of Public Works
Other Facet:	None
Time Period:	CE 1867 - 1942
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Architecture
Facet:	Rustic Architecture
Other Facet:	None
Time Period:	CE 1867 - 1942
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Architecture
Facet:	Vernacular Architecture
Other Facet:	None

Time Period:	CE 1867 - 1942
Historic Context Theme:	Transforming the Environment
Subtheme:	Conservation of Natural Resources
Facet:	Formation Of The Conservation Movement, 1870-1908
Other Facet:	None
Time Period:	CE 1867 - 1942
Historic Context Theme:	Transforming the Environment
Subtheme:	Conservation of Natural Resources
Facet:	Origin And Development Of The National Park Service
Other Facet:	None
Time Period:	CE 1867 - 1942
Historic Context Theme:	Transforming the Environment
Subtheme:	Conservation of Natural Resources
Facet:	Scenic Preservation
Other Facet:	None
Time Period:	CE 1867 - 1942
Historic Context Theme:	Transforming the Environment
Subtheme:	Conservation of Natural Resources
Facet:	The Great Depression And Conservation
Other Facet:	None
Time Period:	CE 1867 - 1942
Historic Context Theme:	Transforming the Environment
Subtheme:	Historic Preservation
Facet:	The Federal Government Enters The Movement
Other Facet:	None
Time Period:	CE 1867 - 1942
Historic Context Theme:	Transforming the Environment
Subtheme:	Historic Preservation
Facet:	Regional Efforts: New England, 1860-1900: Regionalism And Preservation; Private Historical Societies; Society For The Preservation Of New England Antiquities
Other Facet:	None

Area of Significance:

Area of Significance Category:	Community Planning and Deve
Area of Significance Subcategory:	None
Area of Significance Category:	Conservation
Area of Significance Subcategory:	None
Area of Significance Category:	Entertainment - Recreation
Area of Significance Subcategory:	None
Area of Significance Category:	Landscape Architecture
Area of Significance Subcategory:	None
Area of Significance Category:	Social History
Area of Significance Subcategory:	None

Statement of Significance:

Acadia National Park's historic hiking trail system, constructed and improved by the Rusticators, VIA/VIS groups, and/or the NPS/CCC between 1867 and 1942, meets the registration requirements outlined in the 2017 "Historic Resources of Acadia National Park" Multiple Property Documentation Form (MPDF) that are needed to be eligible for listing in the National Register of Historic Places. The system is significant at the local level under National Register criteria A and C in the areas of conservation, community planning and development, entertainment/recreation, landscape architecture, and social history. The overall period of significance for the hiking trail system is 1867-1942. The period begins when the framework of the current trail system had taken shape and was published in guidebooks. The period ends in 1942 when the work of the Civilian Conservation Corps concluded and the trail system had reached its peak size of approximately 270 linear miles.

Under Criterion A, the historic hiking trail system on Mount Desert Island is locally significant in the areas of Community Planning and Development, Conservation, Entertainment/Recreation, and Social History. Making use of some of the early carry trails, recreational trails were developed in the early

1830s by artists and writers who independently explored the scenery of Mount Desert Island. By 1867 the foundation of the current trail system was in place and published in guidebooks, and was gradually expanded by the increasing numbers of rusticators who arrived on the island and contributed to its development as a summer resort. Beginning in 1890 the hiking trail system was improved and expanded through the efforts of local village improvement associations and societies (VIA/VIS), and the Hancock County Trustees of Public Reservations (HCTPR), George B. Door, and others that provided the foundation for the acquisition of park land. After the park was established, construction and maintenance of hiking trails and development of fire protection trails continued, especially during the 1930s and early 1940s through the work of the Civilian Conservation Corps (CCC) in accordance with NPS planning procedures and specifications.

Under Criterion C, the historic hiking trail system is also locally significant in the area of Landscape Architecture. The trails constructed by village improvement associations and societies exemplified the Picturesque style of landscape design, while those built by the Civilian Conservation Corps implemented the Rustic Design style popularized by the NPS beginning in 1916. Both styles emphasized the creative use of local materials, including stone for cairns, steps, ramps, bridges, walls, drainage features, and archways; wood for bridges, signs, railings, benches, and structures; iron for rungs, ladders, and bridges; and native plants to heal construction scars and frame views and vistas. Additionally, the trails reflect the careful selection of routes to provide access to the island's dramatic scenery and popular destinations.

The 2017 "Historic Resources of Acadia National Park" MPDF classifies the historic hiking trail system within the boundaries of Acadia National Park is as a Circulation System property type. The hiking trails are associated with themes and events identified in four of the five historic contexts in the MPDF: "Rusticator Period (1835-1890)" in the areas of entertainment/recreation and social history; "Community Development and the Origins of Acadia National Park (1890-1919)" in the areas of community planning/development and conservation; "National Park Service Development of Acadia National Park (1916-1958)" in the areas of conservation and entertainment/recreation; and "Rustic Design" in the area of landscape architecture, which includes two sub-themes: "Picturesque Style (1890-1958)" and "Rustic Design in the National Park System (1916-1958)." To date, no historic context has been developed in the MPDF forMission 66 resources.

Significance of the hiking trail system is further described below according to the four types of trails described in the MPDF, which are broadly grouped according to when the trails were constructed and by whom: early trails present prior to the VIA/VIS groups, hiking trails constructed by the VIA/VIS groups, hiking trails built by the CCC under the supervision of the NPS, and truck and fire protection trails built by the CCC and NPS. Many of these trails share similar construction styles and have associated vistas and/or viewpoints, bridges, engineering features, and historic markers or memorial plaques. The historic significance and integrity of trails associated with the Mission 66 period of development should be reevaluated pending the development of a Mission 66 historic context in the MPDF.

EARLY TRAILS (pre-1890)

The early trails within Acadia's historic hiking trail system are locally significant under Criterion A in the areas of Entertainment/Recreation and Social History, and are associated with the MPDF context "Rusticator Period (1835-1890)." The "Rusticators" were visitors who came to Maine for extended summer vacations during the mid- to late nineteenth century. Most were from urban areas of the Northeast and were drawn by the opportunity to enjoy restorative outdoor activities such as hiking, hunting, and fishing in Maine's scenic mountains and coastal areas. The dramatic and varied physical features of Mount Desert Island—including its quaint coastal fishing villages, steep ocean cliffs, and interior picturesque lakes and mountains—made it one of the early and lasting favorites of the Rusticators and eventually led to its development as one of the most exclusive summer resorts in the nation. (MPDF 2016, Sec.E: 5)

The founders of the Rusticator movement were the artists of the Hudson School of landscape painting who began making pilgrimages to the island in the mid-1830s. Philadelphia artist Thomas Doughty (1793-1856) first visited in 1835; other prominent Hudson River School artists, including Thomas Cole (1801-1848) and Frederic Church (1826-1900), subsequently followed him. The paintings of these so-called "artist-explorers" were exhibited in Boston, Philadelphia, and New York, introducing Northeasterners to the dramatic scenery of Mount Desert Island and sparking interest in visitation to the area. The island's popularity as a summer vacation destination was established in the 1840s and 1850s as writers, scientists, and other early Rusticators joined the painters in small, but increasing, numbers. The height of the island's Rusticator period occurred during the 1870s and 1880s, when the United States entered a period of general prosperity and more people than ever before had the economic means and free time to travel for pleasure. (MPDF 2016, Sec.E: 6)

Hiking to remote scenic locations was among the favorite pastimes of the Rusticators, and the early trails they blazed or adapted from the footpaths of the Wabanaki Indians and year-round island residents are the primary historic resources in Acadia National Park associated with the Rusticator period. Guidebooks documented the most popular routes to scenic points by 1867, and the network of pathways expanded as the growing tourism industry continued to transform the isolated coastal community into a summer resort. Cottage construction by the wealthiest visitors began in the 1880s, shifting the island into a new era as an elite summer colony. The year 1890 marks the end of the island's Rusticator period and the beginning of more formalized and ambitious improvements to the recreational trail system. (MPDF 2016, Sec.E: 6)

The following early trails within the Bar Harbor District of the Historic Hiking Trail System are currently maintained and meet the registration requirements for the "Rusticator Period (1835-1890)" historic context:
--Bar Island Trail (#1), built 1867
--Great Head Trail (#2), 1867
--Champlain South Ridge Trail (#9, CLR #10), 1867
--Champlain North Ridge Trail (#10, CLR #10), 1867
--Kebo Mountain Trail (#8, CLR #21), 1871
--Cadillac-Dorr Connector (#44, CLR #22), 1871

--Gorge Path (#28, CLR #28 and #320), 1871
--Ladder Trail (#64), 1871
--Ocean Path (#3), 1874
--Bowl Trail (#6), 1874
--Beehive Trail, west section (#7, CLR #8), 1874
--Cadillac South Ridge Trail, north sections (#26), 1874
--Cadillac North Ridge Trail (#34), 1855/1903

VIA/VIS TRAILS (1890-1937)

The VIA/VIS hiking trails within Acadia's historic hiking trail system are locally significant under criteria A and C in the areas of Community Planning and Development, Conservation, Entertainment/Recreation, and Landscape Architecture, and are associated with the MPDF contexts "Community Development and the Origins of Acadia National Park (1890-1919)" and "Rustic Design-Picturesque Style (1890-1958)." The organized effort to create a cohesive island-wide trail system began in 1890 when the Bar Harbor Village Improvement Association (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. (CLR Pathmakers 2006: 183-184)

The success of the Bar Harbor VIA led to the incorporation of the Northeast Harbor Village Improvement Society (VIS) in 1897, the Seal Harbor VIS in 1900, and the Southwest Harbor VIA in 1914. Unlike most societies established across the country during this period, these four groups extended their work beyond village centers through the work of their roads and paths committees. The four groups 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 by the 1930s. (CLR Pathmakers 2006: 184)

Trails or walking paths built by the improvement groups extended from the villages along the coast or inland to mountains, lakes, teahouses, and other scenic and cultural destinations with dramatic island vistas. 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, for example, under its chairman Herbert Jaques (1893-1900), developed a system of paths marked with colors. 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. (CLR Pathmakers 2006: 182,184)

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 conservation organization, which sought to acquire and control land for public use, saw the walking path system as fitting with its vision. 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. (CLR Pathmakers 2006: 184)

With both the establishment of the Joint Path Committee in 1900, comprised of path committee chairs from Bar Harbor, Northeast Harbor, and Seal Harbor, and the protection offered by the expanding Hancock County Trustees, the network of paths grew 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 almost 200 miles of trails, but incomplete by others, including George Dorr. (CLR Pathmakers 2006: 184)

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. Native plant material was also installed to frame vistas and screen recent construction. Such displays of craftsmanship and care were indicative of the Picturesque style, an informal and naturalistic approach to landscape design rooted in the English landscape design tradition and promoted through the work of horticulturist Andrew Jackson Downing, landscape architect Frederick Law Olmsted, and others. (CLR Pathmakers 2006: 182,184; MPDF 2016, Sec.F: 68)

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 George Dorr's development of the Sieur de Monts Spring area, and marked with

bronze plaques or engraved boulders: Kane Path, Beachcroft Trail, Kurt Diederich's Climb, Emery Path, Homans Path, and Jesup Path. Dorr envisioned the area as the core of the proposed national park and built path connections between this area and the surrounding mountains. (CLR Pathmakers 2006: 184-185)

Following the Maine legislature's attempt to annul the Hancock County Trustees in 1913, Dorr unsuccessfully sought to have President Woodrow Wilson's 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. (CLR Pathmakers 2006: 184-185)

The following VIA/VIS trails within the Bar Harbor District of the Historic Hiking Trail System are maintained and meet the registration requirements for the "Community Development (1890-1919)" and "Rustic Design-Picturesque Style (1890-1958)" historic contexts:
--Beachcroft Path (#13), built 1890
--Murphy Lane (#82, CLR #330), 1893
--Jesup Path (#14), 1895
--Hemlock Trail (#23), 1895
--Stratheden Path (#24), 1895
--Dorr North Ridge Trail (#21), 1896
--Dorr South Ridge Trail (#22, CLR #21), 1896
--Eagle Lake Trail (#42), 1896
--Canon Brook Trail, eastern and central sections (#19), 1900
--Kebo Brook Trail (#84, CLR #364), 1900
--Schooner Head Path (#76, CLR #362), 1901
--Eagles Crag Trail (#27), 1905
--Gorham Mountain Trail (#4), 1906
--Cadillac Cliffs Path (#5), 1906
--Orange and Black Path (#12), 1913
--Wild Gardens Path (#71, CLR #18), 1913
--Precipice Trail (#11), 1915
--Homans Path (#68, CLR #349), 1915
--Kurt Diederich's Climb (#16), 1915
--Kane Path (#17), 1915
--Beehive Trail, east sections (#7), 1916
--Emery Path (#15), 1916
--Hemlock Path (#89, CLR #377), 1916
--A. Murray Young Path (#25), 1924
--Schiff Path (#18, CLR #15), 1926

CCC/NPS TRAILS and CCC TRUCK AND FIRE PROTECTION TRAILS (1933-1942)

The various CCC/NPS trails within Acadia's historic hiking trail system are locally significant under criteria A and C in the areas of Conservation, Entertainment/Recreation, and Landscape Architecture, and are associated with the MPDF contexts "National Park Service Development of Acadia National Park (1916-1958)" and "Rustic Design in the National Park System (1916-1958)." The work of the various path committees on Mount Desert Island halted with America's 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 post-World War I 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. (CLR Pathmakers 2006: 185)

When the 5,000-acre park was established in 1916, it 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 200 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 summer resident John D. Rockefeller, Jr.'s influence increased with the construction of carriage roads (begun in 1913) and motor roads (begun in 1922), care of the paths foundered. After the onset of the Great Depression of the 1930s, the VIA/VIS groups diminished their trail activities, especially within the park boundaries. 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. (CLR Pathmakers 2006: 185)

With Superintendent Dorr's efforts to secure additional funding for the trail system, the park underwent master planning, which was initiated by the NPS Branch of Plans and Designs in Washington, D.C. Although the initial 1927 master plan did not include the trails, subsequent 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 President Franklin D. Roosevelt's New Deal economic recovery programs, these recommendations were implemented by the Civilian Conservation Corps (CCC). 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. (CLR Pathmakers 2006: 185)

The infusion of CCC labor revitalized trail work, including the maintenance and rerouting of existing trails as well as the construction of new trails. Eighteen miles of new foot trails were laid out, increasing the island-wide system to its peak size of 270 linear miles during this era. 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 NPS landscape architects and engineers. Trail features were built according to Park Service guidelines that employed the Rustic Design style that emphasized the use of local materials to harmonize with the natural setting. The guidelines dictated the procedures for laying out trails, preparing the graded tread surface, and constructing drainage ditches and closed culverts, steps, retaining walls, and log bridges. All new trails, laid out by the park's resident landscape architect, Benjamin Breeze, 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 with native plant material. The seemingly natural appearance of the completed trails belied the planning, physical labor, and attention to detail of their work. (CLR Pathmakers 2006: 185-186; MPDF 2016, Sec.F: 68)

In addition to footpaths, the CCC built many "truck trails" across the island between 1933 and 1942. These trails were gravel roads and built primarily as fire access roads through remote areas. Although the truck trails were built for utilitarian rather than aesthetic purposes and were not as highly crafted as the hiking trails, they also functioned as access roads to trailheads or could be used by walkers for loop hikes. The truck trails were typically 10-15 feet wide with shoulders covered with loam and seeded. (CLR Pathmakers 2006: 127; MPDF 2016, Sec.F: 68)

After the CCC was disbanded in 1942 and throughout World War II, 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, only 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. (CLR Pathmakers 2006: 186)

The following CCC/NPS trail within the Bar Harbor District of the Historic Hiking Trail System is maintained and meets the registration requirements for the "National Park Service Development (1916-1958)" and "Rustic Design (1916–1958)" historic contexts:
--Cadillac Summit Loop Trail (#33), built 1933

Note: There are no maintained CCC truck and fire protection trails in the Bar Harbor District.

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Designed

Current and Historic Use/Function:

Primary Historic Function: Hiking Trail

Primary Current Use: Hiking Trail

Other Use/Function	Other Type of Use or Function
Monument (Marker, Plaque)	Both Current And Historic
Vista	Both Current And Historic
View	Both Current And Historic
Overlook	Both Current And Historic
Trail Bridge	Both Current And Historic

Current and Historic Names:

Name	Type of Name
Bar Harbor Village Improvement Association (VIA)	Historic
Colored Path System	Historic
Historic Hiking Trail System – Bar Harbor District	Both Current And Historic

Ethnographic Study Conducted: No Survey Conducted

Chronology:

Year	Event	Annotation
CE 0	Planned	NOTE: Several current trail numbers (and names) are different than the same trails described in the 2006 CLR. In such cases the CLR trail number is provided to maintain the link to the extensive research in the CLR.
CE 1604	Explored	Samuel de Champlain explores and names “Isle des Monts Deserts,” or Mount Desert Island, for its rocky and treeless summits.
CE 1700 - 1760	Built	Possible routes in vicinity of: Wild Gardens Path (#71,CLR#18), Jesup Path (#14), Kane Path (#17), eastern end of Canon Brook Trail (#19), Jordan Pond Carry/Trail (#38).
CE 1762	Explored	Sir Francis Bernard granted ownership of Mount Desert Island and visits in October.
CE 1777	Built	Mount Desert Plantation votes to construct cross-island road.
	Built	Breakneck Road/Path (#314) is built.

CE 1785	Land Transfer	Ownership of the island divided between Madame de Gregoire and Sir Francis Bernard.
CE 1836 - 1838	Explored	Charles Thomas Jackson maps Mount Desert Island.
CE 1844	Explored	Artist Thomas Cole visits Mount Desert Island.
	Built	Vicinity of Great Head Trail (#2) used by artists and early tourists.
CE 1850 - 1859	Built	Passenger boats run from Portland to Southwest Harbor and Bar Harbor. Artist Frederic Church visits Mount Desert Island. Green Mountain Path parallel and near current route of Cadillac North Ridge Trail (#34). U.S. Coastal Survey constructs survey station on Green [Cadillac] Mountain. Path likely improved by surveyors.
CE 1855	Built	Writer Charles Tracy visits with Frederic Church and keeps a journal of walks. Vicinity of: Southwest Valley Road (#316) used by early walkers. Describes Cadillac North Ridge Trail (#34), which utilized the survey road.
CE 1866	Explored	Clara Barnes Martin visits and writes about Mount Desert Island.
CE 1867	Explored	Clara Barnes Martin publishes her first guidebook with descriptions of walks. Vicinity of: Bar Island Trail (#1), Great Head Trail (#2), Champlain South Ridge Trail (#9,CLR#10), Champlain North Ridge Trail (#10).
CE 1871	Built	Guidebook by Benjamin F. DeCosta published. Vicinity of: upper end of Beachcroft Path (#13), Kebo Mountain Trail (#8,CLR#21), Cadillac-Dorr Connector (#44,CLR#22), Gorge Path (#28), Ladder Trail (#64).
CE 1874	Built	Clara Barnes Martin publishes her second edition of guidebook. Vicinity of: Ocean Path (#3), Bowl Trail (#6), Beehive Trail (#7,CLR#8), Pond Trail (#20), Cadillac South Ridge Trail (#26).
CE 1875	Built	Samuel Adams Drake publishes his guide to the island.

CE 1881 - 1891	Established	Champlain Society summers on the island, and Edward Rand keeps a journal with a map. Bar Harbor Village Improvement Association (VIA) is formed. It is incorporated in 1891.
CE 1885	Built	Clara Barnes Martin publishes her sixth edition of guidebook, third-fifth were published 1877-1882). Vicinity of: Jordan Pond Carry Path (#38).
CE 1890	Built	Bar Harbor VIA subcommittee on woods paths creates path diagrams (drawn by Francis Peabody) for walks in the Bar Harbor vicinity. Champlain North Ridge Trail (#10) (re-cut in 1892), upper end of Beachcroft Path (#13), Kebo Mountain Trail (#8,CLR#21), Cadillac-Dorr Connector (#44,CLR#22), Gorge Path (#28), Gorge Path to Kebo, West Side (#28,CLR#320).
CE 1891	Altered	Bar Harbor VIA is incorporated in March and assumes care of the Shore Path (#301) in Bar Harbor and issues annual reports with path committee reports. Two trails are recut: Bowl Trail (#6) and Jordan Pond Carry Path (#38).
CE 1892	Established	The Bar Harbor VIA forms the Roads and Paths Committee. They eventually work together with other island towns to create and maintain an extensive network of scenic trails.
CE 1893	Built	Edward Rand's Flora of Mount Desert Island, Maine is published and includes a map. Murphy Lane (#82,CLR#330).
CE 1894	Built	For the Bar Harbor VIA annual report, Herbert Jaques maps the colored path system on Champlain Mountain. Beehive Trail (#7,CLR#8).
CE 1895	Built	Section of Jesup Path (#14), Hemlock Path (#23), section of Stratheden Path (#24), Kebo Mountain Trail (#8,CLR#21).
CE 1896	Built	First path map is produced by Bates, Rand, and Jaques. Great Head Trail (#2), Pond Trail (CLR#20), Dorr North Ridge Trail (#21), Dorr South Ridge Trail (#22,CLR#21), Jordan Pond Loop Trail/Jordan Pond Path (#39), Eagle Lake Trail (#42), Ladder Trail (#64).

CE 1898	Built	Kebo Mountain Trail (#8,CLR#21).
CE 1900	Built	Path map produced by Bates, Rand and Jaques. Canon Brook Trail (#19), Pond Trail (#20) extended, portion of Kebo Brook Path (#84,CLR#364).
CE 1901	Established	George Dorr and Charles Eliot organize the Hancock County Trustees of Public Reservations (HCTPR) to acquire land parcels on Mount Desert Island to protect water supply and preserve walking paths and scenic vistas. It receives tax-exempt status in 1903.
	Built	Path map produced by Bates, Rand and Jaques. Canon Brook Path (#19) eastern end, Dorr North, Schooner Head Road Path (#362).
CE 1903	Built	Path map produced by Bates, Rand and Jaques. Cadillac North Ridge Trail (#34), Gorge Path to Kebo, West Side (#28,CLR#320).
CE 1905	Built	Eagles Crag Trail (#27).
CE 1906	Built	Path map produced by Bates, Rand and Jaques. Gorham Mountain Trail (formerly Black Path) (#4), Cadillac Cliffs Path (#5).
CE 1913	Built	Path map produced by Bates, Rand and Jaques. Cadillac Cliffs Path (#4) extended, Orange and Black Path (#12), Wild Gardens Path (#71,CLR#18), Stratheden Path (#24) between Kebo Mountain Path and Harden Farm.
CE 1915	Built	Path Guidebook is published by the Village Improvement Joint Path Committee. Precipice Trail (#11), Beachcroft Path/Trail (#13), Kurt Diederich's Climb (#16), Kane Path (#17), Homans Path (#68,CLR#349).
CE 1916	Established	On July 8, Sieur de Monts National Monument is designated. It is comprised of around 6,000 acres that are under the stewardship of the HCTPR. The National Park Service is established on August 15.
	Built	Path map produced by Bates, Rand and Jaques. Beehive Trail (#7), Jesup Path (#14), Emery Path (#15).

CE 1917	Built	Path map produced by Bates, Rand and Jaques. Hemlock Path (#89,CLR#377).
CE 1919	Established	On February 16, Sieur de Monts National Monument becomes Lafayette National Park, becoming the first national park east of the Mississippi River.
CE 1924	Built	A. Murray Young Path (#25), Canon Brook Trail (#19) rerouted at eastern end.
CE 1926	Built	Path map produced by Bates, Rand and Jaques. Endowment and improvements for Beachcroft Path (#13), Schiff Path (#18,CLR#15) route changed.
CE 1929	Established	On January 19, Lafayette National Park becomes Acadia National Park.
	Altered	Gorge Path endowed (#28).
CE 1930	Built	Path map produced by Bates, Rand and Jaques. Canon Brook Trail (#19) endowed.
CE 1931	Altered	Cadillac North Ridge Trail (#34) rerouted.
CE 1933	Established	The Civilian Conservation Corps (CCC) is established as part of President Roosevelt's New Deal program.
	Built	Cadillac Summit Loop Trail (#33).
CE 1934	Built	Champlain North Ridge Trail (#10) extension, Emery Path (#15) improvements, Ladder Trail (#64) improvements, Tarn Trail (#370) connection to Kane Path (#17).
CE 1935	Built	Stratheden Path (#24) improvements, Cadillac North Ridge Trail (#34) spur, Hemlock Path (#89,CLR#377) rerouted, Anemone Cave Trail (#83,CLR#369).
CE 1937	Rehabilitated	Path map produced by Bates, Rand and Jaques. Ocean Drive and Otter Cliffs Trails (#3) improvements.

CE 1941	Built	Last path map in the map series produced by Turner. Gorham Mountain Trail (formerly Black Path) (#4) extended to Monument Cove, Beehive Trail (#7,CLR#8), Jordan Pond Loop Trail/Jordan Pond Path (#39) improved.
CE 1942	Abandoned	CCC camps at Acadia closed due to World War II.
CE 1947	Destroyed	Devastating fire burns over 17,128 acres of land on Mount Desert Island (around 11,753 acres of which are currently in the park).
CE 1960	Built	Otter Cliffs Trail (#3) sections paved, Anemone Cave Trail (#83,CLR#369) rerouted and paved, Compass Harbor Trail (#87,CLR#376) built.
CE 1980	Altered	Gorge Path (#28) rerouted to connect with parking area, Cadillac North Ridge Trail (#34) rerouted at north end to connect with parking area.
CE 1990	Built	Bar Island Trail (#1) reopened, Satterlee Trail (#72,CLR#9) and Sand Beach Connector (#90,CLR#9) built, middle section of Stratheden Path (#24) reopened, Wild Gardens Path (#71,CLR#18) reopened.
CE 1999 - 2001	Built	Great Meadow Loop (#70) built as part of Village Connectors project.
CE 2003	Rehabilitated	Homans Path (#68,CLR#349) reopened.
CE 2007	Rehabilitated	Rehabilitation work completed on Precipice Trail (#11), Orange and Black Path (#12), Beachcroft Path (#13), Kurt Diederich's Climb (#16), Ladder Trail (#64), and Homans Path (#68,CLR#349). Maintenance of Compass Harbor Trail (#87,CLR#374) begins.
CE 2008	Rehabilitated	Rehabilitation work completed on Schiff Path (#18,CLR#15), Kebo Mountain Trail (#8,CLR#21), and Cadillac North Ridge Trail (#34). Murphys Lane (#82,CLR#330) rebuilt.
CE 2009	Rehabilitated	Rehabilitation work completed on Great Head Trail (#2), Bowl Trail (#6), Jesup Path (#14), Emery Path (#15), and Schooner Head Path (#76,CLR#362). Trail informational signs repaired and replaced.

CE 2010	Rehabilitated	Rehabilitation work completed on Orange and Black Path (#12) and Emery Path (#15).
CE 2011	Rehabilitated	Rehabilitation work completed on Bowl Trail (#6), Precipice Trail (#11), Kane Path (#17), and A. Murray Young Path (#25).
	Built	Duck Brook Connector (#80,noCLR#).
CE 2012	Rehabilitated	Kebo Brook Trail (#84,CLR#364).
CE 2013	Built	Kitteridge Brook Trail (#92,noCLR#) built.
CE 2014	Rehabilitated	Rehabilitation work completed on Gorge Path (#28).
	Built	Otter Cove Trail (#88,noCLR#) opened.
CE 2015	Rehabilitated	Rehabilitation work completed on Ocean Path (#3), Cadillac Cliffs Path (#5), Stratheden Path (#24), and Beehive Trail (#7).
CE 2016	Rehabilitated	Rehabilitation work completed on Ocean Path (#3).

Physical History:

The following section provides information on the physical development and evolution of the site, organized by time periods. The narrative is primarily extracted from the 2006 report, "Pathmakers: Cultural Landscape Report for the Historic Hiking Trail System of Mount Desert Island" by Margaret Coffin Brown, as well as from other sources. Where appropriate, current trail numbers are included in (parentheses) and current feature names are included in [brackets]. Graphics associated with this section are located at the end of each landscape characteristic description.

INTRODUCTION

The historic walking path system on Mount Desert Island evolved over several centuries—Native Americans marked the earliest routes prior to European settlement, early tourists marked popular hiking routes to scenic vantage points, and the Bar Harbor Village Improvement Association (VIA) followed by the National Park Service (NPS) created a network of recreational paths in the 1890s up through the early 1940s. This section chronicles three periods of development of the path system—early paths, VIA paths, and Civilian Conservation Corps trails—and ends with a summary of post-World War II path work including rehabilitation and reconnection of the path system with the village of Bar Harbor.

EARLY TRAILS

Native American Carry Paths and European Settlement Roads, Prior to 1830:

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. 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. At this time the island was called Pemetic, meaning "a range of mountains." 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. Mountain paths were uncommon since the upper slopes offered neither fertile soil nor abundant game. 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, such as a route between Bar Harbor and Otter Creek and a route between Duck Brook and Jordan Stream. These routes and others provided access to inland ponds and

marshes for gathering grasses and hunting. Some sections of these routes are part of the current hiking trail system. (CLR Pathmakers 2006: 12-14)

French and English explorers also intermittently visited and occupied this area, and their numbers gradually increased after French navigator Samuel de Champlain explored Mount Desert Island in 1604, calling it "Isles de Monts Desert" because of its rocky and treeless summits. King Louis XIV granted the island to Antoine de la Mothe Cadillac in 1688 in an effort to establish a French outpost, but widespread settlement did not follow due to the continual threat of war between England and France. After the Treaty of Paris ended the war between England and the American colonies in 1783, the English began to dominate the area and gradually displaced the Native inhabitants. These new settlers also hunted and fished, but supplemented their livelihood through farming, logging, quarrying, and especially shipbuilding. This yielded surpluses of fish, lumber, ice, and granite that were traded locally and to distant ports. The town of Eden (later Bar Harbor) incorporated in 1796. (CLR Pathmakers 2006: 14-15)

Throughout the island, footpaths were used to move goods and supplies, and over time some were widened for use as cart roads. In 1777, a road was laid out directly across the island from the east to the west side, between Hulls Cove and Bass Harbor. This route shortened the travel between the east and west sides of the island by 6 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, a section of this cross-island road became part of the Bar Harbor area walking path system. Extending from Route 233 at McFarlands Hill to Hulls Cove, called Breakneck Road (Trail #314), the route was used solely by walkers and described as a recreational walking route in the early 1900s. Another road from Cromwell Cove in Bar Harbor to Sand Beach was in use by 1777 (now Schooner Head Road). By 1827, a toll bridge extended across the Mount Desert Narrows to connect the island and the mainland. (CLR Pathmakers 2006: 15-17)

Mountain Scrambles by Artists and Rusticators, 1830s–1860s:

By the mid-nineteenth century, tourism and recreation began to displace natural resource extraction as the driving force in the area's economy. 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. (CLR Pathmakers 2006: 20-21)

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. Recreational hiking was an integral part of the journey. 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 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. (CLR Pathmakers 2006: 20-21)

Inspired by Cole and other Hudson River School artists, an annual summertime influx of visitors called the "rusticators" traveled to Mount Desert Island in the mid-1800s. These early visitors 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, 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. 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 summits. 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. In 1859 surveyors completed the first detailed survey of Mount Desert Island, which later served as the base for the mapped trail system. (CLR Pathmakers 2006: 22-23)

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. In 1850 Church recorded in his diary after a day at Schooner Head, "We were out on the 'rocks' and 'peaks' all day." 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 destinations included Green [Cadillac] Mountain, Newport [Champlain] Mountain, and the cliffs at Schooner Head. Tracy's description of a long "train" of walkers up Green Mountain suggests a single-file footpath. Other Hudson River School artists continued to visit the island throughout the 1850s and early 1860s. 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." 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. (CLR Pathmakers 2006: 22-23, citing Wilmerding 1994: 72)

Rocking, Walking Guides, and Hiking Clubs, 1860s–1890:

At the close of 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. (CLR Pathmakers 2006: 26)

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. (CLR Pathmakers 2006: 26)

Guidebooks and Promotional Brochures in the 1860s and 1870s.
By the late 1860s recreational walking, boating, and buckboard rides were the most fashionable activities for island visitors (Figure 1). Advertisements printed by steamship and railroad companies promoted island scenery, particularly the interesting rocky coast. A series of guidebooks described popular destinations, including walking routes to mountain summits and other scenic places. 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. (CLR Pathmakers 2006: 26)

Clara Barnes Martin published her first guide to Mount Desert Island in 1867, which described the foundation of the current path system. 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 (#311) 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. (CLR Pathmakers 2006: 26-28)

Martin described the walk up Green [Cadillac] Mountain as the first and best excursion for those travelers on a limited stay. "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." Visitors to this new guest cottage enjoyed the opportunity to be the first to see the sun rise on the East Coast. 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. 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 (also called Turtle Pond) and a scramble up Sargent Mountain. However, in her later guides these routes were well marked. (CLR Pathmakers 2006: 26-28, citing Martin 1867: 9-10)

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. 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." However, a few of DeCosta's routes were along marked trails. For example, the Newport [Champlain] Mountain Path, previously described by Martin as a "rough path," was now marked with small piles of stones. (CLR Pathmakers 2006: 26-28)

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.
"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." (CLR Pathmakers 2006: 29, citing Nichols, "Mount Desert," Harpers New Monthly Magazine, 45, no. 267, August 1872).

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. One of the most distinct paths described in the 1874 edition was the recently constructed Duck Brook Path (#311). Photographers captured scenic views of paths to use in advertising brochures and for souvenir stereographic photos. Rustic path features soon became popular symbols of the charm of Mount Desert Island (Figure 2). 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 to Great Head past Thunder Hole, and the Shore Path (#301) in Bar Harbor. 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 [Cadillac], Dry [Dorr], and Kebo Mountains. Another route suggested for "lovers of a tough scramble" was the descent from Newport [Champlain] Mountain to Newport [Sand] Beach. 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. The 1877 and later editions included a map dated 1875. (CLR Pathmakers 2006: 26-30)

Guidebooks written in the 1880s included guides by Moses Sweetser, Albert Bee, and William Berry Lapham. Numerous newspaper articles also extolled the virtues of walking and enjoying the mountain scenery. An 1881 article about the ascent of Green [Cadillac] 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."

When the last edition of Martin's guidebook was printed in 1885, some routes that had been rough scrambles were clearly blazed including a walk from the southeast side of Eagle Lake to Turtle [Bubble] Pond and Jordan Pond. (CLR Pathmakers 2006: 26-32, citing Times, "Green Mountain," Mount Desert Herald, p.3, col.1, 6 August 1881)

By the late 1880s these trails were well worn, with some marked by cairns. In 1855, Charles Tracy had 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. Scrambling along the shores of ponds was generally not necessary since rowboats owned by locals were available to ferry hikers across the water to mountains. (CLR Pathmakers 2006: 26-32)

Hiking and Botany Clubs and the Champlain Society.
An inevitable result of the growing interest in exploring wilderness areas was the formation of hiking and naturalist clubs. The Appalachian Mountain Club (AMC), founded in 1876, had 320 members by 1880. The AMC focused on hiking excursions, explorations, and improvements, and would become active on Mount Desert Island in the late 1800s. 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. 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." The group was organized by Charles Eliot, the son of Charles W. 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 and became its "Captain" 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. (CLR Pathmakers 2006: 30-33, citing Rand 1880: np)

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. The Champlain Society set up a summer camp on the island from which to conduct their studies. From 1880 until 1888, 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 their camp in Northeast Harbor, the group followed the "Wood Trail to Jordans Pond" [Asticou Trail]. Youthful and academic, 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—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—but only one I think feasible." (CLR Pathmakers 2006: 33, citing Rand 1880: 56-58)

Eliot felt the latter option was the best. While the ideas for protecting land on the island germinated around 1880, action was delayed for another twenty years, when the Hancock County Trustees of Public Reservations advanced land protection under the leadership of Charles W. Eliot, father of "Captain" Charles Eliot. (CLR Pathmakers 2006: 33-35)

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. 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. 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. (CLR Pathmakers 2006: 35)

Throughout the 1870s and 1880s 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 (#301) in Bar Harbor. On the outskirts of villages, fences were built to control livestock, demarcating private boundaries. It became increasingly necessary to delineate a clearly marked system of footpaths. (CLR Pathmakers 2006: 35)



Figure 1. Drawing from Mount Desert in 1873 depicting "rocking" along the island's coast, with the caption: Here Florence, deftly tripping o'er the strand, Oft begged for Reginal's supporting hand. (Crayon and Quill, J. R. Osgood & Co., 1873)



Figure 2. A rustic bridge over Duck Brook, 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 VIA. (Maine Historic Preservation Commission)

CREATION OF AN ISLAND-WIDE TRAIL SYSTEM

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 and the establishment of organizations to focus on land protection and management. 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. (CLR Pathmakers 2006: 42)

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 groups 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. (CLR Pathmakers 2006: 42)

Community Enhancements by Village Improvement Groups.
The country's first "village improvement group," the Laurel Hill Association, formed in Stockbridge, Massachusetts in 1853. The group 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. Applying picturesque landscape principles, attractive sidewalks, footpaths, and drives became a hallmark of the village improvement movement. 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 (#301) 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's water supply, real estate, and commerce. 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. (CLR Pathmakers 2006: 42-43, citing Bar Harbor VIA Third Annual Report 1892: np)

Bar Harbor VIA Roads and Paths Committee.
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." An 1897 article on village improvement associations across the country described 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." These amenities were built under the auspices of the Bar Harbor VIA Roads and Paths Committee. (CLR Pathmakers 2006: 42-43, citing Bar Harbor VIA Third Annual Report 1892: np and Robbins, The Atlantic, February 1897: 212–222)

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 groups that sprang up across the country during this period, these four groups extended their work beyond village centers, across the island through the work of their roads and paths committees. The four societies later worked cooperatively through a Joint Path Committee. Their combined efforts led to the construction and maintenance of approximately 250 miles of recreational walking paths by the 1930s. (CLR Pathmakers 2006: 43)

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 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 person 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. Individuals associated with the Bar Harbor VIA Roads and Paths Committee included 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; and J. Peltz, 1940-41. The Superintendent of Paths was Andrew Liscomb from about 1892 to 1931. Workmen included Hewey Chambers, c.1902; Horace Liscomb, c.1905; Elbridge Walls, c.1906; Rudolph Grindle, c.1906; Mr. Scammon, c.1922; Forrest Norwood, 1920-50s; and Irad Norton, 1920-50s. (CLR Pathmakers 2006: 43)

Bar Harbor VIA Path Work, 1890–99.
In 1890 the Bar Harbor VIA subcommittee on foot or "woods" paths prepared diagrams illustrating walking paths in the Bar Harbor vicinity. These were drawn by Francis H. Peabody and published in the local newspaper and in Bar Harbor VIA Annual Reports (Figure 3). 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." 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. 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. (CLR Pathmakers 2006: 43-45)

Andrew Emery Liscomb, one of the first men hired by the Roads and 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. 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. 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. (CLR Pathmakers 2006: 45)

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. The primary purpose of the map was to clarify the island's place names and depict the mountain paths and logging roads that became part of the trail system. The map would become the foundation for future trail maps, though its representation of the trail system in 1893 was not comprehensive, as none of woods paths recently marked by the Bar Harbor VIA are shown. (CLR Pathmakers 2006: 45)

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. One of Jaques's contributions to the trail system was the creation of the colored-path system for the 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."

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. (CLR Pathmakers 2006: 45-48, citing Jaques, "Of Local Interest," Bar Harbor Record, 14 September 1893)

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 [Champlain] Mountain. 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 impenetrable retreats, as at Duck Brook, the Gorge, the Royal Fern and Bracken." (CLR Pathmakers 2006: 48, citing Bar Harbor VIA Annual Report 1894: 11)

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 (Figure 4). 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. The next map, printed in 1899, highlighted additions to the system with bolder ink. 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. For the most part, early paths marked by Jaques 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. (CLR Pathmakers 2006: 48)

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 of the need to protect large tracts of land on Mount Desert Island for recreational, sanitary, and aesthetic purposes:
"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?" (CLR Pathmakers 2006: 58, citing Bar Harbor VIA correspondence files and meeting notes)

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. Dorr was a member of the Roads and Paths Committee, though he never served as chairman. (CLR Pathmakers 2006: 58)

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. 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. 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."

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 improved connections between sidewalks in the village of Bar Harbor and the woods paths to the mountains. (CLR Pathmakers 2006: 58-60, citing Dorr, "The Harden Farm Road in Its Course Around the
Meadow" and Dorr 1985: 12)

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. (CLR Pathmakers 2006: 60)

The Hancock County Trustees of Public Reservations, 1901.
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." 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." (CLR Pathmakers 2006: 60-61, quoting Letter, Charles W. Eliot to George B. Dorr, 12 August 1901, from Dorr 1985: 3-4)

As part of this vision, Eliot felt the walking paths constituted "an important security for the continued prosperity of the island." 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. Shortly after the dedication a path was constructed to link this site to the existing path network. Expansion of the path system during this period is documented on path maps printed in 1900, 1901, 1903, and 1906. 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." (CLR Pathmakers 2006: 60-61, citing Eliot 1904: np and Stebbins, "Executive Committee Report," Seal Harbor VIS Annual Report, 1911)

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 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. 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. The rapid expansion of the reservation during this period is documented on the path maps printed in 1909, 1911, 1913, and 1916. This land later became the nucleus of Acadia National Park. (CLR Pathmakers 2006: 60-61)

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 on trail construction, and a growing sense of ownership and pride in the path system as one of the best in the country. (CLR Pathmakers 2006: 61)

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 Location Map). (CLR Pathmakers 2006: 61)

Bar Harbor Village Improvement Association VIA 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. 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. (CLR Pathmakers 2006: 62)

While Bates served as Bar Harbor VIA Path Committee chairman, 25 miles of new paths were added to the Bar Harbor district. Path maps printed between 1900 and 1909 chronicle the expansion of the path system during this period. 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.
--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. 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 memorial plaque on a boulder by Fawn Pond to recognize How's beneficent gift. (CLR Pathmakers 2006: 62)

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. In 1905-06 he laid out the Eagles Crag Path, the upper Potholes Path, and the Cadillac Cliffs Path 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 (Figure 5). 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:
"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." (CLR Pathmakers 2006: 62-63, citing Bar Harbor VIA Twentieth Annual Report, 1909)

Among Bates's important contributions were his instructions for work on paths, including standards for signs, birch pointers, cairns, and step construction. These standards led to later references to the "Bates" style. Beginning in 1905, sign lettering was burned into sign boards and varnished path maps were placed at important path junctions. 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. (CLR Pathmakers 2006: 62-62)

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." (CLR Pathmakers 2006: 63-64, citing Bar Harbor Record, 23 November 1910: 3 and Bar Harbor Times, 16 October 1915, p.1,col.6)

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 improving the trail and marking it with a memorial plaque. 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. 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." (CLR Pathmakers 2006: 64-65, no source cited)

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. 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. (CLR Pathmakers 2006: 65)

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." Construction involved the placement of large flat stones along the shore of The Tarn, laid tightly to create a pavement-like walking surface (Figure 6). In the talus slope above the west side of The Tarn, tumbled rocks were rearranged to create a pavement-like tread through the talus, and rough-cut steps were placed through interesting rock formations. A memorial plaque and engraved boulder were set near the beginning of the northern end of the path. (CLR Pathmakers 2006: 65-68, citing Brunnow, "Report of the Roads and Paths Committee," Bar Harbor VIA Annual Report, 1914)

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. 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. 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. (CLR Pathmakers 2006: 67)

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. Like the Kane Path, large flat stones were set to allow for comfortable footing up the side of the mountain. Mrs. Smith contributed

additional funds in the 1920s to further improve the path. (CLR Pathmakers 2006: 67-69)

The reservation was designated as a Sieur de Monts National Monument in 1916, and George Dorr was named superintendent. In the years that followed, Dorr laid out the Homans Path, Emery Path, Jesup Path, Wild Gardens Path, and Cadillac Path (Figure 7). 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. 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. Once the Emery Path was complete, the Homans Path became a parallel but less accessible route for travelers 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. (CLR Pathmakers 2006: 70)

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. 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. 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." 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. 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 on the Dorr estate (Figure 8). 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. 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. The flurry of memorial trail construction halted during World War I but resumed in the mid-1920s. (CLR Pathmakers 2006: 70-71, citing Dorr papers, Acadia NP Archives, no date, box 2, folder 9)

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 funded many trail construction projects. 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. (CLR Pathmakers 2006: 70-72)

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. (CLR Pathmakers 2006: 72)

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 [Dorr] Mountain cost $3,000 and mostly entailed rock construction. 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." (CLR Pathmakers 2006: 74, citing Dorr Proposed 1918 Budget, Dorr to Albright, 22 September 1917. NARA RG 79, Entry 6, Central Classified Files 1907–39, box 1, Appropriations, File 1)

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. (CLR Pathmakers 2006: 74)

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. 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. (CLR Pathmakers 2006: 75)

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. 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". Brunnow laid out the route but credits Andrew Liscomb, the Bar Harbor VIA's Superintendent of Paths, for supervising the construction work. (CLR Pathmakers 2006: 75)

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 allowed for relatively easy ascent of the otherwise daunting cliffs. 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" (Figure 9). 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."

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. (CLR Pathmakers 2006: 75-76, citing "Rustic Tea House on Newport Mt. Considered in Connection with Alpine Path," Bar Harbor Times, 21 November 1914, p.1, col.2)

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 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. 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. (CLR Pathmakers 2006: 75-76)

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. Resolutions adopted at the first meeting of the four Path Committees in 1914 were to:
--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. 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. (CLR Pathmakers 2006: 85)

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 others. Physical construction and maintenance were to be carried out by each district's superintendent of paths and other hired laborers. The system was enriched with memorial trails and memorial plaques placed in memory of path users, builders, and donors. (CLR Pathmakers 2006: 85)

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. 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. (CLR Pathmakers 2006: 85)

The National Park, 1916–1932:

As noted earlier, Sieur de Monts National Monument was established in 1916. In 1919 the National Monument became Lafayette National Park and in 1929 was renamed Acadia National Park. These events ushered in a new era for the island's path system. When first established, the 5,000-acre park contained a small fraction of the island-wide trail system that by this time covered around 200 linear miles. The four 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 John D. Rockefeller Jr.'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. (CLR Pathmakers 2006: 98)

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, but without the same fervor, as path committee members felt the system complete. Nonetheless, 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. (CLR Pathmakers 2006: 98)

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 NPS publications, locals retained the earlier names, which still results in considerable confusion. (CLR Pathmakers 2006: 98)

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. 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." 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. Dorr also envisioned greater access and enjoyment of the park via carriage and motor roads. (CLR Pathmakers 2006: 98, citing Dorr to F. W. Griffith, Chief Clerk, NPS, 9 September 1917, NARA RG 79, Entry 6, Central Classified Files 1907-39, box 1, Appropriations, File 1)

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. 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. The carriage road system would eventually alter the path system in the Seal Harbor and Northeast Harbor VIS districts, but only the motor road system altered the Bar Harbor VIA District. (CLR Pathmakers 2006: 99)

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 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. The road up Cadillac Mountain, completed in 1932, crossed the Cadillac 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 objections and efforts of George Wharton Pepper, the village improvement association path committee chairmen, and others, carriage and motor road construction moved forward. (CLR Pathmakers 2006: 99)

Rockefeller's road projects 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. Rockefeller worked cooperatively with Dorr to build much of the road infrastructure, parking lots, and trailheads ostensibly needed for a functioning park. (CLR Pathmakers 2006: 99)

Bar Harbor Village Improvement Association Path Work, 1917–1932.
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. (CLR Pathmakers 2006: 100)

When Rudolph Brunnow died in the spring of 1917, Leonard Opdycke served as the Bar Harbor VIA Path Committee chairman for the remainder of the year. 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 Mr. 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. (CLR Pathmakers 2006: 100-101)

Routine Maintenance and New Connector Trails by Frederic Weekes and Harold Peabody.
Frederick 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. In 1919 a handrail was fastened in along the South Bubble Mountain Climb. 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. (CLR Pathmakers 2006: 101)

By 1920, the park boundaries included all of the major mountain peaks with the exception of Brown [Norumbega] Mountain. Park Superintendent Dorr offered to take over maintenance of the Bar Harbor VIA trails on Newport [Champlain] and Dry [Dorr] 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." (CLR Pathmakers 2006: 101, citing Weekes, "Report of the Roadsides, Roads and Paths Committee," Bar Harbor VIA Annual Meeting notes, 8 September 1921)

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. (CLR Pathmakers 2006: 102)

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. 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. (CLR Pathmakers 2006: 102)

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. (CLR Pathmakers 2006: 102)

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. 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. (CLR Pathmakers 2006:

103)

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 (Figure 10). Nearby, text on an incised boulder reads, "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. (CLR Pathmakers 2006: 103)

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 Harold 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. 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 memorial plaque placed in a boulder by a stream crossing. (CLR Pathmakers 2006: 103, no source cited)

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. 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. The annual interest, approximately $55 a year, was to be applied to the maintenance of the Gurnee Path. 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. (CLR Pathmakers 2006: 103-104)

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 NPS 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." (CLR Pathmakers 2006: 104, citing Bar Harbor VIA Annual Report, 1926: 18-19)

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. (CLR Pathmakers 2006: 104)

1928 Path Guide.
One of Harold Peabody's most enduring contributions to the path system was the 1928 path guide, Walks on Mount Desert Island. 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. 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. (CLR Pathmakers 2006: 105)

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." (CLR Pathmakers 2006: 105, citing "Path Committee Report," Bar Harbor VIA Annual Report, 1930)

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. (CLR Pathmakers 2006: 105)

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 and 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 NPS in 1931 by an arrangement formalized in 1935. 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. (CLR Pathmakers 2006: 105)

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." (CLR Pathmakers 2006: 105, citing Hadley, "Report of the Path Committee," Bar Harbor VIA Annual Report, 1932)

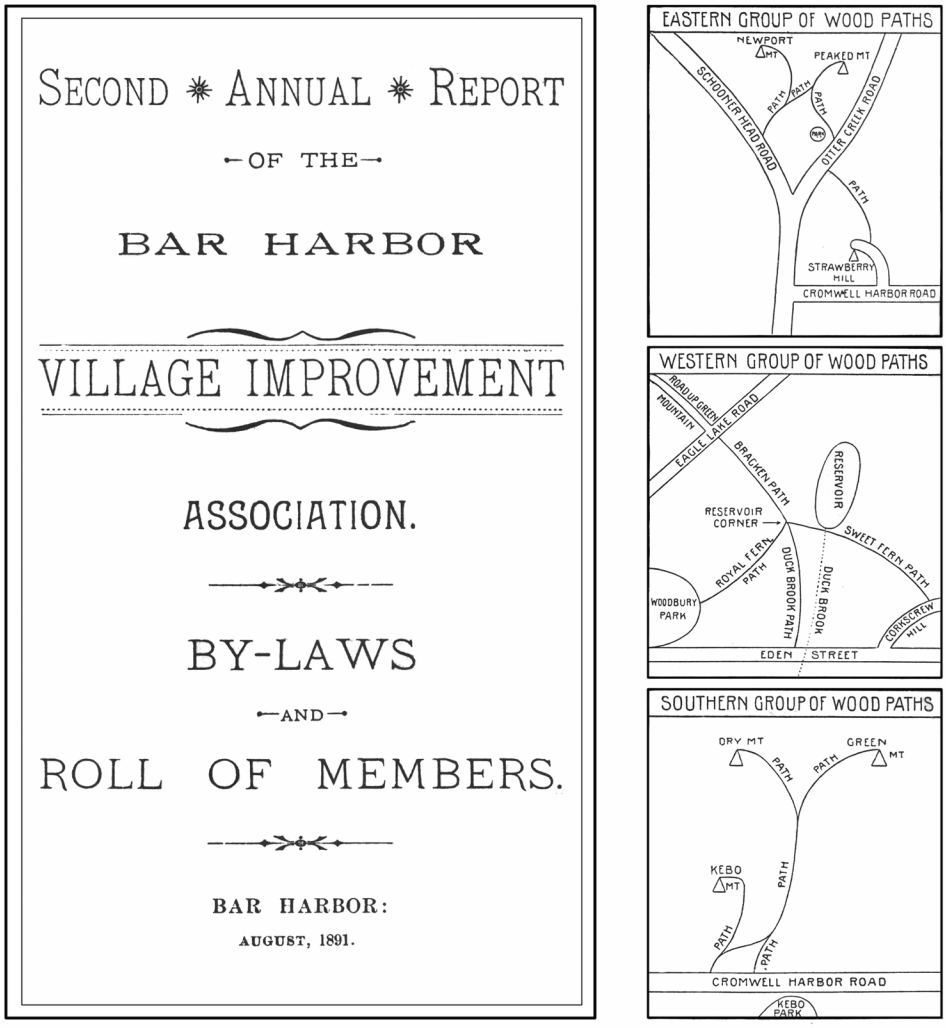


Figure 3. Three diagrams of walking paths in the Bar Harbor vicinity, prepared by Francis Peabody in 1890 for the Bar Harbor VIA from the Second Annual Report of the Bar Harbor Village Improvement Association. (Bar Harbor VIA)



Figure 4. The first path map of the eastern part of Mount Desert Island prepared in 1896 by Waldron Bates, Edward Rand, and Herbert Jaques. (Northeast Harbor Library)



Figure 5. Waldron Bates improved walking treads by adding rough, uncut steps up steep slopes and between rock ledges. (OCLP 1998)



Figure 6. The Kane Path (#17) along the western shore of The Tarn, c.1916. Large flat stones, or "stone pavement," became a popular construction technique for a level, rustic, elegant, and durable walking tread. (Acadia NP Archives)

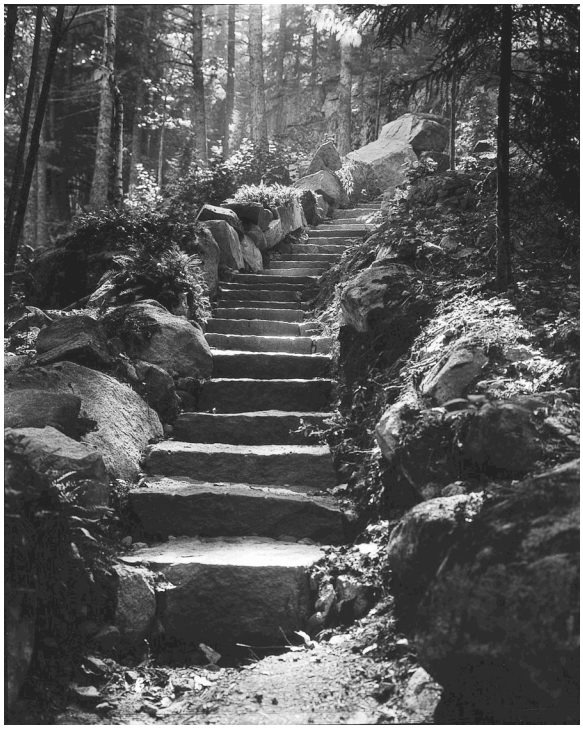


Figure 7. This c.1922 image of the Emery Path (#15), built in 1916, was used in early park brochures. Long sections of evenly cut steps, set with large retaining walls, provided an easy ascent from Sieur de Monts Spring to the Crag. (Acadia NP Archives)

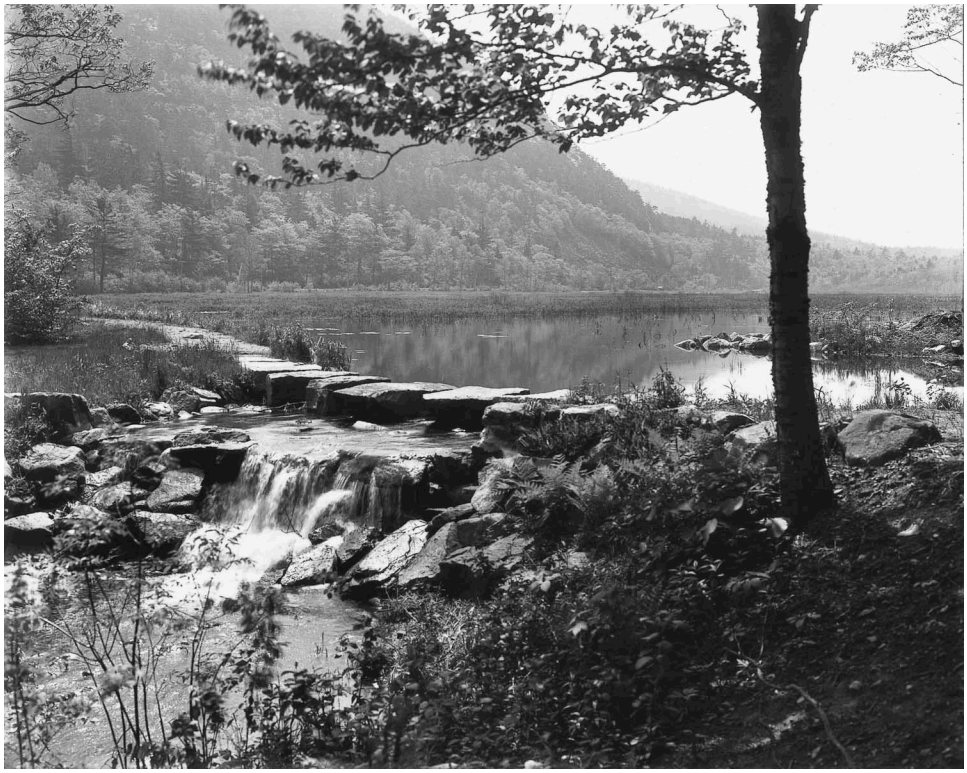


Figure 8. The Tarn, c.1916, where the Wild Gardens Path converged with four memorial trails: Kane Path, Beachcroft Path, Kurt Diederich's Climb, and Jesup Path. Large stepping stones at the pond outlet created a picturesque scene. (Acadia NP Archives)

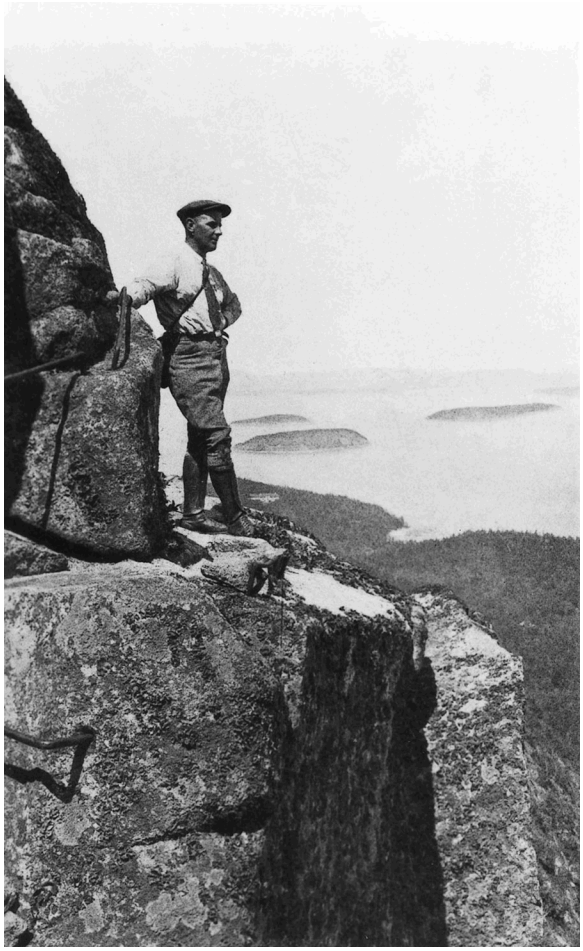


Figure 9. Stephen Mather, first Director of the National Park Service, c.1920, at a vantage point with hand railing on the very exposed route of the Precipice Trail (#11). (Herbert Gleason, Acadia NP Archives)



Figure 10. The "Kane & Bridgham Memorial Bridge," c.1929, at the outlet of Lakewood, as designed by Beatrix Farrand. Beaver dams have raised the water level around 2 feet and ice action has toppled the bridge. (Acadia NP Archives)

MANAGEMENT OF A NATIONAL PARK TRAIL SYSTEM, THE NEW DEAL, AND PARK TRAILS

By the early 1930s the country had fallen into a deep economic depression. As part of President Franklin D. Roosevelt's New Deal economic recovery programs between 1933 and 1942, federally funded work crews constructed 18 miles of new hiking trails and maintained around 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. (CLR Pathmakers 2006: 122)

The New Deal Programs—CCC, CWA, and WPA, 1933-1942:

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 Work 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. (CLR Pathmakers 2006: 122)

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). (CLR Pathmakers 2006: 122)

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. (CLR Pathmakers 2006: 122)

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. (CLR Pathmakers 2006: 122)

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. 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." 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. (CLR Pathmakers 2006: 123, citing "Notes Dictated by Mr. Taylor," 15 September 1932. NPS Boston Support Office, National Register files)

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. The park sent all drawings to the Washington, D.C. design office for approval by Thomas Vint, Chief Landscape Architect for the NPS 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." (CLR Pathmakers 2006: 123, no source cited)

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 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 in the park and throughout the country represented some of the finest craftsmanship in trail construction. (CLR Pathmakers 2006: 123)

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. Typically a string line was set prior to field construction in order to maintain the correct grade and alignment (Figures 11, 12). Most trails were laid out across sidehills to achieve a relatively even grade, with many containing switchback sections, such as on the Ocean Path. 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. (CLR Pathmakers 2006: 123-127)

CCC trail projects often dealt with changes caused by the construction of park motor roads. When Rockefeller funded the construction of the Ocean Drive Road, the CCC worked alongside, rebuilding the Ocean Drive Trail to parallel the new road with short spur trails to parking areas, scenic overlooks, and picnic areas. 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. (CLR Pathmakers 2006: 126-127)

In addition to footpaths, the CCC built many "truck trails" across the island. 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. Truck trails built between 1933 and 1942 including the Great Meadow Truck Trail (#365), Tarn Truck Trail, and Otter Point Truck Trail (#340). (CLR Pathmakers 2006: 126-127)

Vegetation–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. (CLR Pathmakers 2006: 128)

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. (CLR Pathmakers 2006: 128)

Near the summit of Cadillac Mountain, CCC crews transformed an abandoned section of roadbed into a connector trail to the Cadillac 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." (CLR Pathmakers 2006: 128, citing Civilian Conservation Corps reports, National Archives, Waltham, Record Group 79, box 2, folder 5, Progress Report, M.B. Knowles, 1933-34)

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, and 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. 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. (CLR Pathmakers 2006: 128)

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 (Figure 13). In locations that could not be accessed by transport trucks, men spent many hours manually moving materials. 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.
"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." (CLR Pathmakers 2006: 129-30, citing Letter, Benjamin L. Hadley, Asst. Supt., to Carl Russell, Regional Director, NPS, Richmond, VA, 14 February 1938. National Archives, Waltham, Record Group 79, box 9, folder 1)

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." (CLR Pathmakers 2006: 130)

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. 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. (CLR Pathmakers 2006: 130)

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. A footbridge constructed on the Great Meadow Nature Path reflects the CCC style. 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 (Figure 14). (CLR Pathmakers 2006: 132)

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. Similar to the CCC forest stand "improvement" practices, these practices were later found to be disruptive to fish and stream ecology. (CLR Pathmakers 2006: 132)

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 portions 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." In contrast, steps were intentionally not built on the Anemone Cave Trail so that those with difficulty walking could enjoy the trail. (CLR Pathmakers 2006: 135)

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 Ladder Trail, physical evidence suggests that the CCC installed ironwork in steep or difficult sections to support structures or assist hikers. Iron rungs and short ladders are present on the Ladder Trail. (CLR Pathmakers 2006: 135)

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 on the eastern side of the island. Where views of the surrounding landscape were important, a waist-high signpost was used. Along roads and at major trailheads, a taller post was used and trail signs were suspended on crossbars, similar to the 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. Each sign and post was stained dark brown. (CLR Pathmakers 2006: 135)

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 a new station on Cadillac Mountain. The McFarland Hill CCC camp was shut down in June 1942. Planned projects that were never completed included the proposed museum and path network near Otter Point and the Otter Creek causeway and a ski trail from the summit of Cadillac down into the Kebo Valley. With the sudden ending 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. (CLR Pathmakers 2006: 137)

Role of the Village Improvement Associations.
During the 1930s, the Bar Harbor VIA 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. (CLR Pathmakers 2006: 138)

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. 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. (CLR Pathmakers 2006: 138)

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, parking areas, campgrounds, picnic areas, swimming areas, bathhouses, and ranger stations, which were carefully located by NPS Master Plans. 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. 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. 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. (CLR Pathmakers 2006: 138)

Fire, Obliteration, Mission 66, and Park Trails Program, 1943-2017:

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. (CLR Pathmakers 2006: 149)

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 mostly 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. The Bar Harbor VIA already had passed trail maintenance responsibilities to the NPS 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. (CLR Pathmakers 2006: 149)

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." 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. (CLR Pathmakers 2006: 149, citing Harold Ickes to Acting NPS Director A.E. 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)

Effects of the 1947 Fire.
In October 1947, a forest fire swept across the eastern side of Mount Desert 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. Maine firemen, NPS 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 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 than 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. (CLR Pathmakers 2006: 149)

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." 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. 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. (CLR Pathmakers 2006: 149-151, citing Rockefeller to DeRevere, 21 October 1954, from Rieley and Brouse 1989: 249)

In 1955, Otter Creek resident Norm Walls joined the NPS 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. 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. (CLR Pathmakers 2006: 151)

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. (CLR Pathmakers 2006: 151)

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. (CLR Pathmakers 2006: 151)

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. 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. The Bar Harbor VIA redirected the endowed path funds to their ongoing maintenance of the Village Shore Path. (CLR Pathmakers 2006: 151)

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, 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. (CLR Pathmakers 2006: 152)

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. 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. (CLR Pathmakers 2006: 152)

To eliminate confusion in the field, brush (scree) 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. 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. 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. (CLR Pathmakers 2006: 152)

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. 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. During this period wet spots on trails were filled with gravel rather than spanned with bridges. (CLR Pathmakers 2006: 152)

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 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 Dwight D. 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." (CLR Pathmakers 2006: 152-154, citing General Plan Narrative, Part of the Master Plan, Acadia National Park, October 1963)

A trail in the Bar Harbor VIA district built during the Mission 66 program—the new Anemone Cave Trail—was designed on paper before construction. Design drawings for the trail 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." The old 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." (CLR Pathmakers 2006: 154, citing "Mission 66 for Acadia National Park," c.1956, NPS Harpers Ferry Library, Box ACAD, B2)

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 NPS, and for carrying out inferior work, such as poorly built retaining walls and drainage, in an effort to complete projects by the 1966 deadline. 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. The park later removed all signs and references to its location from maps and publications. (CLR Pathmakers 2006: 154)

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. (CLR Pathmakers 2006: 156)

Expansion of the National Park Service Trails Program.
Since 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 stated:
"Perhaps the only deterrent factor in increasing trail use is the availability of information. Good trail maps are available. However, roadway approach signing, distribution of trail maps, and trailhead parking and informational facilities should be improved." (CLR Pathmakers 2006: 156-159, citing Acadia National Park Master Plan, February 1971: 54. From NPS Harpers Ferry Library, box 2)

Gary Stellpflug began working on the Acadia's 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. From 1978 until 1989 Stellpflug saw a steady increase in trail use and a corresponding need for higher maintenance of the trails. During the 1970s and 1980s two trails were rerouted. Approximately 2,000 feet of the lower end of the Cadillac North Ridge Trail was rerouted to the west so that the existing parking area at the Paradise Hill Road 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. (CLR Pathmakers 2006: 159-160)

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. (CLR Pathmakers 2006: 160)

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. 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 only ten birds, he switched to orange painted blazes. (CLR Pathmakers 2006: 160-161)

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. 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. (CLR Pathmakers 2006: 160-161)

Maintenance by Appalachian Mountain Club and Village Improvement Societies.
With increased use of the trails, the Park Service welcomed assistance with trail maintenance. 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 National Park, agreed to a pilot AMC trail assistance program in accordance with Park Service guidelines. 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. As a result, a training seminar was organized in 1973 to focus on trail maintenance techniques. (CLR Pathmakers 2006: 162-163)

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 considered 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. 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. (CLR Pathmakers 2006: 163)

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.

(CLR Pathmakers 2006: 164)

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, and the Bar Island Trail. (CLR Pathmakers 2006: 164)

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. 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. (CLR Pathmakers 2006: 164)

In contrast to the highly visible bogwalk construction, several underground drainage and retaining features were introduced, including check dams, 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. 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 (Figures 15, 16). 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. (CLR Pathmakers 2006: 164)

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. (CLR Pathmakers 2006: 165)

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. In 1997, to gather more information about the historic trail system, the Friends funded the duplication of primary documents relating to the history of the hiking trails system including path maps and VIA/VIS annual reports. (CLR Pathmakers 2006: 165-166)

The Friends also worked with local communities, interested residents, and the NPS 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. (CLR Pathmakers 2006: 166)

To complement the opportunity of walking into the park, the Friends, NPS, 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. (CLR Pathmakers 2006: 166)

The 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. (CLR Pathmakers 2006: 166)

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 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 noted 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. (CLR Pathmakers 2006: 167, citing GMP 1992: 33)

Begun in 1999 and completed in 2002, the Hiking Trails Management Plan and Environmental Assessment set 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 included 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. (CLR Pathmakers 2006: 167)

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. 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. (CLR Pathmakers 2006: 167)

In the summer of 2003 as part of the Acadia Trails Forever rehabilitation projects, the park reopened the Homans Path. 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 Path 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. (CLR Pathmakers 2006: 167)

Since 2006, rehabilitation and maintenance projects have been completed on the following trails in the former Bar Harbor VIA District (the CLR trail number is provided if different than the current trail number):
--2007: Precipice Trail (#11), Orange and Black Path (#12), Beachcroft Path (#13), Kurt Diederich's Climb (#16), Ladder Trail (#64), Homans Path (#68,CLR#349) (PMIS 129671)
--2008: Schiff Path (#18,CLR#15) (PMIS 123450); Kebo Mountain Trail (#8,CLR#21) and Cadillac North Ridge Trail (#34) (PMIS 145164)
--2009: Great Head Trail (#2) (PMIS 124291); Bowl Trail (#6) (PMIS 152800); Jesup Path (#14) (PMIS 148648); Jesup Path (#14), Emery Path (#15), and Schooner Head Path

(#76,CLR#362) (PMIS 154278); Repair and Replace Trail Informational Signs (PMIS 104133)
--2010: Orange and Black Path (#12) (PMIS 125185); Emery Path (#15) (PMIS 124531)
--2011: Bowl Trail (#6) (PMIS 169898); Precipice Trail (#11) (PMIS 169897); Kane Path (#17) (PMIS 162101); Kane Path (#17) and A. Murray Young Trail (#25) (PMIS 166051); A. Murray Young Path (#25) (PMIS 162491)
--2012: Kebo Brook Trail (#84,CLR#364)
--2014: Gorge Path (#28) (PMIS 160918)
--2015: Ocean Path (#3), Cadillac Cliffs Path (#5), and Stratheden Path (#24) (PMIS 220716); Beehive Trail (#7) (PMIS 171163)
--2016: Ocean Path (#3) (PMIS 160803)

Since 2006, several new trails have been completed in the former Bar Harbor VIA District:
--2011: Duck Brook Connector (#80,noCLR#)
--2013: Kitteridge Brook Trail (#92,noCLR#)
--2014: Otter Cove Trail (#88,noCLR#)

In the summer of 2015, the Olmsted Center for Landscape Preservation, in collaboration with the State University of New York, College of Environmental Science and Forestry, completed field work for the "Cultural Landscape Inventory, Historic Hiking Trail System – Bar Harbor District, Acadia National Park." Six college students spent six weeks at the park to document the historic landscape of Acadia's hiking trail system and gather information that would be used to maintain and preserve it (Figure 17). A total of 46 trails covering 44.7 miles were surveyed, photographed, and mapped using field survey forms and a Microsoft Access database designed for uploading into the park's GIS (Geographic Information System). See the "Analysis and Evaluation of Integrity" chapter for more information.



Figure 11. Progress view of Civilian Conservation Corps setting string lines for the construction of the Otter Cliff Trail (Ocean Path, #3) in 1937. (National Archives, Waltham, MA)

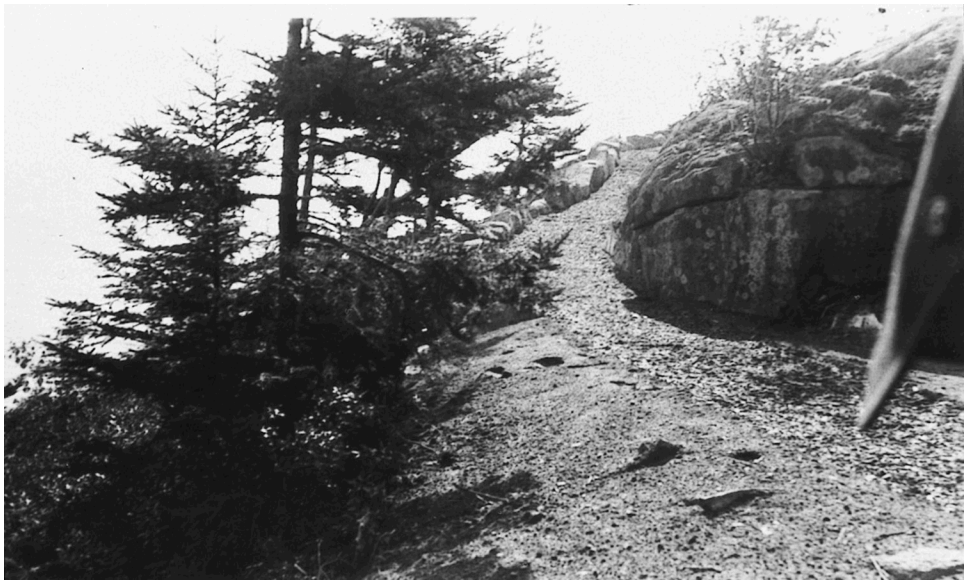


Figure 12. Progress view of the tread along Otter Cliff Trail (Ocean Path, #3), 1937. (National Archives, Waltham, MA)

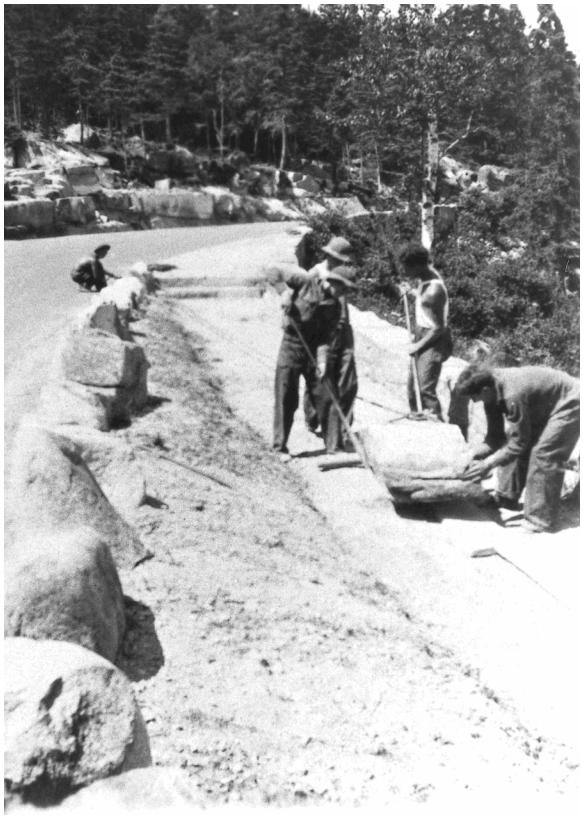


Figure 13. A CCC work crew c.1934 constructing the Ocean Path (#3) parallel to the new Ocean Drive motor road. (National Archives, Waltham, MA)



Figure 14. One of several footbridges repaired by the CCC on the Stratheden Path (#24). (National Archives, Waltham, MA)



Figure 15. Progress view from 1997 showing an eroded section of trail with installation of checks, wall, and rubble infill underway. (OCLP 1997)

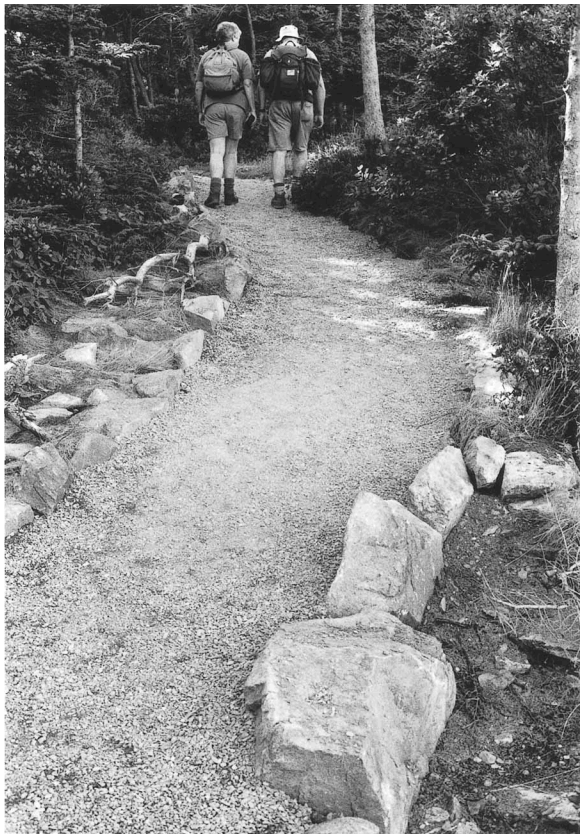


Figure 16. To complete the trail, stonework was covered with gravel and the edges were revegetated. (OCLP 1997)



Figure 17. Participants of the Summer 2015 CLI Field School, on the Cadillac Summit Loop Trail (#33). (OCLP 2015)

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The 2017 "Historic Resources of Acadia National Park" Multiple Property Documentation Form (MPDF) outlines registration requirements that the trails need to possess to be eligible for listing in the National Register of Historic Places. Early hiking trails are eligible under the "Rusticator Period" context if they were established before 1890 and were either constructed by the Rusticators or adapted from previously established Native American trails, cart paths, or settlement roads. Due to the inherently ephemeral nature of these trails, integrity requirements are limited to the retention of their general routes (i.e., between two identifiable points) as documented through primary sources of the period, including trail guidebooks, maps, or verbal descriptions. Trails that qualify for listing under the "Community Development and the Origins of Acadia National Park (1890-1919)," "National Park Service Development of Acadia National Park (1916-1958)," and/or "Rustic Design" contexts must have been constructed or improved by the VIA/VIS or the CCC between 1890 and 1942 and meet the standards of integrity. (MPDF 2016, Sec.F: 70)

The key aspects of integrity for hiking trails eligible for listing under Criterion A for their associative qualities are location, setting, feeling, and association. The route of the trail, its primary historical purpose of providing access to specific scenic views and/or vistas or to natural or cultural points of interest, and the condition of the setting through which it travels are primary qualities that must be considered in assessing its integrity. A trail should maintain its historic alignment, including trailhead location and destination. Rerouting, excessive widening, or removal of engineering features that compromises the resource's integrity of location or design will render the resource ineligible. The relationship between the trail and the natural topography, as well as significant built features integral to the historic design concept, should be evident. This includes important views; vistas; distinctive natural features along the trail or visible from it; and, to some extent, associated buildings, structures, and objects. Integrity of materials and workmanship, particularly with respect to the village improvement trails, should be considered but are of less importance than the other qualities of integrity. The early VIA/VIS trails tend to be narrower and less durable than those constructed or improved later, using abundant CCC labor. In addition, many of the village improvement trail furnishings were constructed of perishable materials. The gradual loss of original historic fabric, alterations to the composition of vegetation along the trails, or the improvement of trails through widening or stabilization may not automatically render a trail ineligible. (MPDF 2016, Sec.F: 71)

As many of the hiking trails in the Bar Harbor District are associated with multiple periods of development and historic contexts, the integrity of the trails within the district are evaluated as a system rather than by individual trail segments. Evaluation of the trail systems in the three other districts will be accomplished in future CLIs.

INTEGRITY

Integrity is the ability of a historic resource to evoke its appearance from the historic period of significance. 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, integrity is evaluated for the period of landscape significance, which extends from 1867 to 1942, in the areas of community development, conservation, entertainment/recreation, social history, and landscape architecture. The period and areas of significance encompass the earliest descriptions of the trail system in the 1860s, the work by the village improvement associations and societies between 1890 and 1937, and work by the National Park Service (NPS) and Civilian Conservation Corps (CCC) between 1933 and 1942. For this extended period of trail development, the Historic Hiking Trail System – Bar Harbor District retains a high level of integrity.

Location:
Location refers both to the place where the trail system was constructed and the alignment of individual trails. Although many of the hiking trails in the district are still marked and maintained and retain their original routes, the extent of the trail system and the number of trails marked and maintained has diminished since the historic period. The system was reduced, beginning in the 1940s, with 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 several trails in the park. A few trails or sections of trails have changed their route since the historic period. Reasons include the construction of motor roads, carriage roads, changes in water level due to beaver dams, and connections to new park facilities. In most cases, however, the overall character and intent of the trail has been retained.

Design:
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 district are significant as examples of rustic design in the picturesque style carried out by the VIA/VIS and rustic design work by the NPS and CCC. 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, natural, and cultural features that were part of the original trail design remain, such as lakes, summits, and rock formations, with the exception of cultural features like the Building of the Arts in Bar Harbor, Satterlee Tea House at Great Head, Russian Tea House at Otter Creek, and the Green Mountain House and other hotels. Remaining cultural destinations and facilities linked to the trail system are the island villages, the Sieur de Monts Spring House, the Abbe Museum at Sieur de Monts, the Sand Beach facilities, and the structures on the summit of Cadillac Mountain. Trail width has been altered in many places from the high volume of foot traffic and inadequate maintenance, but with ongoing rehabilitation work, improved maintenance, and/or the addition of certain trail features, foot traffic has been contained. 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:
Setting refers to the physical environment of the trail system. 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. More recently, heavy use of the trails in the district has 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 setting.

Materials:
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 in the district. 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, remain. Perhaps the most notable change in the trails over the past hundred years is the condition of the tread. Due to high use, most trails are extremely compacted, and in some places the width has increased over time to as much as 30 feet. Rehabilitation of such areas with locally quarried or off-island gravel is ongoing. However, where gravel is not feasible the park has introduced split log bridges or “bogwalks” to cover low areas in need of rehabilitation.

Workmanship:
Workmanship refers to the physical evidence of the crafts of a particular period. Multiple styles of workmanship can be found on the trails in the district. With a fifty-year period of peak trail construction, there were many hands involved in trail construction, including federal work crews and the Bar Harbor VIA. There are notable differences in methods of construction, tools used, and durability 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:
Feeling refers to the expression or historical sense of a particular period. The Bar Harbor VIA and other 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 and Sieur de Monts Spring. 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 hiking trail system.

Association:
Association refers to the direct link between historic persons and events and the historic property. The trails in the Bar Harbor District built by the Bar Harbor VIA were built in association with their counterparts in Seal Harbor, Northeast 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 and structures associated with cultural destinations diminishes some associations.

METHODOLOGY

Participants of the CLI Field School completed an inventory of cultural resources on the maintained hiking trails in the Bar Harbor District in the summer of 2015. The location and condition of many features on the trails had been previously inventoried and recorded in the park's Trail Inventory Database. Students verified these existing features, and documented features that may have been missed in previous inventory efforts as well as features that were recently added. The collection of field data focused on those features encountered within the 30-foot wide trail corridor, or fifteen feet of either side of the trail centerline. The CLI Field School did not inventory abandoned trails in the Bar Harbor District, but in the future the historic features and construction techniques on such trails should be documented.

Each trail section was inventoried by teams of two people, and each team visited their assigned trail section two separate times—Trip #1 and Trip #2. Trip #1 focused on an inventory of trail features. Location, dimensions, and materials were documented for trail features (such as treadway, bridges, walls, steps, culverts, signs, etc.). Non-functioning, missing, or damaged features were noted. A Data Dictionary was used to assist with discernment of existing features and identification of new features and feature subtypes. Trip #2 focused on the experiential qualities of the trail section and its surroundings. Tasks included written and graphic documentation of cultural landscape characteristics, completion of representative and repeat photography, and an evaluation of the section's overall condition. A Character/Condition Log served as the repository for this work.

Features along the trail were inventoried either as point features or linear features. Point features

included culverts, intersections, steps, and signs. Linear features—those with a start and end—include bridges, walls, and ditches. Existing point and linear features documented in the park's Trail Database Inventory were assigned a unique number that served as the feature's location or "address." This number was based on an established direction of travel (from the beginning of a trail section to the end of the trail section), and represented the measured distance in feet from the start of the trail section to the start of the feature. For point features, the start and end numbers were the same, but for linear features the start and end numbers were different so that their difference represents the total length. The start number was determined by the counter on the Rollatape measuring wheel, which was set to zero at the beginning of the trail section and "rolled up" as you proceeded along the trail.

To preserve the integrity of the existing data in the park's Trail Database Inventory, information for existing and new features was entered into two separate Access databases with Lenovo Yoga® Tablets and paper inventory forms. Photographs of the trail were taken at intervals of fifty feet. New features encountered on trail sections were individually photographed. The database information was then converted into GIS data layers to produce site plans for each trail.

Landscape Characteristic:

This section presents an analysis of the Historic Hiking Trail System – Bar Harbor District landscape characteristics and associated features, as well as corresponding List of Classified Structures names and numbers, if applicable. It also includes an evaluation of whether the features contribute to the property's National Register eligibility for the historic period (1867-1942), contribute to the property's historic character, or if they are noncontributing, undetermined, or managed as a cultural resource.

For purposes of this analysis, the maintained Bar Harbor District trails are organized by the four categories of historic trails at Acadia National Park, which are based on when they were constructed and by whom: early pre VIA/VIS trails (pre-1890), hiking trails constructed by the VIA/VIS (1890-1937), CCC/NPS hiking trails (1933-1942), and NPS trails constructed after 1942. A fifth category of trail in the MPDF – CCC truck and fire protection trails (1933-1942) – is not represented in the Bar Harbor District. In addition, for several landscape characteristics, feature types are evaluated as a whole for the Bar Harbor District trails, rather than by individual trails.

Landscape characteristics identified for the Historic Hiking Trail System – Bar Harbor District include natural systems and features, topography, land use, spatial organization, circulation, cultural traditions, vegetation, views and vistas, and small-scale features. Many of these characteristics have associated features that contribute to the site's overall historic significance and character. The features that contribute were either present during the period of significance or are in-kind replacements of historic features.

Natural Systems and Features

Natural systems and features are the natural aspects of the landscape that influenced the hiking trail system development during the historic period. The natural environment that attracted

visitors in past centuries is 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 (Figures 18, 19, 20).

Trails that formed the framework of the trail system, as mapped by Clara Barnes Martin beginning in 1867 and others in subsequent years, led to ponds and streams, mountain forests and summits, coastal ledges and beaches, and other scenic and recreational points including boat landings and overlooks. 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, and Cadillac Cliffs. Some paths led walkers through botanically interesting areas such as the Hemlock Trail (#23), Jesup Path (#14), and Wild Gardens Path (#71,CLR#18). 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/NPS trail builders also built trails to access the mountains, ponds, and coasts 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. (CLR Pathmakers 2006: 191)

Geology and Soils.
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. The effects of glaciers are seen throughout the landscape of Acadia National Park from the trail system, which traverses a variety of bedrock types, although most common are medium to coarse-grained granites. It is from these granites that most stone for the retaining walls, steps, and other built features on trails were cut. All bedrock types exposed in the park are solid and generally are not adversely affected by hiking; that is, they are not prone to crumbling under foot. Lying on top of bedrock is a patchy veneer of glacially derived sediments ranging in size from fine clay to boulders. Although durable bedrock comprises the base of many trails, pockets of soil and gravel are vulnerable to erosion from hikers. (MP-EA 2001: 63)

Soils on the eastern part of Mount Desert Island are classified as the Schoodic-Rock Outcrop-Naskeag association. The Schoodic soils are found on ridges and summits. These soils are very shallow, nearly level to very steep, and excessively well drained. The surface is very gravelly, fine sandy loam that is easily blown away once exposed. Rock outcrop consists of exposed bedrock on the crests of ridges and mountains and on steep side slopes of mountains. Naskeag soils are found in depressions between shallow till ridges. These soils are moderately deep to bedrock, range between nearly level and gently sloping, and are poorly drained. Trails traversing Naskeag soils often need to be specially constructed to provide a dry

walking surface. The surface layer of Naskeag soil is fine sandy loam and gravelly loamy sand. The subsoil is gravelly loamy sand. (MP-EA 2001: 63)

Vegetation Communities.
A great variety of plant communities overlie the Acadian landscape. In the Bar Harbor area, a mostly mixed forest/early successional (post fire) community now includes areas of transition to a northern hardwood/spruce forest. Communities also include some old growth hemlock forests, mosses and ferns, and expansive wetlands. Scrub/shrub communities on rocky outcrops are pink with flowers in spring, provide blueberries and huckleberries in summer, and turn brilliant red in fall. Trails provide access to these and other habitats throughout the park. (MP-EA 2001: 64, Park review comments 17 July 2017, citing Gawler and Cutko 2010: np)

Over 850 species of plants are found in the park. Of these, approximately 200 are not native to the area. Some non-native species such as purple loosestrife (Lythrum salicaria), smooth and common buckthorn (Frangula alnus and Rhamnus cathartica), and garlic mustard (Alliaria petiolata) pose substantial threats to native plants and animals because of their highly invasive nature. Seeds of these, and other invasive plants, can be spread by hikers or by maintaining trails using imported soil or gravel that contains weed seeds. See the "Vegetation" section below for more information on plants proximate to the trails. (MP-EA 2001: 64)

Wildlife.
The park supports a great diversity of animals. Over 330 species of birds have been sighted in the park. Some park islands support important populations of breeding seabirds that could be affected by human disturbance. Likewise, coastal habitats such as tidal bars, seawalls and associated wetlands, and mud flats have historically served as important resting and feeding sites for migrating shorebirds. A number of mammals are found throughout the park, including whitetailed deer (Odocoileus virginianus), coyote (Canis latrans), red fox (Vulpes vulpes), raccoon (Procyon lotor), and many species of small mammals. Many of the most common species are those that readily adapt to the activities and land uses of humans. Beaver (Castor canadensis) activity in wetlands and drainages affects trail use and maintenance when impounded water floods the trail. Park waters provide habitat for brook trout (Salvelinus fontinalis) and a number of other native fish species. (MP-EA 2001: 65)

Rare Species and Rare Habitats.
After an extensive reintroduction effort, Acadia National Park now supports one of the most productive peregrine falcon populations in the Northeastern U.S. Peregrine falcons were delisted from the federal Endangered Species Act in 1999, but they are protected under the federal Migratory Bird Treaty Act and are State-listed as endangered in Maine. Several trails, including the popular Precipice Trail (#11), are closed for much of the hiking season to protect nesting peregrine falcons. The health and productivity of bald eagles is still of concern in Maine, where they are federally and State-listed as threatened. Currently, critical bald eagle habitat in the park is not affected by hiking trails and their use, although it has been in the past. (MP-EA 2001: 64)

Some park habitats are rare and especially fragile. These include assemblages of plants and animals on islands, estuaries, interior wetlands, and summits, and pockets of old growth trees and other rare forest types. Fourteen habitats are recognized as State Critical Areas. Many of these areas are especially susceptible to damage by trampling and disturbance by hiking. (MP-EA 2001: 64)

Landscape Characteristic Graphics:



Figure 18. Several trails in the interior of the island pass through forests and encounter water features. The Kane Path (#17) makes use of bog walks to traverse this pond edge. (OCLP 2015)



Figure 19. The Ocean Path (#3) is one of several trails tracing the island's shoreline. This section features gravel tread, but others at Sand Beach and Thunder Hole are asphalt tread. (OCLP 2015)



Figure 20. Several trails trek across open ledges or pass through unique rock formations, such as this section of the Homans Path (#68,CLR#349). (OCLP 2015)

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 pondside 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 Trail (#11) and Beehive Trail (#7, CLR #7,8). The CCC added trails to flat, sloped, and cliff areas, thereby broadening the diversity of trails within the park. (CLR Pathmakers 2006: 194)

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/NPS contributes to the historical significance of the trail system.

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 groups 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 other 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/NPS 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. (CLR Pathmakers 2006: 192)

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. Links to other park facilities, designed and implemented during the CCC/NPS period, also 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 to venture forth from the coastal village resorts and explore the interior of the island. The trail 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 Newport [Champlain] Mountain and Kebo Mountain in the Bar Harbor District, and Day Mountain, The Triad, Schoolhouse Ledge, St. Sauveur, Beech, and Western Mountains elsewhere on the island. 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. (CLR Pathmakers 2006: 191-192)

The earliest routes were typically narrow, more defined by ever-increasing foot traffic than constructed features. 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” below, 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 under the supervision of NPS landscape architects 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 (#3). (CLR Pathmakers 2006: 192)

The planned configuration of the trail system is still evident, with a grid-like layout of maintained trails between ridges and valleys. Although some trails are no longer marked, their presence also contributes to the spatial organization of the system. The winding routes of the VIA/VIS trails and the carefully graded sections of CCC/NPS 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 VIA/VIS trails and 42 to 48 inches on CCC trails is still evident.

Circulation

Circulation is comprised of the spaces, features, and materials that make up the network of pedestrian and vehicular movement. While circulation obviously defines the character of the trail system, it is 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 earlier in the Chronology & Physical History chapter in this report, 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. The use of boats diminished with the improvement of roads. (CLR Pathmakers 2006: 193-194)

When George Dorr began actively pursuing designation as a national park in the 1910s, he envisioned walkers coming to and leaving 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. Master planning efforts in the 1930s and '40s envisioned tourists parking at nodes called "developed areas" and hiking into remote, scenic areas within the park. (CLR Pathmakers 2006: 193-194)

The characteristics of trail alignments and their placement on the landscape were unique to each period of trail development, as summarized below:
--Early Trails (pre-1890): Alignments were direct, using Native American paths, old cart paths, agricultural and lumbering paths, and open ledges. Routes through saddles between hills, direct ridgeline, and fall-line routes were predominant.
--VIA/VIS (1890-1937): Many trails led to communities or hubs. Types of alignment varied greatly. Sidehill, switchback, and large gesture alignments were introduced to constructed trails.
--CCC/NPS (1933-1942): Alignments were predominantly large-gesture, sidehill routes, often with switchbacks. Some alignments reverted to direct, fall-line routes at the ends of constructed work. All trails led from parking areas.
--NPS (post-1942, non-historic): In the 1950s and 1960s alignments were easily accessible and relatively short, with an emphasis on interpretation and self-guided nature trails. Since then, many trails were abandoned while a few new trail sections were developed. Reroutes have been established for a number of reasons and generally used direct, fall-line, and varied woodland routes. Several abandoned trails have also been reopened.

The trails, as a circulation network that provides access to developed areas and many remote areas, contribute 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 areas and extend along and across ridgelines. The relationship and careful design of intersections of the hiking trail, carriage roads, and motor roads also contributes to the significance of the historic trail system.

A brief chronological history and description of existing conditions for 46 maintained hiking trails in the park-owned portions of the Bar Harbor District is provided below. See the 2006 CLR,

"Pathmakers," for descriptions of 70 historic hiking trails no longer maintained in the district. Trail features associated with the treadways, drainage, crossings, retaining structures, steps, ironwork, guidance, and minor structures are discussed under "Small Scale Features." Memorial plaques and stone monuments associated with the trails are discussed under "Cultural Traditions." Note: The historic significance and integrity of trails associated with the Mission 66 period of development should be reevaluated pending the development of a Mission 66 historic context in the MPDF.

MAINTAINED EARLY TRAILS:

#1 Bar Island Trail.
Early coastal trail, 1867. Excursion described in 1867 Martin guide.
--2015 Route: 0.5-miles, from Bar Harbor across sandbar at low tide to a loop on the west side of Bar Island, partially on old roadbeds. Current trail was reopened by NPS in 1990 and marked in 1994-95.

#2 Great Head Trail.
Early coastal trail, 1867. 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. Portions rehabilitated in 2009.
--2015 Route: 1.8-miles, 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.

#3 Ocean Path.
Early coastal trail, 1874. Route in vicinity described in 1874 Martin guide; rebuilt by CCC in 1933-38. Sections paved by Mission 66 crews in c.1960. Portions rehabilitated in 2015-16.
--2015 Route: 2.2-miles, from the Sand Beach parking area, past Thunder Hole, Monument Cove, and Otter Cliffs, to Otter Point.

#6 Bowl Trail.
Early summit trail, 1874. Described in 1874 Martin guide; BHVIA re-cut 1892; shown on diagram in 1894 BHVIA 5th Annual Report; described in 1915 path guide. Rehabilitation work complete in 2009 and 2011. Two sections of the trail have been relocated (noted as RL on site plan).
--2015 Route: 0.7-miles, from the park loop road, opposite the Sand Beach parking area, passing the entrance to the Beehive Trail, Gorham Mountain Trail, west spur of the Beehive Trail, a second terminus to the Gorham Mountain Trail, up to the Bowl and the junction of the upper end of Beehive Trail and southern end of the Champlain South Ridge Trail.

#7 Beehive Trail, west section (CLR #8, West Beehive Trail).
Early summit trail, 1874. West spur 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. Rehabilitation work completed in 2015. Note: This trail route now

includes CLR #8, West Beehive Trail. Two sections of the trail have been relocated (noted as RL on site plan).
--2015 Route: 0.8-miles, from Bowl Trail near Sand Beach parking area, up face of the Beehive, over summit, to a spur that was formerly named the West Beehive Trail, to the intersection with the north end of the Bowl Trail and south end of the Champlain South Ridge Trail.

#8 Kebo Mountain Trail (CLR #21, Kebo Mountain Path / Dorr Mountain North and South Ridge Trails).
Early summit path, 1871. Kebo summit section described in 1871 DeCosta guide; shown on Peabody 1890 diagram and described in 1890 BHVIA 1st Annual Report; described by Jacques in 1895 and 1898. Rehabilitation work completed in 2008.
--2015 Route: 0.9-miles, 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.

#9 Champlain South Ridge Trail (CLR #10 Bear Brook Trail).
Early summit trail, 1867. Part of path described in 1867 Martin and 1871 DeCosta guides as marked; extended in 1892 and shown on the 1894 map. Note: CLR notes it was formerly Newport Mountain Path then Black Path.
--2015 Route: 1.6-miles, from south end of Bowl and junction with Bowl Trail, to summit.

#10 Champlain North Ridge Trail (CLR #10 Bear Brook Trail).
Early summit trail, 1867. Part of path described in 1867 Martin and 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. Modified by the CCC in 1934. Note: CLR notes it was formerly Newport Mountain Path then Black Path.
--2015 Route: 1.0-miles, from park loop road, up north slope of Champlain Mountain, to summit.

#26 Cadillac South Ridge Trail, north sections.
Early summit path, 1874. Within the former Bar Harbor VIA and Seal Harbor VIS Path Districts. Described in 1874 Martin guide; shown on 1896 path map.
--2015 Route: 2.4-miles, from south terminus of Eagles Crag Trail, over Dike's Peak to summit of Cadillac.

#28 Gorge Path (CLR #28, Gorge Path and #320, Gorge Path to Kebo, West Side).
Early summit path, later endowed memorial path, 1871. Path in vicinity described in 1871 DeCosta and 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. Gorge Path to Kebo was a village connector, shown on Peabody 1890 diagram; described and shown in diagram in 1891 BHVIA 2nd Annual Report; shown on 1903 path map. Rerouted c.1980 to connect with parking area. Gorge Path to Kebo section labeled as no longer maintained in 2003. Rehabilitation work completed in 2008. Note: This trail route now includes CLR #320, Gorge Path to Kebo, West Side.

--2015 Route: 2.2-miles, from the Kebo Brook Trail, along the west side of Kebo Brook to the park loop road, south up the gorge between Cadillac and Dorr, to the junction of the Cadillac-Dorr Connector and the Andrew Murray Young Path, up to summit of Cadillac.

#34 Cadillac North Ridge Trail.
Early summit trail, 1855/1903. Current route paralleled road for U.S. Coastal Survey in 1850s, as described in Tracy's Log, 1855. Walking path separated from road on 1903 path map; rerouted in 1931 for Cadillac Mountain Road construction; CCC improved in 1935. NPS rerouted the north end to connect with pullout along motor road in 1980. Rehabilitation work completed in 2008.
--2015 Route: 2.2-miles, from junction with Kebo Brook Trail downhill from the park loop road up the north ridge to the summit of Cadillac.

#44 Cadillac-Dorr Connector (CLR #22, Cadillac–Dorr Trail / Dorr Mountain Notch Trail).
Early summit path, 1871. 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. Note: This trail is named Dorr West Face Trail on the park's "Hiking Trail System 2015" map.
--2015 Route: 0.2-miles, from the top end of the Gorge Path to the summit of Dorr.

#64 Ladder Trail.
Early summit path, 1871. 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 1934. Rehabilitation work completed in 2007.
--2015 Route: 0.4-miles, from the south end of the Tarn up the east side of Dorr Mountain to the Schiff Path.

MAINTAINED VIA/VIS TRAILS:

#4 Gorham Mountain Trail.
Part of the Champlain Mountain colored path system (formerly named Black Path), 1906. 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. One section of the trail has been relocated (noted as RL on site plan).
--2015 Route: 1.6-miles, from Monument Cove parking area, over summit of Gorham Mountain, to Bowl Trail.

#5 Cadillac Cliffs Path (CLR #5, Gorham /Cadillac Cliffs Trail).
Woods path, 1906. Described as new path in 1906 BHVIA Annual Report by Waldron Bates, Path Committee Chair, and shown on 1906 path map. Note: This trail was temporarily closed in the summer of 2015 for rehabilitation work and was not mapped.

--2015 Route: 0.5-miles, from Gorham Mountain Trail at the Waldron Bates memorial plaque, along base of ancient sea cliffs and a sea cave, back to Gorham Mountain Trail.

#7 Beehive Trail, east sections (CLR #7, Beehive Trail).
Summit trail, 1916. 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. Two sections of the trail have been relocated (noted as RL on site plan). Note: This trail route now includes CLR #8, West Beehive Trail.
--2015 Route: 0.8-miles, from Bowl Trail near Sand Beach parking area, up face of the Beehive, over summit, to a spur that was formerly named the West Beehive Trail, to the intersection with the north end of the Bowl Trail and south end of the Champlain South Ridge Trail.

#11 Precipice Trail.
Summit trail, 1915. 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. Rehabilitation work completed in 2007 and 2011. Note: This trail was temporarily closed in the summer of 2015 because of peregrine nesting areas and was not mapped.
--2015 Route: 0.9-miles, from the Precipice Trail parking area, up the east face to the summit of Champlain Mountain.

#12 Orange and Black Path (CLR #12, Champlain East Face Trail).
Part of the Champlain Mountain colored path system, 1913. Described in 1913 BHVIA 24th Annual Report by Brunnow; shown on 1916 path map as “Yellow & Black Path” and in 1915 path guide and on 1917 path map as “Orange & Black.” Rehabilitation work completed in 2007 and 2010. Note: Section 3 of this trail was temporarily closed in the summer of 2015 because of peregrine nesting areas and was not mapped.
--2015 Route: 1.0-miles, from park loop road, along Champlain East Face, to fork, branching south along face to Precipice Trail or west to ascend to Champlain North Ridge Trail.

#13 Beachcroft Path.
Part of Sieur de Monts memorial path system, 1890. Upper end was formerly the Black & White Path (#326) and described in 1867 Martin guide; possibly described by DeCosta in 1871; recut by BHVIA and shown on 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. Rehabilitation work completed in 2007.
--2015 Route: 1.3-miles, from north end of the Tarn, up west face then south of summit of Huguenot Head, through saddle, up to summit of Champlain Mountain.

#14 Jesup Path.
Part of Sieur de Monts memorial path system, 1895. 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. Rehabilitation work completed in 2009.
--2015 Route: 1.1-miles, 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.

#15 Emery Path (CLR #15, Emery Path / Schiff Path / Dorr Mountain East Face Trail).
Part of Sieur de Monts memorial path system, 1916. Constructed by Dorr as memorial path described in 1916 BHVIA 27th Annual Report by R. Brunnow and shown on 1916 path map. Improved by CCC in 1934. Rehabilitation work completed in 2009-2010.
--2015 Route: 0.5-miles, from Sieur de Monts Spring to upper end of Kurt Diederich's Climb and lower end of Schiff Path.

#16 Kurt Diederich's Climb.
Part of Sieur de Monts memorial path system, 1915. Memorial path funded by Mrs. H. Slater; described in 1915 BHVIA 26th Annual Report by Rudolph Brunnow, Path Committee Chair, constructed by Dorr, shown and labeled on 1916 path map. Rehabilitation work completed in 2007.
--2015 Route: 0.5-miles, from the northern end of the Tarn, up the east face, to the Emery and Schiff Paths.

#17 Kane Path (CLR #17, Tarn Trail / Kane Path).
Part of Sieur de Monts memorial path system, 1915. 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. Rehabilitation work completed in 2011.
--2015 Route: 0.8-miles, 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.

#18 Schiff Path (CLR #15, Emery Path / Schiff Path / Dorr Mountain East Face Trail).
Part of Sieur de Monts memorial path system, 1926. Schiff Path route proposed in 1915, J. H. Schiff died in 1920, and path first shown on 1926 path map. Rehabilitation work completed in 2008.
--2015 Route: 1.0-miles, from upper end of Kurt Diederich's Climb to east face of Dorr Mountain summit.

#19 Canon Brook Trail, eastern and central sections.
Woods path, 1900. 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 1924 and endowed in 1930. The trail was referred to in VIA documents as the Canon, Canyon, and Cañon Brook Path. One section of the trail has been relocated (noted as RL on site plan).
--2015 Route: 2.0-miles, from Route 3 south of The Tarn, past the Dorr South Ridge Trail, along Canon Brook, to the Pond Trail and Cadillac Mountain South Ridge Trail at the Featherbed. Note: Section 19-5 (0.7-miles) from the Featherbed to Bubble and Jordan Pont Path was thought to be built by the Seal Harbor VIA and was not inventoried for this project.

#21 Dorr North Ridge Trail (CLR #21, Kebo Mountain Path / Dorr Mountain / North and South Ridge Trails).
Summit path, 1896. Dorr Mountain section shown on 1896 and 1901 path map.
--2015 Route: 0.9-miles, in a saddle that marks the intersection of Hemlock Trail and south end of Kebo Mountain Trail, to the summit of Dorr.

#22 Dorr South Ridge Trail (CLR #21, Kebo Mountain Path / Dorr Mountain / North and South Ridge Trails).
Summit path, 1896. Dorr Mountain section shown on 1896 and 1901 path map.
--2015 Route: 1.3-miles, from Canon Brook Trail to the summit of Dorr.

#23 Hemlock Trail.
Woods path, 1895. Described by Jacques in 1895; shown on 1896 path map and possibly described in 1896 BHVIA 7th Annual Report.
--2015 Route: 0.4-miles, from the fire road (Hemlock Path/Stratheden Path) north of Sieur de Monts Spring area, through the valley between Kebo and Dorr Mountains, to the Gorge Path.

#24 Stratheden Path.
Woods path, 1895. 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. Rehabilitation work completed in 2015.
--2015 Route: 0.7-miles, from the park loop road near the Kebo Valley Golf Course, along the lower east edge of Kebo Mountain, past an old quarry road, to the Hemlock Trail and Hemlock Path. Middle section reopened by NPS in 1990s. The southern end of the original trail at Sieur de Monts Spring, indicated by an engraved stone, is not currently marked. The northern end through private property is also unmarked.

#25 A. Murray Young Path.
Endowed memorial path, 1924. 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. Rehabilitation work completed in 2015.
--2015 Route: 1.3-miles, from the Canon (Canyon) Brook Trail up the gorge between Cadillac and Dorr Mountains, to the junction of the Gorge Path and Cadillac-Dorr Connector.

#27 Eagles Crag Trail (CLR #27, Cadillac Mountain South Ridge Trail, Eagle Crag Loop).
Summit path, 1905. Within the former Bar Harbor VIA and Seal Harbor VIS Path Districts. May be described by Bates in the 1905 BHVIA 16th Annual Report as "a branch along the top of the Cliffs."
--2015 Route: 0.3-miles, loop off Cadillac South Ridge Trail around Eagles Crag.

#42 Eagle Lake Trail.
Woods path, 1896. 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.
--2015 Route: 1.8-miles, 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 on west side of lake.

#68 Homans Path (CLR #349, Homans Path).
Part of Sieur de Monts memorial path system, 1915. 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. Rehabilitation work completed in 2007.
--2015 Route: 0.3-miles, from Sieur De Monts Spring up the side of Dorr Mountain then south along a ledge to the Emery Path.

#71 Wild Gardens Path (CLR #18, Sieur de Monts–Tarn Trail / Wild Gardens Path).
Part of Sieur de Monts memorial path system, 1913. 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 1990.
--2015 Route: 0.3-miles, from Sieur de Monts spring, along the east side of the stream to the Tarn.

#76 Schooner Head Path (CLR #362, Schooner Head Road Path).
Village connector, 1901. Shown on 1901 path map, possibly improved by the CCC in the 1930s. Rehabilitation work completed in 2009. Segments at Old Farm are not historic. Two sections of the trail have been relocated (noted as RL on site plan).
--2015 Route: 2.0-miles, from Bar Harbor south along the Schooner Head Road, first on the east side until Bear Brook, then crossing to the west side.

#82 Murphy Lane (CLR #330, Blue Path / Murphy's Lane).
Part of the Champlain Mountain colored path system (formerly named Blue Path), 1893. Shown on map and described in 1894 BHVIA 5th Annual Report by H. Jaques, Path Committee Chair; open to horses. Historically connected to the White Path. Rebuilt by NPS in 2008.
--2015 Route: 0.3-miles, from the park loop road just south of Precipice parking pullout, to

Schooner Head Path and Schooner Head Road.

#84 Kebo Brook Trail (CLR #364, Kebo Brook Path).
Village connector, 1900. 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. Rebuilt by NPS in 2012.
--2015 Route: 1.0-miles, from Kebo Street heading west, to Kebo Brook, intersection with Cadillac North Ridge Trail, to Jordan Pond/Eagle Lake Road.

#89 Hemlock Path (CLR #377, Hemlock Road / Spring Road).
Village connector, 1916. 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 1935.
--2015 Route: 1.0-miles, from park loop road towards the west side of the Great Meadow, intersecting Jesup Path (twice), Hemlock Trail, Homans Path, and ending at Sieur du Monts parking lot.

MAINTAINED CCC/NPS TRAILS:

#33 Cadillac Summit Loop Trail.
Summit trail, 1933. Begun by NPS in 1932, constructed by CCC in 1933, not shown on path maps. Accessibility improvements added to the trail in early 2000s.
--2015 Route: 0.5-miles, loop from the Cadillac Mountain summit parking area around the summit.

MAINTAINED NPS (Non-Historic) TRAILS:

#70 Great Meadow Loop.
Built 1999-2001 as part of the Village Connectors Project, possibly on sections of historic routes.
--2015 Route: 1.0-miles, heading south on west side of Kebo Street to park loop road, east along north side of park loop road, and north along east side of Ledgelawn Avenue. Trails continue northward at each end beyond park property.

#72 Satterlee Trail (CLR #9 Sand Beach–Great Head Access).
Built by NPS, 1990.
--2015 Route: 0.1-miles, from the Sand Beach Connector on east side of park loop road to beach.

#80 Duck Brook Connector (no CLR#).
Built by NPS, 2011.
--2015 Route: 0.2-miles, from Duck Brook Road heading northeast to boundary line, continues to Eden Street (Route 3).

#83 Anemone Cave Trail (CLR #369 Anemone Cave Trail).
Built by NPS, 1960. Constructed south of CCC trail by Mission 66 crew. 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, closed by NPS to discourage entrance into cave (due to damage of anemones).
--2015 Route: 0.2-miles, from parking area, through woods, to shore.

#87 Compass Harbor Trail (CLR #376, Dorr Property Paths).
Built by NPS, 1960. Portions of trail utilize driveways at the former Dorr Estate, which was not part of the park during the period of significance. Active maintenance of trail began in c.2007.
--2015 Route: 0.3-miles from parking lot at State Route 3 to Compass Harbor.

#88 Otter Cove Trail (no CLR#).
Built by NPS, 2014. Portions built on old road bed.
--2015 Route: 0.5-miles, from west end of Otter Cove Causeway on the north side, crosses Otter Cliffs Road, and ends at Gorham Mountain Trail.

#90 Sand Beach Connector (CLR #9 Sand Beach–Great Head Access).
Built by NPS, 1990.
--2015 Route: 0.2-miles, from end of asphalt road at Great Head to north end of Satterlee Trail on east side of park loop road.

#92 Kitteridge Brook Trail (no CLR#).
Built by NPS, 2013.
--2015 Route: 0.9-miles, loop located northwest of Mount Desert High School. Connects to other trails beyond park boundaries.

Character-defining Features:

Feature: Bar Island Trail (#1)

Feature Identification Number: 181595

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	

Feature: Great Head Trail (#2)

Feature Identification Number: 181597

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	

Feature: Ocean Path (#3)

Feature Identification Number: 181599

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Gorham Mountain Trail (#4)

Feature Identification Number: 181601

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Cadillac Cliffs Path (#5)

Feature Identification Number: 181603

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Bowl Trail (#6)

Feature Identification Number: 181605

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Beehive Trail (#7)

Feature Identification Number: 181607

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Kebo Mountain Trail (#8)

Feature Identification Number: 181609

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Champlain South Ridge Trail (#9)

Feature Identification Number: 181611

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Champlain North Ridge Trail (#10)

Feature Identification Number: 181613

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Precipice Trail (#11)

Feature Identification Number: 181615

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Orange and Black Path (#12)

Feature Identification Number: 181617

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Beachcroft Path (#13)

Feature Identification Number: 181619

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Jesup Path (#14)

Feature Identification Number: 181621

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Emery Path (#15)

Feature Identification Number: 181623

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Kurt Diederich's Climb (#16)

Feature Identification Number: 181625

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Kane Path (#17)

Feature Identification Number: 181627

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Schiff Path (#18)

Feature Identification Number: 181629

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Canon Brook Trail (#19, BHD-portion)

Feature Identification Number: 181631

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Dorr North Ridge Trail (#21)

Feature Identification Number: 181633

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Dorr South Ridge Trail (#22)

Feature Identification Number: 181635

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Hemlock Trail (#23)

Feature Identification Number: 181637

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Stratheden Path (#24)

Feature Identification Number: 181639

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: A.Murray Young Path (#25)

Feature Identification Number: 181641

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Cadillac South Ridge Trail (#26, BHD-portion)

Feature Identification Number: 181643

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	

Feature: Eagles Crag Trail (#27)

Feature Identification Number: 181645

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	

Feature: Gorge Path (#28)

Feature Identification Number: 181647

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	

Feature: Cadillac Summit Loop Trail (#33)

Feature Identification Number: 181649

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	

Feature: Cadillac North Ridge Trail (#34)

Feature Identification Number: 181651

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	

Feature: Eagle Lake Trail (#42)

Feature Identification Number: 181653

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Cadillac-Dorr Connector (#44)

Feature Identification Number: 181655

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Ladder Trail (#64)

Feature Identification Number: 181657

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Homans Path (#68)

Feature Identification Number: 181659

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Great Meadow Loop (#70)

Feature Identification Number: 181661

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Feature: Wild Gardens Path (#71)

Feature Identification Number: 181663

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Satterlee Trail (#72)

Feature Identification Number: 181665

Type of Feature Contribution: Non contributing – compatible

Latitude	Longitude
0.0000000000	

Feature: Schooner Head Path (#76)

Feature Identification Number: 181667

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	

Feature: Duck Brook Connector (#80)

Feature Identification Number: 181669

Type of Feature Contribution: Non contributing – compatible

Latitude	Longitude
0.0000000000	

Feature: Murphy Lane (#82)

Feature Identification Number: 181671

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	

Feature: Anemone Cave Trail (#83)

Feature Identification Number: 181673

Type of Feature Contribution: Non contributing – compatible

Latitude	Longitude
0.0000000000	

Feature: Kebo Brook Trail (#84)

Feature Identification Number: 181675

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Compass Harbor Trail (#87)

Feature Identification Number: 181677

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Feature: Otter Cove Trail (#88)

Feature Identification Number: 181679

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Feature: Hemlock Path (#89)

Feature Identification Number: 181681

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: Sand Beach Connector (#90)

Feature Identification Number: 181683

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Feature: Kitteridge Brook Trail (#92)

Feature Identification Number: 181685

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

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 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 Newport [Champlain] 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. (CLR Pathmakers 2006: 193)

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 workforce, such as masonry and construction. As a result, new paths were added to the system while some 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. (CLR Pathmakers 2006: 193)

Several monuments at Acadia commemorate trail builders, philanthropists, and individuals are associated with the cultural history of the island. Two types of monuments are associated with the trails: memorial plaques and engraved stones. A memorial plaque is a plaque cast in bronze or other metal that is mounted on the face of a cliff, into a large boulder, or in one case, into a stone bench; all of these commemorate individuals. An engraved stone is a boulder, step, or cut stone into which text has been engraved. Generally, engraved stones associated with trails name the trails themselves and were located at one or both entrances to the trail. Memorial plaques and engraved stones were used on the trail system during the historic period. Monuments can be found on 11 trails in the Bar Harbor District (Figures 21, 22).
--Early Trails (pre-1890): No monuments were associated with trails.
--VIA/VIS (1890-1937): Around twenty monuments were added to the trail system. Most were

engraved stones or memorial plaques on boulders and ledges.
--CCC/NPS (1933-1942): One monument was added to the trail system.
--NPS (post-1942, non-historic): Two monuments were added to the trail system prior to 1967. No new monuments have been added since.

The installation dates and locations of 13 monuments within the trail corridors in the Bar Harbor District are provided below. See the 2006 CLR, "Pathmakers," for more information on the history of the monuments and their inscriptions.

MAINTAINED EARLY TRAILS:

#3 Ocean Path.
--John D. Rockefeller, Jr. Memorial Plaque, 1960s. Bronze memorial plaque on ledge 800 feet north of Otter Point.

#28 Gorge Path (CLR #28, Gorge Path and #320, Gorge Path to Kebo, West Side).
--Lillian Endicott Francklyn Memorial Plaque, c.1929. Bronze memorial plaque on ledge just below waterfall and pool

MAINTAINED VIA/VIS TRAILS:

#4 Gorham Mountain Trail.
--Waldron Bates Memorial Plaque, 1910. Bronze memorial plaque on ledge at southern end, at junction with Cadillac Cliff s Path.

#14 Jesup Path.
--Morris K. and Maria DeWitt Jesup, 1918. Bronze memorial plaque on boulder, at south end of path.

#15 Emery Path (CLR #15, Emery Path / Schiff Path / Dorr Mountain East Face Trail).
--"Sweet Waters of Acadia" Rock Monument, c.1916. Engraved stone at lower end of trail, near the Spring Canopy.
--Sieur de Monts Spring Rock Monument, 1909. Engraved stone located behind the Spring Canopy.

#25 A. Murray Young Path.
--Andrew Murray Young Memorial Plaque, c.1924. Metal memorial plaque on big boulder, southern end around 800 feet north of Canon Brook Trail junction, near brook.

#13 Beachcroft Path.
--Beachcroft Path Marker, c.1915. Engraved stone at lower end of path near Route 3.

#16 Kurt Diederich's Climb.

--Kurt Diederich's Climb Marker, c.1913. Engraved stone step at lower end of path near The Tarn.

#17 Kane Path (CLR #17, Tarn Trail / Kane Path).
--John Innes Kane Memorial Plaque, 1913. Bronze memorial plaque on boulder at north end of path.
--Kane Path Marker, c.1913. Engraved stone at northern end of trail, exact location unknown.

#24 Stratheden Path.
--Stratheden Path Marker, c.1916. Engraved stone at southern end.

MAINTAINED CCC/NPS TRAILS:

#33 Cadillac Summit Loop Trail.
--Stephen Tyng Mather Plaque, 1933. Bronze memorial plaque at trailhead, near parking lot.

Character-defining Features:

Feature: John D. Rockefeller, Jr. Plaque (#3)

Feature Identification Number: 181687

Type of Feature Contribution: Managed as cultural resource

Latitude	Longitude
0.0000000000	

IDLCS Number: 41157

LCS Structure Name: John D. Rockefeller, Jr. Memorial Plaque

LCS Structure Number: MON29

Feature: Waldron Bates Memorial Plaque (#4)

Feature Identification Number: 181689

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	

IDLCS Number: 41152

LCS Structure Name: Waldron Bates Memorial Plaque

LCS Structure Number: MON16

Feature: Beachcroft Path Marker (#13)

Feature Identification Number: 181691

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

IDLCS Number: 41354

LCS Structure Name: Beachcroft Path Marker

LCS Structure Number: MON17

Feature: Morris K. and Maria De Witt Jesup Memorial Plaque (#14)

Feature Identification Number: 181693

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

IDLCS Number: 41155

LCS Structure Name: Morris K. and Maria De Witt Jesup Memorial Plaque

LCS Structure Number: MON23

Feature: “Sweet Waters of Acadia” Rock Monument (#15)

Feature Identification Number: 181695

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

IDLCS Number: 41159

LCS Structure Name: "Sweet Waters of Acadia" Rock Monument

LCS Structure Number: MON34

Feature: Sieur de Monts Spring Rock Monument (#15)

Feature Identification Number: 181697

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

IDLCS Number: 41158

LCS Structure Name: Sieur de Monts Spring Rock Monument

LCS Structure Number: MON32

Feature: Kurt Diederich’s Climb Marker (#16)

Feature Identification Number: 181699

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

IDLCS Number: 41355

LCS Structure Name: Kurt Diederich's Climb Marker

LCS Structure Number: MON18

Feature: John Innis Kane Memorial Path (#17)

Feature Identification Number: 181701

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

IDLCS Number: 41360

LCS Structure Name: John Innes Kane Memorial Plaque

LCS Structure Number: MON25

Feature: Kane Path Marker (#17)

Feature Identification Number: 181703

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

IDLCS Number: 41361

LCS Structure Name: Kane Path Marker

LCS Structure Number: MON26

Feature: Stratheden Path Marker (#24)

Feature Identification Number: 181705

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

IDLCS Number: 41366

LCS Structure Name: Strath Eden Path Marker

LCS Structure Number: MON35

Feature: Andrew Murray Young Plaque (#25)

Feature Identification Number: 181707

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

IDLCS Number: 41160

LCS Structure Name: Andrew Murray Young Memorial Plaque

LCS Structure Number: MON37

Feature: Lillian Endicott Francklyn Memorial Plaque (#28)

Feature Identification Number: 181709

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

IDLCS Number: 41357

LCS Structure Name: Lilian Endicott Francklyn Memorial Plaque

LCS Structure Number: MON21

Feature: Stephen Tyng Mather Memorial Plaque (#33)

Feature Identification Number: 181711

Type of Feature Contribution: Managed as cultural resource

Latitude Longitude

0.0000000000

IDLCS Number: 41156

LCS Structure Name: Stephen Tyng Mather Memorial Plaque

LCS Structure Number: MON27

Landscape Characteristic Graphics:



Figure 21. At the c.1924 memorial plaque, the A. Murray Young Path (#25) features stone paving and a stepstone culvert. (OCLP 2015)



Figure 22. The engraved boulder on the Kane Path (#17), c.1913. (OCLP 2015)

Vegetation

Vegetation includes managed individual specimens and masses of deciduous and evergreen trees, shrubs, vines, groundcovers, and herbaceous material, both indigenous and introduced. 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, Clara Barnes Martin's 1867 guidebook spoke of the almost impenetrable forest and "brushing the gossamer from before our faces." She stated, however, that this condition prevailed in one or two inaccessible valleys and that elsewhere the forest primeval was 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 Hemlock Trail (#23) passed through a stand of virgin hemlocks, while the Wild Gardens Path (#71,CLR #18) and Jesup Path (#14) lead walkers through botanically interesting areas. (CLR Pathmakers 2006: 195)

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. (CLR Pathmakers 2006: 195)

The CCC work crews were both respectful and careless in their treatment of native vegetation. 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. (CLR Pathmakers 2006: 195)

The characteristics of alignments and placements of trails on the landscape were unique to each period of trail development, as summarized below:
--Early Trails (pre-1890): Lumbering was part of the island economy until tourism industry objected. Rare flowering plants were plundered by summer residents.
--VIA/VIS (1890-1937): Paths were built through scenic woodlands, but specific plants were rarely mentioned in path guides.
--CCC/NPS (1933-1942): The CCC removed understory vegetation for views and fire management and planted native trees and shrubs grown in CCC nurseries.
--NPS (post-1942, non-historic): In the 1950s through '60s, there was an emphasis on

appreciation and education about vegetation on self-guided nature trails. Today, the park emphasizes the elimination of non-natives and performs minimal cutting to clear trail corridors and viewsheds. Loss of summit vegetation is a major concern.

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 and the summit of Cadillac Mountain, 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.

Character-defining Features:

Feature: BHD Trails-Native Species planted during VIA/VIS and CCC Periods

Feature Identification Number: 181713

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	

Feature: BHD Trails-Cleared Understory to Enhance Views

Feature Identification Number: 181715

Type of Feature Contribution: Non contributing – incompatible

Latitude	Longitude
0.0000000000	

Views and Vistas

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 was defined predominantly on the views that it offered 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 coasts. Many paths built by the village improvement societies wound up mountains and in between 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 the Jesup Path (#14). 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. (CLR Pathmakers 2006: 194)

The characteristics of views along the trails were unique to each period of trail development, as summarized below:
--Early Trails (pre-1890): Extensive logging and agriculture left open viewsheds that were both appreciated and documented by many artists and writers.
--VIA/VIS (1890–1937): Many trails were constructed to access scenic views and rock formations. Diminished logging, protection, and regrowth of woodlands obscured some viewsheds.
--CCC/NPS (1933-1942): The CCC undertook extensive understory removal, or "woods cleaning," along trails to open up views. Outlook shelters were constructed at picnic areas.
--NPS (post-1942, non-historic): The fire of 1947 eliminated most woodland on eastern portion of island, opening expansive views and resulting in diminished maintenance of woodland trails and outlooks. In the ensuing years some views have significantly closed in or have become obstructed because of the regrowth of the burn-over areas. Today, most of the park is wooded with views primarily from the summits. Development of adjacent lands has affected views park-wide.

The summit views and the destinations of most early trails remain (Figures 23, 24, Cover). 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 (Ocean Path #3), 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.

Views and vistas are a key characteristic of the hiking trails, essential to their setting, and directly associated with their historical significance. The views and vistas reflect the original design intent of the trails and contribute to the visitor experience by providing some of the most satisfying and exhilarating moments of a hike. They also provide an opportunity to see forward to what lies ahead, study the features of the surrounding landscape, and marvel at the effort walked to reach the viewing location. (MPDF 2015: 49,56-57)

Character-defining Features:

Feature: BHD Trails-Framed and Panoramic Views

Feature Identification Number: 181717

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	

Feature: BHD Trails-Overlooks

Feature Identification Number: 181719

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Landscape Characteristic Graphics:



Figure 23. View looking north at the Great Meadow, from the Emery Path (#15). (OCLP 2015)



Figure 24. View looking north at a CCC-era steps and overlook, from the Ocean Path (#3). (OCLP 2015)

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. (CLR Pathmakers 2006: 196-197)

The 2006 CLR, "Acadia Trails Treatment Plan" identified trail feature types associated with the treadway, drainage, crossings, retaining structures, steps, ironwork, guidance, and minor structures. Many such features were inventoried during the 2015 Field School on the maintained trails in the Bar Harbor District, and are identified with the park's two-letter codes below. A summary of this information for each trail can be found at the end of "Small-Scale Features."

TREADWAY.

On Acadia's trails, as with other hiking trails, construction of the actual treadway is central to the trail's durability and longevity in the landscape. A well-constructed tread improves accessibility and ease of walking, while the aesthetics of the treadway, whether gravel, stone pavement, or unaltered soil, influence how the overall character of the trail is perceived by the trail user. There are five categories of tread construction methods and materials used at Acadia: bench cuts, causeways, gravel tread, stone pavement, and unconstructed tread. (CLR Treatment 2006: 29-68)

Bench Cuts (BC, CB).
A bench cut is a cross-slope treadway constructed by removing material from the slope to create a flattened surface. Bench cuts were used on the trail system during the historic period, and can be found on most trails in the Bar Harbor District.
--Early Trails (pre-1890): No evidence or documentation of bench cut use has been found.
--VIA/VIS (1890-1937): Bench cuts were often used to traverse moderate side slopes. On highly crafted trails, carefully constructed bench cuts were used in switchback routes. Bench cuts were associated with retaining walls, coping walls, steps, side drains, culverts, and gravel and stone paving.
--CCC/NPS (1933-1942): The CCC made extensive use of bench cuts in switchbacks and to traverse moderate to steep sidehills. Bench cuts were used with retaining walls, coping walls, steps, side drains, culverts, and gravel paving.
--NPS (post-1942, non-historic): A few bench cuts were used in short runs, usually with outside retaining wall, in the 1950s and 60s. Maintenance of old bench cuts began in the 1990s. Several have built as part of trail reopenings.

Causeway (CA).
A causeway is a constructed earthen treadway raised above the level of the surrounding area. Often referred to as "raised tread," a causeway is commonly used to provide a durable, dry tread through a wet, swampy, or meadow area. There are four types of causeways: walled, wall-less, stone, and log turnpike. A walled causeway is a raised gravel or soil treadway supported on both sides with retaining walls. This feature has been also called a turnpike. A wall-less causeway is a raised gravel or soil treadway, which is constructed without retaining walls. A stone causeway is constructed primarily of stones and has stone pavement, rather than graveled-over, surface. Log turnpiking is a causeway that consists of a series of gravel-filled log cribs laid continuously. Walled causeway, wall-less causeway, and stone

causeway were used on the trail system during the historic period, but log turnpiking was not. Causeways can be found on 19 trails in the Bar Harbor District (Figure 25).
--Early Trails (pre-1890): Roads were built with causeways; however, there is no evidence or documentation of causeway use on the earliest MDI trails.
--VIA/VIS (1890-1937): Extensive use of walled and wall-less causeway for long sections of gravel-surfaced paths in low or wet, flat areas. The prevailing width for causeways was 3 to 4 feet. Causeways incorporated subgrade drainage, pipe, open stone, graveled-over, and log culverts as drainage. Pits were used for quarrying material for causeways.
--CCC/NPS (1933-1942): Bench construction was preferred where layout would allow, but walled and wall-less causeways were used on several lengthy runs of trail through low, flat, and boggy areas. Causeway width remained at 4 feet, and graveled over bridges, pipe culverts, and subgrade drainage were used. There was a continued use of pits for material.
--NPS (post-1942, non-historic): Through the mid-1960s, causeways were rarely used. The few that were built averaged 5 feet wide, were surfaced with gravel or asphalt, used steel pipe culverts for drainage, and relied on imported material for construction. There was little or no repair to existing causeways until the late 1990s. At this time, causeways were reintroduced or rehabilitated on appropriate historic trails and used in some new locations. Standards for construction followed the appropriate historical standards of those above, with a slight modification of stone placement on the sidewalls.

Gravel Tread (GP, EC).
Gravel tread is any treadway surfaced with gravel, an inorganic material consisting primarily of stones smaller than ¾ inch diameter. The gravel used on Acadia's trails may be manufactured crushed material, comprised of small rounded stones called pea stone or slightly larger stone pieces called crushed rock. The surface may also be bank-run – natural gravel made by streams or glaciers, quarried from streambeds (a practice no longer used at Acadia), from natural deposits, or from excavated pits. The park also uses a gravel type called Eastern cobble, which is similar to cobblestones. Pea stone, crushed rock, and bank-run materials were used on the trail system during the historic period, but Eastern cobble was not. Gravel tread can be found on many trails in the Bar Harbor District (see Figure 19).
--Early Trails (pre-1890): There is no evidence or documentation for the use of gravel paving.
--VIA/VIS (1890-1937): Gravel paving was used extensively on the classic graveled, or "broad" paths that were relatively flat, destination oriented trails. It was also used in short runs on other highly constructed trails.
--CCC/NPS (1933-1942): Gravel paving was the default mode of trail surfacing.
--NPS (post-1942, non-historic): Gravel paving was the default mode of trail surfacing in the 1950s and 60s. Through the 1990s, gravel paving was used on a few short, highly used trails. Some historic trails were re-graveled with a non-local, engineered gravel. A few trails are inappropriately treated with gravel tread.

Stone Pavement (SP).
Stone pavement is a constructed, continuous stone treadway with individual stones, often called pavers, serving as the tread. Three types of stone pavement are used at Acadia: talus, tread,

and stone causeway. Stone pavement used to cross talus fields is called talus pavement. Stone pavement used to harden the surface of a soil treadway, typically on a woodland trail, is called tread pavement. A causeway with a stone pavement surface is called a stone causeway and was discussed previously. Talus stone pavement and tread stone pavement were used on the trail system during the historic period, but asphalt paving was not. Stone pavement and asphalt pavement can be found on trails in the Bar Harbor District (Figure 26, see Figures 17, 21).
--Early Trails (pre-1890): No evidence or documentation has been found supporting the use of stone pavement.
--VIA/VIS (1890-1937): Early VIA/VIS trails used stone pavement on a small number of trails. Tread pavement used small, uncut stones set in a single row on sloping treadway for extensive runs. Talus pavement used small, uncut stones in short, sporadic runs, usually routed around objects in the landscape. Later VIA/VIS trails, particularly memorial trails, used larger, cut stone pavement and covered wider corridors, often two stones wide. Talus pavement often included paved overlooks.
--CCC/NPS (1933-1942): There was some use of tread and talus pavement, but use of gravel treadway and switchbacks was more common.
--NPS (post-1942, non-historic): In the 1950s and 60s, graded gravel was commonly used and some asphalt treadway, but not stone pavement. Through the 1990s, there was sporadic construction and repair of stone pavement with variable success.

Unconstructed Tread.
Unconstructed tread, also called natural treadway, is a section of trail on which there has been no alteration of the landscape and no construction of a trail surface. An unconstructed tread consists of gravelly soil, exposed ledge, and/or organic matter, such as roots, duff, and moss, as is typically found on the forest floor. Of the treadway surfaces, ledge provides the most durable tread. In contrast, soil and organic matter on the forest floor are easily disturbed and quickly erode with even minimal foot traffic if compounded with drainage issues or slope. Unconstructed treads were used on the trail system during the historic period. They can be found on most trails in the Bar Harbor District, but were not inventoried for this report (Figures 27, 28).
--Early Trails (pre-1890): All tread was unconstructed except early cart roads.
--VIA/VIS (1890-1937): Most established trails remained unconstructed. New trails were nearly completely constructed, but with unconstructed sections. Highly crafted memorial trails, contained sections of stonework and unconstructed tread. Unconstructed sections tended to be connectors and cutoff s or sections across ledges and summits.
--CCC/NPS (1933-1942): Most trails were highly constructed, but sections appeared unfinished, perhaps because the work period ended before trail completion.
--NPS (post-1942, non-historic): All tread was constructed in the 1950s and 60s. Through the 1990s nearly every type of feature, both appropriate and inappropriate, was added to sections of unconstructed tread. Recently, an emphasis has been placed on drainage swales, checks, and fill as the preferred alternatives for rehabilitating eroded unconstructed treadway.

DRAINAGE.

Proper drainage is the most important aspect of trail construction, rehabilitation, or maintenance because moving water is the greatest threat to the durability of the trail and its environment. The construction of any trail feature, especially the tread itself, must allow for drainage. There are five categories of specific drainage features used at Acadia to direct the flow of water under, across or away from the trail: culverts, subsurface drains, side drains, water bars, and water dips. (CLR Treatment 2006: 69-102)

Culverts (CU, CC, CP).
A culvert is a stone, pipe, or log structure built to carry water under or across a trail. Closed culverts have built sides, a base, and top, and direct water under the trail allowing for an uninterrupted treadway. Open culverts have built sides and usually a stone base, but no top, resulting in an interrupted treadway. Three types of closed culverts (capstone, graveled-over, pipe) and two types of open culverts (open stone, stepstone) are used in Acadia. There are also several log culverts in the park; open log culverts have log sidewalls and may have a stone-lined base, while closed log culverts are composed of logs covered with gravel placed over log abutments. Capstone culverts, graveled-over culverts, pipe culverts, open stone culverts, stepstone culverts, and closed log culverts were used on the trail system during the historic period, but open log culverts were not. Culverts can be found on many trails in the Bar Harbor District (Figures 29, 30, see Figure 21).
--Early Trails (pre-1890): No evidence or documentation for culvert use has been found.
--VIA/VIS (1890-1937): Graveled-over culverts, open stone culverts, stepstone culverts, and closed log culverts were used. Vitrified clay pipes may have been included. On streams too large for culverts, stepping stones, bridges, and stone pavement were the preferred options.
--CCC/NPS (1933-1942): Large closed culverts were often highly visible showpieces of dry laid stonework. Graveled-over culverts were also used.
--NPS (post-1942, non-historic): Corrugated metal pipes were introduced and used almost exclusively for new culverts in the 1950s and 60s. Through the late 1990s all types of culverts were used, although not necessarily in the right places or with the right construction techniques. The use of open stone and open log culverts was predominant.

Subsurface Drains (PP).
A subsurface drain is a covered drain, also called a hidden or blind drain, which allows water to percolate alongside and/or under the trail. Three types of subsurface drains are found at Acadia: French drain, subgrade drain, and perforated-pipe drain. A French drain is a covered channel of stone laid underneath the trail surface or the surrounding ground. Subgrade drainage is non-channeled subsurface drainage that moves through the subgrade of the entire length of trail sections. A perforated-pipe drain consists of sections of perforated plastic pipe surrounded by gravel and wrapped in geotextile material, and are considered a contemporary substitute for the French drain. French drains and subgrade drainage were used on the trail system during the historic period, but perforated-pipe drains were not. Subsurface drains can be found on trails in the Bar Harbor District.
--Early Trails (pre-1890): There is no evidence or documentation for subsurface drain use.

--VIA/VIS (1890-1937): Concealed French drains on the uphill side of the trail were used to capture cross-trail water flow in combination with stone rubble under the treadway.
--CCC/NPS (1933-1942): Concealed French drains on the uphill side of the trail were used to capture cross-trail water flow in combination with stone rubble under the treadway.
--NPS (post-1942, non-historic): The use of subsurface drainage diminished in the 1950s and 60s as open ditches and pipe culverts were routinely used. Concealed perforated-pipe drains were first used in the system in the 2000s. Like concealed French drains, these were located on the uphill side of a trail to capture cross-trail water flow in combination with stone rubble under the treadway.

Side Drains (SD, DG).
A side drain is an open drain that runs parallel to the trail and collects water before it reaches the treadway. The collected water runs parallel to the trail on one or both sides of the treadway, usually crossing or flowing under the trail through a culvert. Three types of side drains are used at Acadia: walled side drain, fully constructed side drain, and ditch. A walled side drain is a partially constructed drainage channel consisting of a stone wall on the side adjacent to the trail, and no construction on the side of the channel away from the trail. A fully constructed side drain is one in which both sides and the floor of the drainage are laid stone. A ditch has no associated stone elements, and simply collects and directs water adjacent or near the side. Walled side drains, fully constructed side drains, and ditches were used on the trail system during the historic period, and can be found on trails in the Bar Harbor District (Figure 31).
--Early Trails (pre-1890): There is no evidence or documentation for side drain use.
--VIA/VIS (1890-1937): Side drains and ditches were used in early VIA/VIS work but were generally not highly constructed. Side drains were occasionally used on memorial or other highly crafted VIA/VIS trails.
--CCC/NPS (1933-1942): The CCC relied on highly constructed side drains and ditches to rehabilitate old trails and for new construction.
--NPS (post-1942, non-historic): Side drains and ditches were used through the late 1960s with pipe culverts, but they were not highly crafted. Little effort was taken to preserve extant side drains during rehabilitation of older trails. Beginning in the 1990s, ditch and fill and side drains began to be used extensively. Exceptions included rehabilitation of preexisting historic work.

Water Bars (WB).
A water bar is a structure consisting of a depression crossing a treadway that is reinforced by a log or row of abutting stones on the downhill side. The main function is to divert water that is flowing on a sloped treadway. There are two types of water bars at Acadia: stone and log. Stone water bars consist of a row of abutting stones. Log water bars use a single log for reinforcement. A backed stone or log water bar is a water bar “backed” or held in place by steps or checks constructed below it to help retain the water bar on steep grades. Stone water bars and log water bars were used on the trail system during the historic period. Water bars can be found on trails in the Bar Harbor District (Figure 32).
--Early Trails (pre-1890): There is no evidence for water bar use.

--VIA/VIS (1890-1937): Stone water bars may have been used on a limited basis.
--CCC/NPS (1933-1942): Log water bars were likely used. Specifications were written for their use.
--NPS (post-1942): Log water bars may have been used in the 1950s and 60s. Log and stone water bars were used extensively through the late 1990s, often in places where they were not historically appropriate.

Water Dips (WD).
A water dip is an angled depression in the trail that diverts water off the trail. Dips add little to, and take little from, a trail's character. Just slightly more visible than subsurface drains, their subtlety is their most important asset in the way of character. If built correctly (long and shallow) they are virtually unnoticed by most hikers, and of little interruption to the prevailing appearance of a trail corridor. Water dips were not used on the trail system during the historic period, but can be found on 11 trails in the Bar Harbor District.
--Early Trails (pre-1890): There is no evidence or documentation for water dip use.
--VIA/VIS (1890-1937): There is no evidence or documentation for water dip use.
--CCC/NPS (1933-1942): There is no evidence or documentation for water dip use.
--NPS (post-1942, non-historic): Water dips were first used in the 1980s.

CROSSNGS.

As one of the most essential and appealing features along a trail, crossings require careful attention to hiker safety and style of construction. At Acadia, three categories of features are used to cross streams, wet areas, and areas with fragile vegetation or difficult footing: bogwalks, bridges, and stepping stones. (CLR Treatment 2006: 103-140)

Bogwalks (BW, BO).
A bogwalk is a wooden walkway providing a raised, even, and dry tread. It is used to traverse wet or boggy areas, eroded trail sections with many exposed roots, and areas containing fragile vegetation. A bogwalk bridge is a hybrid between a bogwalk and a bridge, is used to cross small streams, and is supported by log cribs, stone abutments, or piers. Bogwalks were not used on the trail system during the historic period, but can be found on several trails in the Bar Harbor District (see Figure 18).
--Early Trails (pre-1890): No evidence for bogwalk use.
--VIA/VIS (1890-1937): On early trails, cedar-pole bridges were laid across wet areas. On most trails, stepping stones, stone paving, and raised tread were predominantly used to solve drainage problems. On later trails, corduroy bogwalks were occasionally used.
--CCC/NPS (1933-1942): Bogwalks were not used.
--NPS (post-1942, non-historic): Bogwalks were not used in the 1950s or 60s. Bogwalks were used extensively beginning in the late 1990s in wet areas, over exposed roots, and areas with fragile vegetation, particularly through bogs and on pondside trails.

Bridges (BR).

Bridges are structures providing passage over an impediment such as a waterway, gully, or crevice. Elements that are used to support bridges include abutments, sills, piers, and/or log cribs. Structural elements of the actual bridge itself include stringers, decking, curbrails and/or handrails, and bracing. Various types of railings and bracing are used with different bridge types. Bridges were used on the trail system during the historic period, and can be found on 13 trails in the Bar Harbor District (Figures 33, 34).
--Early Trails (pre-1890): Rustic bridges were built by private landholders, in conjunction with some of the first summer estates.
--VIA/VIS (1890-1937): Typical bridges were constructed with relatively thin cedar stringers, planks, or 1-inch board decking, and often included handrails. Some were gravel surfaced.
--CCC/NPS (1933-1942): Bridge styles included a mix of small corduroy flat and arched bridges, and large cedar log bridges with either curb or hand railings, outrigging, or trussed bracing. Some were gravel surfaced.
--NPS (post-1942): No documentation has been found for the style of bridge construction used in the 1950s and 60s. Typically cedar stringer pole and plank bridges in the heavier CCC style were used. The 1970s and 1980s saw conscientious effort to standardize construction for ease of maintenance. Emphasis on historical precedence influencing bridge construction began in the early 2000s.

Stepping Stones (SS).
Stepping stones are stones set in a single row, a stepping distance apart, that provide an elevated walking surface for crossing streams and wet areas. The stones usually have a flat upper surface, are comfortable for stepping, and are gapped, allowing water to flow through. Two types of stepping stones can be found at Acadia: stream style and bog-style. Stream-style stepping stones, used at stream crossings, are made up of large blocks set level to each other, in a straight or curving line, with regular, substantial gaps between. Bog-style stepping stones are used to traverse low, wet areas with standing water. They are defined structurally by smaller, more irregularly shaped and set stones. Stream-style stepping stones and bog-style stepping stones were used on the trail system during the historic period. Stepping stones can be found on 16 trails in the Bar Harbor District (Figure 35).
--Early Trails (pre-1890): No evidence of stepping stone use has been found.
--VIA/VIS (1890-1937): Stepping stones were introduced to the system. Two styles were generally used, one for boggy areas and another for crossing wide, shallow streams.
--CCC/NPS (1933-1942): Stepping stones were rarely used and no new styles were introduced. Raised tread was used to cross wet areas, and bridges and culverts were used to cross streams.
--NPS (post-1942, non-historic): In the 1950s and 60s, stepping stones were rarely used and no new styles were introduced. Raised tread and culverts were used to cross wet areas. Into the late 1990s, stepping stones were used sporadically to cross wet areas and streams. No historic precedent was followed in the style of stepping stone used.

RETAINING STRUCTURES.

Retaining structures on Acadia's trails are essential elements of trail construction and maintenance. Four categories of structures are in use: checks, coping stones, retaining walls, and log cribs. (CLR Treatment 2006: 141-176)

Checks (CK, LC).
Checks are rows of stones or sections of logs used to retain the treadway and restrain it from moving in the direction of the trail on graded slopes. They are often used to rehabilitate an eroded area where the original trail surface has washed away and a gully has formed. The checks can act as "hidden steps" underneath the tread surface, holding back, or "checking" the uphill fill material. Checks also typically have less of a visual impact than steps. Two types of checks are used at Acadia: stone and log. Stone checks feature rows of stones set perpendicular to the trail with high contact between them. The checks are backfilled with rubble and then covered with a top coat of tread material, or left exposed at the top. Log checks may be used in certain situations, but are usually constructed as log cribs. Stone checks and log checks were not used on the trail system during the historic period. Checks can be found on 19 trails in the Bar Harbor District (Figure 36).
--Early Trails (pre-1890): It is probable that no tread stabilization was needed due to relatively light use of trails and well-maintained drainage features. Tread stabilization was not incorporated into the design of gently sloped trails.
--VIA/VIS (1890-1937): Checks were not incorporated into the design of sloped trails.
--CCC/NPS (1933-1942): Checks were not incorporated into the design of sloped trails.
--NPS (post-1942, non-historic): In the 1950s and 60s, checks were not incorporated into the design of sloped trails. Since then, stone checks were introduced as increased use of trails and lack of maintenance of drainage features required extensive tread stabilization with retention features.

Coping Stones (CW).
Coping defines the edge or edges of the tread, provides guidance to hikers, assists the integrity of retaining walls, and in some cases supports tread material, stone paving, or steps. There are five types of coping stones at Acadia: coping stones, coping wall, piled coping, laid coping, and coping retaining wall. Coping stones are set along the edge of a treadway and protrude above the height of the tread surface. These stones may be laid on the top course of a wall or set partially into the ground. Coping stones are usually gapped, but sometimes abut. A coping wall refers to any section of coping stones near or touching each other. Piled coping is the same as scree (see "Guidance" below). Laid coping is a laid wall built along the trail above the level of the tread, and is similar to a stone fence. Coping retaining wall refers to a coping wall that aids in the retention of the tread material, holding the tread higher than the ground on the other side of the coping, and may retain gravel, stone pavement, or soil. Coping stones, coping wall, piled coping wall, laid coping wall, and coping retaining wall were used on the trail system during the historic period. Coping stones can be found on 30 trails in the Bar Harbor District (Figure 37, see Figure 36).
--Early Trails (pre-1890): Coping stones were used occasionally on area roads.
--VIA/VIS (1890-1937): There was extensive, but inconsistent, use of coping. Coping was used

along steps, gravel, and stone paving to guide and retain, but there were many examples of all these features without coping. Coping stones were typically similar to other stonework on the same trail in terms of being either cut or uncut, of regular or irregular size, shape, and spacing. The most spectacular coping in the system appeared on some of the memorial trails late in the period.
--CCC/NPS (1933-1942): There was extensive, yet inconsistent, use of coping. Stones were nearly always used with steps, sometimes with gravel tread. Laid coping wall was first used during this period. Coping stones were typically similar to other stonework on the same trail—i.e., cut or uncut, regular or irregular size and spacing.
--NPS (post-1942, non-historic): In the 1950s and 60s, there was occasional use of coping along bench cuts with stones resembling other stonework on same trail. From the late 60s to late 90s, there was some repair of toppled coping stones, and some new coping constructed on suitable trails. Coping was incorporated into all new staircases, regardless of precedent. Scree was introduced and used instead of coping on several trails, including those originally constructed using coping.

Retaining Walls (RW, RP, SW, CR).
A retaining wall is any wall that holds one portion of ground higher than another. On a trail, a retaining wall may retain the treadway itself or the ground on the uphill side of the treadway. Retaining walls are used to retain a side slope that is too steep to be stable without retention. In general, retaining walls are found only on highly crafted trails on which they are used to maintain a specific grade or trail alignment. There are seven types of walls at Acadia: laid, rubble (riprap), fitted, piled, sidewall, coping retaining, and crush. A laid wall contains stones set beside and on top of one another to create a vertical or substantially vertical face. A rubble wall uses stones that are set less carefully than in a laid wall. A fitted wall is a rubble wall constructed of stones that are simply fit into spaces left by existing stones in a talus slope. A piled wall is the least structured retaining wall and consists of a row or group of randomly piled stones that retain material. A sidewall is a low, single-tier retaining wall that retains a gravel treadway. A coping retaining wall is a low, single-tier wall that both retains the treadway or steps, and rises above it to act also as coping wall. A crush wall is the name of a new technique in use at Acadia that combines a retaining wall and sloped crushed rock, with a top course like the edge of a wall-less causeway, including a cover of vegetation. This hybrid style is also called “root wall” because it is a way of retaining trail without destroying all the roots in an area. Laid walls, rubble (riprap) walls, fitted walls, piled walls, sidewalls, and coping retaining walls were used on the trail system during the historic period, but crush walls were not. Retaining walls can be found on 31 trails in the Bar Harbor District (Figure 38).
--Early Trails (pre-1890): There is no evidence or documentation of the use of retaining walls.
--VIA/VIS (1890-1937): Laid, rubble, piled, sidewall, and coping retaining walls were used in conjunction with surfacing and step retention. There was little use of multi-tiered retaining walls early in the period when larger stones in single tiers were often used. Later trails used multi-tiered laid and rubble walls. Craftsmanship was consistent with other contemporary features with walls varying greatly in style and quality, but consistent to specific builders. Pile retaining walls were used to retain low benches and on ledgeside slopes.

--CCC/NPS (1933-1942): Use of laid, rubble, and coping retaining walls reached its height of frequency and quality. Laid walls were generally tiered and smooth-faced. Laid walls were topped with a coping tier, either large single stones or a built wall above the treadway. The use of smaller stones increased, introducing weakness into otherwise well-built walls. Rubble walls were used for expediency, while laid walls were used for steep rises, or when the wall is highly visible.
--NPS (post-1942, non-historic): In the 1950s and 60s, the use of laid, rubble, and sidewall retaining walls attempted to follow previous work. However, much of the constructed work was of low quality. Afterwards, little retaining wall construction was accomplished by the NPS. Work that was undertaken included replacing toppled coping, and the rehabilitation of walls with a single style of tiered, laid wall, regardless of historical precedent. The mid-1990s saw increased attention to the importance of maintaining historic character and work.

Log Cribs (LG).
Log cribs are retaining structures consisting of interlocked logs. Two types of log cribs are used at Acadia: treadway and wall. Treadway cribs are located in the trail's treadway itself, act as checks to retain the tread, and sometimes serve as sidewalls. Wall cribs serve as retaining walls above or below the treadway. Treadway cribs and wall cribs were not used on the trail system during the historic period. Log cribs can be found on five trails in the Bar Harbor District (Figure 39).
--Early Trails (pre-1890): There is no evidence or documentation of the use of logwork.
--VIA/VIS (1890-1937): Logwork was used for some limited features like pinned logs to retain tread, but log cribs were not used.
--CCC/NPS (1933-1942): Logwork was used for some limited features like log water bars, but log cribs were not used.
--NPS (post-1942, non-historic): There is no evidence of the use of logwork during the 1950s and 60s. Widespread use of log cribs occurred in the early to mid-1970s, but cribs were used more sparingly in later years. Their use was discontinued from 1995 to 2001.

STEPS (ST).

A step is a constructed feature that is a vertical rise in grade onto a horizontal surface. A series of connected steps (stairs) is called a staircase. Three types of steps are present at Acadia: set-behind, slab-laid, and riprap. Set-behind and slab-laid refer to steps in which each step is generally an individual stone, although in some cases two or more stones side-by-side may form a single step. In set-behind steps, each step is set directly behind the step immediately below it, so that the bottom of the upper step sits well below the top of the next lower step in the staircase. The stone below locks the stone above in place. In this way, the stone is "keyed" or wedged into place and can no longer slip unless the lower stone is moved. Slab-laid steps are set on top of each other, so that the bottom of the upper step sits on top of the back of the step immediately below it. Riprap steps are a series of tiers built of randomly laid, abutting stones. Each tier or step consists of many stones laid so their tops form a single smooth stepping surface. Set-behind steps and slab-laid steps were used on the trail system

during the historic period, but riprap steps were not. Steps can be found on 32 trails in the Bar Harbor District (Figure 40, see Figures 20, 24, 37). (CLR Treatment 2006: 177-198)
--Early Trails (pre-1890): No evidence or documentation for step use has been found.
--VIA/VIS (1890-1937): The earliest, or Bates-style, steps were typically small, uncut, slab-laid steps of varying sizes constructed in short runs. As building skills improved with the advent of memorial trails, steps developed into longer engineered runs with uniform slab-laid and set-behind steps. These Dorr-style steps often used cut stones, coping walls, retaining walls, and/or ironwork. Brunnow-style steps were similar to earlier styles in their small size and lack of coping. They often used cut stones and exhibited a much higher level of craftsmanship, especially in the retaining walls built underneath the steps. Variations on these styles also occurred on many trails.
--CCC/NPS (1933-1942): The consistency of the CCC work relied on uniform sizes of cut, slab-laid steps set in long, engineered runs. Staircases were usually used in conjunction with coping walls and/or retaining walls.
--NPS (post-1942, non-historic): Few steps were used through the late 1960s. The typical two or three-step staircases were inferior in quality to previous historical work. From the late 1960s to late 1990s, repairs were made to staircases of all eras, both in character and out-of-character. New work varied considerably. New styles were introduced, including AMC steps, wooden steps, riprap, and set-behind steps as a substitute for slab-laid steps. From the late 1990s on, close attention has been paid to rehabilitating and constructing steps in the proper style.

IRONWORK (RR, SR, LR).

Ironwork as identified at Acadia is a constructed iron or steel trail feature, affixed to stone, for the purpose of either supporting structures or aiding hikers. It generally consists of rolled steel, though often it is square steel stock, angle iron, or any assorted pieces of steel. Five types of ironwork have been used at Acadia: pins, rungs, rails and railings, ladders, and iron bridges. A pin is any piece of solid iron or stainless steel used for fastening, holding, or supporting steps, wall, coping, overhanging boulders, bridge stringers, or any other constructed feature. A rung is a foot perch, crosspiece of a ladder, or a handhold. A rail, or railing, is generally rolled steel or galvanized pipe, extending from one point or support to another, that serves as a guard, barrier, handrail, or support. Some railings are supported on iron stanchions, which serve as posts. A ladder is a structure for climbing that consists of two sidepieces joined at intervals by crosspieces on which a hiker may step or hold. An iron bridge is a series of bars, perpendicular to the tread and supported by angle iron, used to span gaps between ledges. Iron pins, iron rungs, iron rails and railings, iron ladders, and iron bridges were used on the trail system during the historic period, but stainless steel pins were not. Ironwork can be found on ten trails in the Bar Harbor District (Figures 41, 42, 43). (CLR Treatment 2006: 199-216)
--Early Trails (pre-1890): There is no record of the use of ironwork prior to the VIA/VIS period.
--VIA/VIS (1890-1937): There was extensive use of iron pins, rungs, rails, ladders, and bridges on many, but not all highly crafted trails, particularly cliff trails. The iron was generally painted.

--CCC/NPS (1933-1942): Iron pins, rungs, and ladders were used on sections of cliff side and pondside trails.
--NPS (post-1942, non-historic): There was no use of ironwork through the late 1960s. Through the late 1990s, rusted iron rungs and ladders were replaced. Additional ironwork included pins for wall repairs, pinning signposts to ledge, and new rungs and ladders for hiker safety and convenience. Stainless steel pins and chemical cements were introduced.

GUIDANCE.

Guidance encompasses all markers, signs, symbols, and information provided to direct hikers along the trail and to their destination. While constructed features such as steps and stone pavement serve a secondary function of making the trail visible on the landscape, this section deals only with features specifically designed to provide guidance. Six categories of guidance features are used at Acadia: blazes, cairns, directional signs, informational signs, scree, and wooden railings and fences. (CLR Treatment 2006: 217-247)

Blazes.
A blaze is a mark used to identify a trail and reassure hikers that they are following the route. Two types of blazes can be found at Acadia: nailed and painted. Nailed blazes are markers nailed onto trees, while painted blazes are marks painted onto trees and/or ledgerock. At Acadia, the most recent style of blazing is the use of blue painted rectangular marks, approximately 1½ by 4 inches in size. Nailed blazes and painted blazes were used on the trail system during the historic period, and can be found on most trails in the Bar Harbor District, but were not inventoried for this report.
--Early Trails (pre-1890): Some trails were marked with red arrows and blazes.
--VIA/VIS (1890–1937): Colored paths on Champlain and Gorham Mountains were marked with painted arrows and painted metal blazes.
--CCC/NPS (1933-1942): No documentation for the use of blazes has been found.
--NPS (post-1942, non-historic): No documentation for the use of blazes in the 1950s and 60s has been found. In subsequent years, sporadic remnant orange arrow blazes, then rectangular paint blazes were used throughout the system. The use of metal blazes was discontinued, reinstated, then discontinued again. Eventually, blue paint blazes became standard for all trails.

Cairns.
A cairn is a stone or a stone structure used as a trail marker. Cairns are used extensively on trails crossing the mountain summits, where the exposed ledgerock often leaves no location for sign placement, and painted blazes are easily missed or obscured. Additionally, cairns are especially important in locations such as summits where fog or snow can interfere with a hiker's ability to follow a trail. Five types of cairns can be found at Acadia: piled, Bates-style, stacked, conical, and upright single stones. Piled cairns consist of randomly constructed stone piles used to mark the trail. Bates-style cairns date from Waldron Bates's chairmanship of the Bar Harbor VIA and are constructed of two base stones set apart with a lintel across them, creating an opening in the direction of the trail, and topped by a pointer stone. Stacked cairns

consist of stacked stones of diminishing size, from largest on bottom to smallest on top. Conical cairns consist of tiers of circular, battered (insloped) walls that form a "cone." Piled cairns, Bates-style cairns, stacked cairns, and upright single stone cairns were used on the trail system during the historic period, but conical cairns were not. Cairns can be found on trails in the Bar Harbor District, but were not inventoried for this report (Figure 44).
--Early Trails (pre-1890): Two types of cairns were used: piles of stones and upright single stones.
--VIA/VIS (1890-1937): Four types of cairns were used: Bates-style cairns, stacked cairns, piled cairns (typically on summits), and upright single stones.
--CCC/NPS (1933-1942): No documentation has been found for the style of cairns used.
--NPS (post-1942, non-historic): No documentation has been found for the style of cairns used in the 1950s and 60s. Through the late 1990s, paint blazing was introduced to mark ledge areas. Conical cairns were introduced and used to replace Bates-style cairns in the 1970s to 1990s. Bates-style cairns were reintroduced in 2002. Many Bates-style cairns were dismantled on abandoned trails.

Signs (SN, LS, IS).
For the purposes of this report, there are two categories of sign at Acadia: directional and informational. Directional signs contain information to direct hikers and are usually located at trail heads, road crossings, trail intersections, summits, and points of interest. Two types of directional signs are used at Acadia: trailhead or log, and intersection. Trailhead/log signs are crafted from a single log that is set vertically into the ground. Trail and destination names and directional arrows are routed into flat face cut on one or both sides on the top portion of the log. Intersection signs are flat signs that can appear at trail intersections to clarify trail routes.

Informational signs convey information about trail routes, conditions, and safety and educate trail users about cultural and natural history, resource protection, and associated rules and regulations. They may include text, illustrations, maps, and regulatory symbols. Types of informational signs include: trailhead exhibits, interpretive, rules and regulatory, safety, and map. Trailhead exhibits are located near popular trails and feature two embedded fiberglass panels that provide the trail name, a map, "Leave No Trace," and/or other resource protection messages, and safety information. Interpretive signs are located at scenic overlooks, cultural features, natural features, and some trailheads. Rules and regulatory signs with wording and/or symbols are also posted where necessary, such as explaining trail closures due to nesting peregrines or signs prohibiting certain practices, "No Camping," or "No Fires." Safety signs are posted in areas with potentially unsafe conditions, such as trailheads of the ladder trails, near shoreline caves that are flooded at high tide, and by the sandbar to Bar Island, which is accessible only at low tide. Map signs are posted as part of the trailhead exhibits.

Intersection signs and map signs were used on the trail system during the historic period, but trailhead or log signs, interpretive signs, trailhead exhibits, rules and regulatory signs, and safety signs were not. Signs can be found on 38 trails in the Bar Harbor District (Figure 45, see Figure 26).

--Early Trails (pre-1890): There is no documentation for directional or informational sign use.
--VIA/VIS (1890-1937): Directional signs provided destinations, current trail name, and adjacent trail names. Lettering was chiseled or cut, basic font, capital and lowercase letters, one groove, painted red and yellow. All informational signs were developed by the VIA/VIS organizations, which through the Joint Path Committee developed sign standards. Map signs were used at major path intersections and at the map house.
--CCC/NPS (1933-1942): Directional signs provided destinations, current trail name, and adjacent trail names. Lettering was chiseled or cut, rectilinear font, all capital letters with initial large letter, double groove, painted yellow and possibly red. Interpretive signs were added to high use areas; however, there was no standard for informative signage, and a mix of VIA/VIS and CCC styles were used.
--NPS (post-1942, non-historic): CCC signs persisted into the 1950s but by 1959 Mission 66 crews replaced them and installed new signs, that instead indicated the trail destination and distance rather than the trail name. In the 1970s Gary Stellpflug altered sign specifications to use local materials and reduce vandalism. Through the late 1990s directional signs displayed destinations, current trail name, and adjacent trail names. Lettering was routed, basic font, all same size capital letters, single groove, and mostly unpainted. The park developed the trailhead/log signs in the early 1980s. New trailhead exhibits for popular trails such as the Cadillac North Ridge Trail (#34) were designed and installed. Self-guided trails remain at Wild Gardens of Acadia. However, no sign standards are in use today.

Scree.
Scree refers to stones, logs, or other natural materials piled along the sides of a trail to define the treadway, direct and restrict hikers, and protect trailside vegetation and soil. Scree performs no structural function, and is often placed in random piles, has a more haphazard appearance, and forms a continuous line along the trail edge. Other stone and log features that aid in guidance such as steps, stepping stones, and bridges are discussed elsewhere in this section. Scree was used on the trail system during the historic period. Scree can be found on trails in the Bar Harbor District, but were not inventoried for this report.
--Early Trails (pre-1890): There is no documentation for scree use.
--VIA/VIS (1890-1937): Scree was used on some early paths where stones extracted from tread were piled along path edges.
--CCC/NPS (1933-1942): There is no documentation for scree use.
--NPS (post-1942, non-historic): There is no documentation for scree use through the 1960s. Afterwards, some scree was used, but generally it was avoided, particularly on summit trails. Log scree was introduced and used on woodland paths to define the treadway.

Wooden Railings and Fences (WR).
Wooden railings and fences are used in several locations on the trail system to provide guidance, ensure hiker safety, or add an aesthetically pleasing feature to a particular location. The style of railing is similar to railings and handrails used in conjunction with trail bridges, but are freestanding and are not generally associated with bridges. Wooden railings and fences were used on the trail system during the historic period. Wooden railings and fences can be

found on two trails in the Bar Harbor District.
--Early Trails (pre-1890): Wooden railings were used along some early roads.
--VIA/VIS (1890-1937): Wooden railings and fences were used occasionally, for safety as well as aesthetic reasons.
--CCC/NPS (1933-1942): Evidence shows that wooden railings were used with some staircases.
-- NPS (post-1942, non-historic): It is unknown whether Mission 66 crews used wooden railings or fences. Later, wooden railings and fences were used primarily for hiker safety and to prevent trail widening and erosion in susceptible areas.

Minor Structures.
An associated structure includes any constructed feature that provides the hiker comfort, rest, or an opportunity to appreciate the surrounding landscape. Examples include benches, shelters, picnic facilities, and observation towers. Based on the limited documentation available, it appears the historical character of associated structures has never been consistent but has changed during each of the historic periods. The result has been myriad styles ranging from the early picturesque benches, bridges, and shelters, to CCC features constructed to standardized specifications. Benches, shelters, picnic facilities, and observation towers were used on the trail system during the historic period. Associated structures can be found on trails in the Bar Harbor District, but were not inventoried for this report.
--Early Trails (pre-1890): Rustic wooden gazebos, bridges, and benches in the picturesque style, similar to those espoused by Andrew Jackson Downing, and erected in the Catskills resort areas, were used on several of the early trails.
--VIA/VIS (1890–1937): Varying styles of benches were used throughout the system including round logs (Jesup Path), granite (Jordan Pond), and split cedar log (Hadlock Brook/Waterfall Trail). Other structures remotely associated with the trail system were added, including the Jordan Pond House and the Sieur de Monts Spring House.
--CCC/NPS (1933-1942): Some rustic wood and stone structures were added, primarily at new recreation areas like the various picnic grounds. Fire towers were also constructed.
--NPS (post-1942, non-historic): Through the mid-1960s, benches were likely used on the trails. However, the only documented addition was a steel fire tower on Beech Mountain. Later, an assortment of bench style were used, including wooden garden style in developed areas. A few other associated structures, like observation decks, were added, typically in a generic style of construction.

A summary of trail features associated with the treadway, drainage, crossings, retaining structures, steps, ironwork, and guidance for the 42 maintained hiking trails in the park-owned portions of the Bar Harbor District is provided below (4 trails were not mapped due to trail closures). The numbers next to the two-letter park feature type codes indicate the quantity of that feature mapped on the trail. Consult the trail database for information on two additional codes: work needed (WN) and other features/notes (GN).

MAINTAINED EARLY TRAILS:

#1 Bar Island Trail.
--Retaining Structures: RW retaining wall-2
--Guidance: LS log sign-2, SN sign-5

#2 Great Head Trail.
--Treadway: BC bench cut-2, CB crushed bench-1, GP gravel pave-4, SP stone paving-1
--Drainage: CP culvert pipe-1, CU culvert-13, DG ditching-16, PP perf pipe-2, WB water bar-4, WD water dip-26
--Crossings: BW bog walk-4, CA causeway-7, SS stepstones-7
--Retaining Structures: CK stone check-48, CW coping wall-8, RP riprap wall-2, RW retaining wall-11
--Steps: ST rock step-8
--Ironwork: RR iron rung-1, SR safety rail-1
--Guidance: LS log sign-3, SN sign-3
GN other-12

#3 Ocean Path.
--Treadway: GP gravel pave-1, SP stone paving-2
--Drainage: CC culvert closed-7, CU culvert-10, DG ditching-5, LC log check-41, WB water bar-4, WD water dip-7
--Crossings: BR trail bridge-1, SS stepstones-1
--Retaining Structures: CR crush wall-1, CK stone check-27, CW coping wall-14, LG log cribbing-5, RW retaining wall-67
--Steps: ST rock step-46
--Guidance: LS log sign-7, SN sign-4, WR wood railing-1
GN other-44

#6 Bowl Trail.
--Treadway: BC bench cut-3, SP stone paving-3
--Drainage: CK stone check-7, CU culvert-2, DG ditching-1, LC log check-22, WB water bar-14, WD water dip-7
--Crossings: BW bog walk-1, CA causeway-1, SS stepstones-2
--Retaining Structures: CW coping wall-2, LG log cribbing-7, RW retaining wall-15
--Steps: ST rock step-9
--Guidance: LS log sign-2

#7 Beehive Trail, west section (CLR #8, West Beehive Trail).
--Treadway: BC bench cut-24, SP stone paving-3
--Drainage: CK stone check -2, LC log check-1, WB water bar-3, WD water dip-2
--Crossings: BR trail bridge-2, BW bog walk-1
--Retaining Structures: CW coping wall-3, LG log cribbing-1, RP riprap wall-1, RW retaining wall-18

--Steps: ST rock step-48
--Ironwork: RR iron rung-31
--Guidance: LS log sign-5
GN other-3

#8 Kebo Mountain Trail (CLR #21, Kebo Mountain Path / Dorr Mountain North and South Ridge Trails).
--Drainage: WB water bar-6
--Retaining Structures: RW retaining wall-1
--Steps: ST rock step-8
--Guidance: IS intersection sign-1, LS log sign-2, SN sign-1
GN other-1

#9 Champlain South Ridge Trail (CLR #10 Bear Brook Trail).
--Treadway: SP stone paving-1
--Drainage: CK stone check-1
--Crossings: BW bog walk-3
--Retaining Structures: CW coping wall-1
--Steps: ST rock step-1
--Guidance: IS intersection sign-2

#10 Champlain North Ridge Trail (CLR #10 Bear Brook Trail).
--Treadway: GP gravel pave-1, TW treadway-1
--Drainage: WB water bar-1, LC log check-7
--Retaining Structures: CW coping wall-4, RW retaining wall-2
--Steps: ST rock step-24
--Guidance: IS intersection sign-2, LS log sign-1

#26 Cadillac South Ridge Trail, north sections.
--Treadway: GP gravel pave-1, SP stone paving-1
--Drainage: CU culvert-1
--Crossings: CA causeway-1
--Retaining Structures: CW coping wall-8, RW retaining wall-1
--Steps: ST rock step-12
--Ironwork: RR iron rung-1
--Guidance: IS intersection sign-3, LS log sign-3
WN work needed-1

#28 Gorge Path (CLR #28, Gorge Path and #320, Gorge Path to Kebo, West Side).
--Treadway: BC bench cut-7, SP stone paving-39
--Drainage: CK stone check-3, CU culvert-16, DG ditching-5, WB waterbar-3
--Crossings: BW bog walk-1, CA causeway-12, SS stepstones-11
--Retaining Structures: CW coping wall-3, RP riprap wall-2, RW retaining wall-36

--Steps: ST rock step-104
--Guidance: LS log sign-5, WR wood railing-1
GN other-6

#34 Cadillac North Ridge Trail.
--Crossings: SS stepstones-1
--Retaining Structures: CW coping wall-1, RW retaining wall-2
--Steps: ST rock step-7
--Guidance: LS log sign-3, SN sign-1
GN other-3
WN work needed-1

#44 Cadillac-Dorr Connector (CLR #22, Cadillac–Dorr Trail / Dorr Mountain Notch Trail).
--Steps: ST rock step-1
--Guidance: LS log sign-2
GN other-1

#64 Ladder Trail.
--Treadway: GP gravel pave-1, SP stone paving-50
--Drainage: CU culvert-2, DG ditching-2
--Crossings: SS stepstones-1
--Retaining Structures: CW coping wall-43, RW retaining wall-49
--Steps: ST rock step-53
--Ironwork: LR ladder-2, RR iron rung-9, SR safety rail-1
--Guidance: IS intersection sign-1, LS log sign-1, SN sign-1
GN other-1
WN work needed-2

MAINTAINED VIA/VIS TRAILS:
:
#4 Gorham Mountain Trail.
--Treadway: BC bench cut-1, EC Eastern cobble-2, SP stone paving-2
--Drainage: CU culvert-1, WB water bar-2, WD water dip-2
--Crossings: CA causeway-3, SS stepstones-2,
--Retaining Structures: CK stone check-12, CW coping wall-5, LC log check-4, LG log cribbing-1, RW retaining wall-6
--Steps: ST rock step-51
--Guidance: IS intersection sign-8, LS log sign-4
GN other-2

#5 Cadillac Cliffs Path (CLR #5, Gorham /Cadillac Cliffs Trail).
Trail not mapped in 2015 Field School for rehabilitation work.

#7 Beehive Trail, east sections (CLR #7, Beehive Trail).
--Treadway: BC bench cut-4, SP stone paving-3
--Drainage: WB water bar-3, WD water dip-2
--Crossings: BR trail bridge-2, BW bog walk-1
--Retaining Structures: CK stone check-2, CW coping wall-3, LC log check-1, LG log cribbing-1, RP riprap wall-1, RW retaining wall-18
--Steps: ST rock step-48
--Ironwork: RR iron rung-31
--Guidance: LS log sign-5
GN other-3

#11 Precipice Trail.
Trail not mapped in 2015 Field School because of peregrine nesting areas.

#12 Orange and Black Path (CLR #12, Champlain East Face Trail).
Section 3 not mapped in 2015 Field School because of peregrine nesting areas.
--Treadway: BC bench cut-2, SP stone paving-9
--Drainage: CU culvert-2, DG ditching-3, SD side drain-1, WB water bar-3, WD water dip-3
--Crossings: CA causeway-7, SS stepstones-1
--Retaining Structures: CK stone check-19, CW coping wall-19, RP riprap wall-2, RW retaining wall-58
--Steps: ST rock step-81
--Guidance: IS intersection sign-3, LS log sign-3
GN other-1

#13 Beachcroft Path.
--Treadway: CK stone check-4, GP gravel pave-2, SP stone paving-11
--Drainage: WB-water bar-2
--Crossings: SS stepstones-1
--Retaining Structures: CW coping wall-1, RW retaining wall-50
--Steps: ST rock step-85
--Guidance: LS log sign-4, SN sign-1
GN other-9

#14 Jesup Path.
--Treadway: BC bench cut-2, GP gravel pave-3, SP stone paving-1
--Drainage: CC culvert closed-6, CP culvert pipe-9, CU culvert-1, DG ditching-1
--Crossings: BO boardwalk-1, BR trail bridge-12, BW bog walk-1, CA causeway-6
--Retaining Structures: LC log check-1, RW retaining wall-4
--Guidance: IS intersection sign-3, LS log sign-6, SN sign-4

#15 Emery Path (CLR #15, Emery Path / Schiff Path / Dorr Mountain East Face Trail).
--Treadway: EC Eastern cobble-9, GP gravel pave-3, SP stone paving-53

--Drainage: CU culvert-11, DG ditching-2, SD side drain-1
--Crossings: CA causeway-1, SS stepstones-1
--Retaining Structures: CK stone check-1, CW coping wall-32, RP riprap wall-1, RW retaining wall-42
--Steps: ST rock step-169
--Ironwork: iron pins and staples observed, but not inventoried.
--Guidance: IS intersection sign-2, LS log sign-2
GN other-4

#16 Kurt Diederich's Climb.
--Treadway: SP stone paving-12
--Drainage: CU culvert-6
--Retaining Structures: CW coping wall-2, RW retaining wall-27
--Steps: ST rock step-36
--Guidance: IS intersection sign-1

#17 Kane Path (CLR #17, Tarn Trail / Kane Path).
--Treadway: BC bench cut-1, SP stone paving-21
--Drainage: CC closed culvert-1, CU culvert-3, DG ditching-5
--Crossings: BR trail bridge-12, BW bog walk-1, CA causeway-17
--Retaining Structures: CW coping wall-4, RW retaining wall-11
--Steps: ST rock step-24
--Guidance: IS intersection sign-1, LS log sign-1
GN other-5

#18 Schiff Path (CLR #15, Emery Path / Schiff Path / Dorr Mountain East Face Trail).
--Treadway: GP gravel pave-1, SP stone paving-44
--Drainage: CC culvert closed-5, CP culvert pipe-1, CU culvert-18, DG ditching-3, PP perf pipe-2, WB waterbar-1
--Retaining Structures: CK stone check-6, CW coping wall-31, LC log check-2, RW retaining wall-21
--Steps: ST rock step-152
--Guidance: IS intersection sign-1, LS log sign-2
GN other

#19 Canon Brook Trail, eastern and central sections.
--Treadway: BC bench cut-5, GP gravel pave-1, SP stone paving-17
--Drainage: CP culvert pipe-1, WD water dip-1
--Crossings: BR trail bridge-10, BW bog walk-1, CA causeway-17, SS stepstones-4
--Retaining Structures: CK stone check-1, CW coping wall-6, LC log check-1, RW retaining wall-8
--Steps: ST rock step-45
--Guidance: IS intersection sign-3, LS log sign-1, SN sign-1

GN other-1

#21 Dorr North Ridge Trail (CLR #21, Kebo Mountain Path / Dorr Mountain / North and South Ridge Trails).
--Treadway: SP stone paving-1
--Crossings: SS stepstones-1
--Steps: ST rock step-2
--Guidance: IS intersection sign-1, SN sign-3

#22 Dorr South Ridge Trail (CLR #21, Kebo Mountain Path / Dorr Mountain / North and South Ridge Trails).
--Treadway: SP stone paving-2
--Steps: ST rock step-8
--Guidance: LS log sign-1

#23 Hemlock Trail.
--Treadway: SP stone paving-1
--Retaining Structures: LC log check-2
--Steps: ST rock step-1
--Guidance: LS log sign-2

#24 Stratheden Path.
--Treadway: BC bench cut-1, GP gravel pave-1
--Drainage: WD water dip-60
--Crossings: BR trail bridge-3, CA causeway-1
--Retaining Structures: CW coping wall-16, RW retaining wall-1
--Guidance: LS log sign-2, SN sign-1

#25 A. Murray Young Path.
--Treadway: SP stone paving-23
--Drainage: CU culvert-5, SD side drain-1
--Crossings: SS stepstones-2
--Retaining Structures: CW coping wall-5, RP riprap wall-1, RW retaining wall-25
--Steps: ST rock step-40
--Guidance: IS intersection sign-1

#27 Eagles Crag Trail (CLR #27, Cadillac Mountain South Ridge Trail, Eagle Crag Loop).
--Treadway: SP stone paving-1
--Drainage: CU culvert-2, DG ditching-1
--Crossings: CA causeway-2
--Retaining Structures: CK stone check-1, RW retaining wall-2
--Steps: ST rock step-2
--Guidance: LS log sign-1

#42 Eagle Lake Trail.
--Treadway: BW bog walk-6, GP gravel pave-1, SP stone paving-2,
--Crossings: BR trail bridge-1, SS stepstones-3
--Retaining Structures: CW coping wall-5,
--Guidance: IS intersection sign-2, LS log sign-3

#68 Homans Path (CLR #349, Homans Path).
--Treadway: GP gravel pave-1, SP stone paving-14
--Drainage: CC culvert closed-5
--Crossings: CA causeway-1, SS stepstones-1
--Retaining Structures: CW coping wall-24, RW retaining wall-20
--Steps: ST rock step-46
--Ironwork: iron pins and staples observed, but not inventoried.
--Guidance: SN sign-1
GN other-2

#71 Wild Gardens Path (CLR #18, Sieur de Monts–Tarn Trail / Wild Gardens Path).
--Drainage: CP culvert pipe-1
--Crossings: BR trail bridge-1
--Retaining Structures: CW coping wall-1
--Steps: ST rock step-1
--Guidance: LS log sign-2
GN other-2

#76 Schooner Head Path (CLR #362, Schooner Head Road Path).
--Treadway: BC bench cut-20, CB crushed bench-1, GP gravel pave-1, SP stone paving-1
--Drainage: CC culvert closed-8, CP culvert pipe-1, CU culvert-55, DG ditching-36, WD water dip-50
--Crossings: BR trail bridge-2, CA causeway-22
--Retaining Structures: CW coping wall-1, LC log check-3, RW retaining wall-20
--Guidance: IS intersection sign-2, LS log sign-6, SN sign-4
GN other-2

#82 Murphy Lane (CLR #330, Blue Path / Murphy's Lane).
--Treadway: GP gravel pave-3
--Drainage: CU culvert-1
--Crossings: BW bog walk-1
--Steps: ST rock step-1
--Guidance: SN sign-3
GN other-1

#84 Kebo Brook Trail (CLR #364, Kebo Brook Path).

--Treadway: BC bench cut-6, CB crushed bench-2, GP gravel pave-2, SP stone paving-1
--Drainage: CP culvert pipe-9, CU culvert-13, DG ditching-14, WB water bar-2, WD water dip-13
--Crossings: CA causeway-16, SS stepstones-2
--Retaining Structures: CW coping wall-1, RW retaining wall-22, RP riprap wall-2
--Steps: ST rock step-7
--Guidance: IS intersection sign-5, LS log sign-2
GN other-1

#89 Hemlock Path (CLR #377, Hemlock Road / Spring Road).
--Drainage: CP culvert pipe-13, CU culvert-7, DG ditching-2
--Crossings: CA causeway-1
--Guidance: LS log sign-2, SN sign-6,
GN other-4

MAINTAINED CCC/NPS TRAILS:

#33 Cadillac Summit Loop Trail.
--Drainage: CU culvert-2
--Retaining Structures: CW coping wall-27, RW retaining wall-7
--Steps: ST rock step-31
--Guidance: SN sign-4
GN other-5

MAINTAINED NPS (Non-Historic) TRAILS:

#70 Great Meadow Loop.
--Drainage: CC culvert closed-5, DG ditching-2
--Crossings: BR trail bridge-1
--Retaining Structures: CW coping wall-6, LC log check-4
--Guidance: SN sign-6
GN other-5

#72 Satterlee Trail (CLR #9 Sand Beach–Great Head Access).
--Drainage: CP culvert pipe-4, CU culvert-2, WB water bar-2
--Crossings: BR trail bridge-4
--Retaining Structures: CK stone check-1, LC log check-1, RW retaining wall-8
--Guidance: LS log sign-2

#80 Duck Brook Connector (no CLR#).
--Crossings: CA causeway-1
--Guidance: LS log sign-1, IS intersection sign-1

#83 Anemone Cave Trail (CLR #369 Anemone Cave Trail).
Trail not mapped in 2015 Field School.

#87 Compass Harbor Trail (CLR #376, Dorr Property Paths).
--Treadway: GP gravel pave-1
--Drainage: CC culvert closed-1
--Crossings: CA causeway-2
--Guidance: SN sign-2

#88 Otter Cove Trail (no CLR#).
--Treadway: SP stone paving-3
--Drainage: CC culvert closed-1, CU culvert-2, SD side drain-1
--Crossings: BR trail bridge-2, BW bog walk-2
--Retaining Structures: CW coping wall-2, RW retaining wall-4
--Steps: ST rock step-3

#90 Sand Beach Connector (CLR #9 Sand Beach–Great Head Access).
--Crossings: CA causeway-1
--Retaining Structures: RW retaining wall-1
--Guidance: LS log sign-2

#92 Kitteridge Brook Trail (no CLR#).
Trail not mapped in 2015 Field School.

Character-defining Features:

Feature: BHD Trails-Treadway (bench cuts, walled causeway, wall-less causeway, stone causeway, pea stone tread, crushed rock tread, bank-run tread, talus stone pavement, tread stone pavement, unconstructed treads)

Feature Identification Number: 181721

Type of Feature Contribution: Contributing

Latitude	Longitude
0.0000000000	

Feature: BHD Trails-Treadway (log turnpiking, Eastern cobble tread, asphalt pavement)

Feature Identification Number: 181723

Type of Feature Contribution: Non contributing – compatible

Latitude	Longitude
0.0000000000	

Feature: BHD Trails-Drainage (capstone culverts, graveled-over culverts, pipe culverts, open stone culverts, stepstone culverts, closed log culverts, French drains subgrade drainage, walled side drains, fully constructed side drains, ditches, stone water bars and

Feature Identification Number: 181725

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: BHD Trails-Drainage (open log culverts, perforated-pipe drains, water dips)

Feature Identification Number: 181727

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Feature: BHD Trails-Crossings (bridges, stream-style stepping stones, bog-style stepping stones)

Feature Identification Number: 181729

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: BHD Trails-Crossings (bogwalks)

Feature Identification Number: 181731

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Feature: BHD Trails-Retaining Structures (coping stones, coping wall, piled coping wall, laid coping wall, coping retaining wall, laid walls, rubble (riprap) walls, fitted walls, piled walls, sidewalls)

Feature Identification Number: 181733

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: BHD Trails-Retaining Structures (stone checks, log checks, crush walls, treadway log cribs, wall log cribs)

Feature Identification Number: 181735

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Feature: BHD Trails-Steps (set-behind steps, slab-laid steps)

Feature Identification Number: 181737

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: BHD Trails-Steps (riprap steps)

Feature Identification Number: 181739

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Feature: BHD Trails-Ironwork (iron pins, iron rungs, iron rails and railings, iron ladders, iron bridges)

Feature Identification Number: 181741

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: BHD Trails-Ironwork (stainless steel pins)

Feature Identification Number: 181743

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Feature: BHD Trails-Guidance (nailed blazes, painted blazes, piled cairns, Bates-style cairns, stacked cairns, upright single stone cairns, flat signs, intersection signs, map signs, scree, wooden railings, fences)

Feature Identification Number: 181745

Type of Feature Contribution: Contributing

Latitude Longitude

0.0000000000

Feature: BHD Trails-Guidance (conical cairns, trailhead or log signs, interpretive signs, trailhead exhibits, rules and regulatory signs, safety signs)

Feature Identification Number: 181747

Type of Feature Contribution: Non contributing – compatible

Latitude Longitude

0.0000000000

Landscape Characteristic Graphics:



Figure 25. A wall-less causeway on Great Head Trail (#2). (OCLP 2015)



Figure 26. View of stone pavement across a talus slope on the Orange and Black Path (#12), as well as a log sign. (OCLP 2015)



Figure 27. Unconstructed earthen tread on the Great Head Trail (#2). (OCLP 2015)



Figure 28. Unconstructed tread on ledge on the Dorr South Ridge Trail (#22,CLR#21). (OCLP 2015)



Figure 29. A capstone drainage culvert on the Schiff Path (#18,CLR#15). (OCLP 2015)



Figure 30. An open stone culvert on the Kane Path (#17). (OCLP 2015)



Figure 31. The walled side drain on the right directs water to a capstone culvert on the Emery Path (#15). (OCLP 2015)



Figure 32. Stone water bar on the Bowl Trail (#6). (OCLP 2015)



Figure 33. This wood bridge along the Great Meadow Loop (#70) gestures to the design of CCC-era bridges and features corduroy decking. (OCLP 2015)



Figure 34. Gravel surfacing on top of the decking carries the tread right over the top of this bridge on the Jesup Path (#14). (OCLP 2015)



Figure 35. Stepping stones carry the Kane Path (#17) along the west side of the Tarn. (OCLP 2015)



Figure 36. Stone checks and coping stones on the Ocean Path (#3). (OCLP 2015)

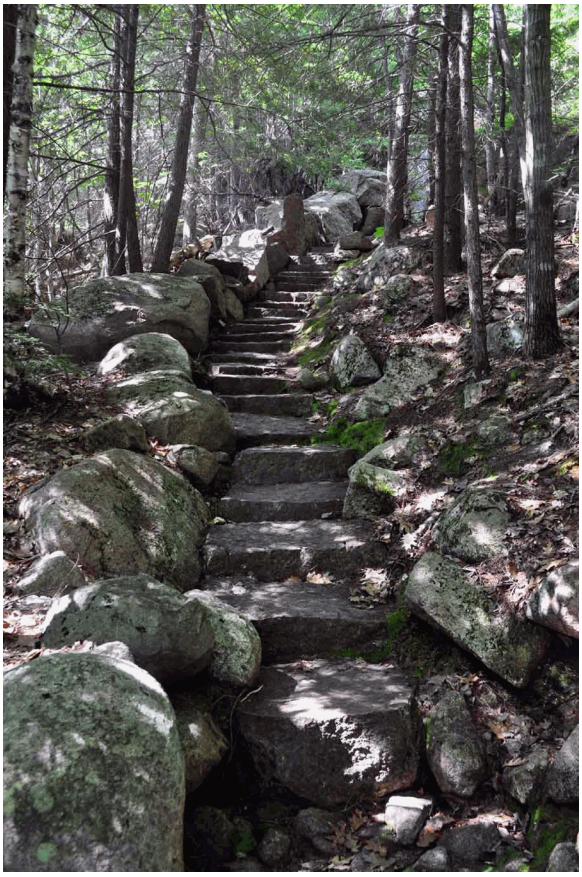


Figure 37. Coping stones border the stones steps on the Emery Path (#15). (OCLP 2015)



Figure 38. Laid retaining wall on the Great Head Trail (#2). (OCLP 2015)



Figure 39. Log treadway crib on the Bowl Trail (#6). (OCLP 2015)



Figure 40. Stone steps on the Canon Brook Trail (#19). (OCLP 2015)



Figure 41. Iron rungs and railings on the Beehive Trail (#7). (OCLP 2015)



Figure 42. Iron bridge on the Beehive Trail (#7). (OCLP 2015)



Figure 43. Iron ladder and railings on the Ladder Trail (#64). (OCLP 2015)



Figure 44. Painted blue blaze and stone cairn on the Champlain South Ridge Trail (#9,CLR#10). (OCLP 2015)



Figure 45. Trail sign at the summit of Champlain Mountain. (OCLP 2015)

Buildings and Structures

Buildings are elements constructed primarily for sheltering any form of human activity in the landscape, while structures are elements constructed for functional purposes other than sheltering human activity. 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. Structures included the Russian Tea House at Otter Creek, Satterlee Tea House at Great Head, Spring Canopy and Abbe Museum at Sieur du Monts Spring, and the circa-1850 U.S. Coast Survey residence, followed by a boardinghouse and hotel, at the summit of Cadillac Mountain. Beginning in the 1920s, construction of the park's motor roads provided easier access to these destinations and began to undermine the significance of the walking paths. (CLR Pathmakers 2006: 196)

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. 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 the picnic area at Bear Brook. Ranger cabins built by the CCC along the trails were built at Sieur de Monts Spring, Thunder Hole, and McFarland Hill. (CLR Pathmakers 2006: 196)

The ranger cabin at Thunder Hole, and the Abbe Museum (not owned by the park), spring canopy, and CCC-era tool shed and restroom at Sieur de Monts Spring, are all that remain of

the structures described above. The two teahouses are gone, and the trails to them are no longer marked or maintained. Other structures have been replaced with new structures; the Nature Center at Sieur du Monts Spring was reconstructed after the 1947 fire, and the Cadillac Summit Center was built in 1983 to house concessions and restrooms. The visitor centers at Hulls Cove and McFarland Hill have no marked hiking trails radiating from the vicinity. Facilities at Sand Beach and the Fabbri Picnic Area are primarily used by motorists. (CLR Pathmakers 2006: 196)

Note: Buildings at Cadillac Mountain Summit, Thunder Hole, and Sieur de Monts Spring developed areas have been evaluated in previous CLIs. Buildings at Sand Beach and Old Farm will be evaluated in future CLIs.

Condition

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 07/21/2017

Condition Assessment Explanatory Narrative:

The overall condition of the Historic Hiking Trail System – Bar Harbor District, located within Acadia National Park, is evaluated as "good." There is no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition. Trails and associated features are annually inspected and repaired as needed.

Impacts

Type of Impact: Earthquakes

External or Internal: External

Impact Description: Past earthquake events on Mount Desert Island have caused trail damage.

Type of Impact: Erosion

External or Internal: Internal

Impact Description: There are numerous trail surfaces and trail features susceptible to erosion.

Type of Impact: Inundation/Flooding

External or Internal: Internal

Impact Description: Beaver dams have caused flooding in some trail sections.

Type of Impact: Vandalism/Theft/Arson

External or Internal: Internal

Impact Description: Unauthorized abandoned trail maintenance and unauthorized new trail development continues to be a problem.

Type of Impact: Visitation

External or Internal:	Internal
Impact Description:	Helping visitors choose appropriate trails to hike; educating visitors about Leave No Trace; keeping hikers on trails by guidance, barriers, and ranger patrols; and monitoring the sustainability of the trail system as visitor use increases.

Treatment

Treatment

Approved Treatment: Rehabilitation

Approved Treatment Document: Cultural Landscape Report

Document Date: 01/01/2006

Approved Treatment Document Explanatory Narrative:
Several park documents guide the management and treatment of Acadia's historic hiking trail system. The 1992 General Management Plan (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 noted 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 work on a management plan and cultural landscape report for the hiking trails. (CLR Pathmakers 2006: 167, citing GMP 1992: 33)

The 2002 Hiking Trails Management Plan set the overall direction for managing trails and hiking in Acadia National Park, with actions to be carried forth over the next twenty-five years. The plan established goals for protecting park resources and providing high-quality visitor experiences, identified issues related to protecting these values, and described the preferred management alternative. In early stages of the plan's development, four possible alternatives were considered for management of Acadia's trail system: the first, no action; the second, rehabilitation with emphasis on protecting natural resources; the third and preferred, rehabilitation to protect natural and cultural resources; and the fourth, rehabilitation with emphasis on protecting cultural resources. For each alternative, issues were examined, actions were prescribed, and environmental impacts were identified, leading to the selection of the preferred alternative. (CLR Treatment 2006: xviii)

The 2006 Acadia Trails Treatment Plan considered four possible alternatives as a historic preservation treatment approach for the hiking trail system: preservation, rehabilitation, restoration, and reconstruction. Rehabilitation was selected as the recommended treatment approach, as justified below: "Rehabilitation as an approach for the treatment of historic properties allows for compatible use of a cultural landscape through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, and architectural values. Rehabilitation acknowledges the need to meet continuing or changing uses through alterations or new additions while retaining the property's historic character. This treatment approach was deemed to be most appropriate due to the exponential increase in the number of hikers, the need to provide safe, clearly marked trails, and the importance of protecting fragile natural resources. Rehabilitation is also the most consistent with the goals and direction of the General Management Plan and Hiking Trails Management Plan. The Maine State Historic Preservation Commission concurs that this is the preferred treatment approach for the trail system." (CLR Treatment 2006: xix)

Approved Treatment Completed: No

Approved Treatment Costs

Cost Date: 01/01/2006

Landscape Approved Treatment Cost Explanatory Description:

The following rehabilitation projects in the Bar Harbor District are listed in the NPS Project Management Information System (PMIS). They are arranged here by the requested fiscal year date of funding.

FY 2016.
--"Ensure Safe Hiking Trails at Maine's Vacation Land: Acadia National Park" (PMIS 173077), $1,626,958. Includes Canon Brook Trail (#19) and Cadillac Mountain South Ridge Trail (#26).

FY 2017.
--"Rehabilitate Masonry on Canon Brook Trail" (PMIS 190602), $50,235.
--"Renovate Stonework on the A. Murray Young Path" (PMIS 201126), $62,448.

FY 2018.
--"Rehabilitate Severely Eroded Sections of Great Head Trail" (PMIS 189060), $102,063.
--"Rehabilitate and Repair Historic Trail Corridor in Acadia National Park" (PMIS 171336), $216,711.
--"Replace Character Defining Trail Bridges" (PMIS 222381), $146,697.
--"Rehabilitate Four Related Eastside Trails (PMIS 226969), $146,546. Includes Gorham Mountain Trail (#4), Tarn Trail/Kane Path (#17), Dorr Mountain North Ridge Trail (#21).

FY 2019.
--"Rehabilitate the Historic Beachcroft Path" (PMIS 241755), $73,717.
--"Resurface Highly Significant Gravel Tread Features on 20 Historic Hiking Trail Sections" (PMIS 216090), $207,278.
--"Repair Trail Tread and Eroded Sections of Cadillac West Face Trail" (PMIS 206824), $73,614.
--"Rehabilitate and Repair Historic Trail Corridors in Acadia National Park" (PMIS 171394), $254,584.
--"Repair Bowl Trail (#6)" (PMIS 220786), $92,021.
-- "Reestablishing Guiding Paint Blazes on Acadia's Trails" (PMIS 231829), $10,919.
--"Maintain Drainage Structures on Trails" (PMIS 201688), $33,126.
--"Rehabilitate Historic Stone Masonry on Kurt Diederich's Climb Trail" (PMIS 171464), $111,063.

FY 2020.
--"Repair Ocean Path" (PMIS 241756), $111,950.
--"Replace Failing Character Defining Trail Bridges" (PMIS 222232), $98,308.
--"Replace Trailside and Carriage Road Kiosks" (PMIS 210746), $197,850.

FY 2021.
--"Replace Weathered and Illegible Trail Signs" (PMIS 222717), $27,537.

The following planning projects are listed in the NPS Project Management Information System (PMIS). They are arranged here by the requested fiscal year date of funding.

FY 2017.
--"Complete National Register Nomination for Nationally Significant Historic Acadia Hiking System" (PMIS 208202), $47,244.

FY 2018.
--“Complete Baseline Documentation of Unmarked Historic Trail Network” (PMIS 116927), $66,886.

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Citation Author:	Bar Harbor Village Improvement Association (VIA)
Citation Title:	Bar Harbor VIA Annual Meeting notes, September 8, 1921. Includes "Report of the Roadsides, Roads and Paths Committee" by Frederic Weekes.
Year of Publication:	1921
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Citation Publisher:	U.S. Department of the Interior, National Park Service, Olmsted Center for Lands
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Year of Publication:	2006
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Citation Publisher:	U.S. Department of the Interior, National Park Service
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