National Park Service
Cultural Landscapes Inventory

2018



Isle au Haut Unit

Acadia National Park

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Introduction

The Cultural Landscape Inventory (CLI)

The Cultural Landscape Inventory (CLI) is a comprehensive inventory of all cultural landscapes in the National Park System. Landscapes that are listed, or eligible for listing, on the National Register of Historic Places, or are otherwise managed as cultural resources and in which the National Park Service has, or plans to acquire, legal interest are included in the inventory. The CLI identifies and documents each landscape's location, size, physical development, landscape characteristics, character-defining features, and condition. Cultural landscapes have approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into the Cultural Resources Information System (CRIS-CL) database. In addition, for landscapes not currently listed on the National Register and/or without adequate documentation, concurrence is required from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or the Keeper of the National Register.

Scope of the CLI

The information contained within the CLI is compiled from primary and secondary sources and through on-site surveys of the landscape. The level of investigation is dependent upon scoping the need for information. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape. Documentation and analysis of the existing landscape identifies character-defining characteristics and features and allows for an evaluation of the landscape's integrity and an assessment of the landscape's condition. The CLI also includes historic maps, drawings, and images; photographs of existing conditions; and a site plan that indicates major features. The CLI documents the existing condition of park landscape resources and identifies impacts, threats, and measures to stabilize condition. This information can be used to develop strategies for improved stewardship. Unlike a Cultural Landscape Report (CLR), the CLI does not provide management recommendations or treatment guidelines for the cultural landscape, but it may identify stabilization measures.

The Cultural Resources Information System (CRIS)

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archeological sites, historic structures, ethnographic resources, and cultural landscapes. Cultural Resources Inventory System (CRIS) replaces three legacy inventory systems: ASMIS (archeology), CLI (cultural landscapes), and LCS (historic structures); and it reinstates the former ERI (ethnographic resources). This Cultural Landscape Inventory document reflects the information in a corresponding CRIS Cultural Landscape record.

Statutory and Regulatory Foundation

The legislative, regulatory, and policy directives for conducting and maintaining the CLI within CRIS are:

- National Historic Preservation Act (NHPA) of 1966 (16 USC 470h-2(a)(1)) Sec. 110
- Executive Order 13287: Preserve America, 2003. Sec. 3 (a and c)
- Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs
- Pursuant to the National Historic Preservation Act, 1998. Std. 2
- Cultural Resource Management Guideline, 1997, Release No. 5, page 22; issued pursuant to Director's Order #28 (DO-28)

The NHPA requires the identification, evaluation, and nomination of historic properties to the National Register of Historic Places and the maintenance and expansion of an inventory of cultural resources. DO-28 requires a cyclic assessment of the current condition of cultural landscapes based on an assessment interval, with a default of six years.

Use

Beyond fulfilling legal and policy requirements, park staff can use the Cultural Landscape Inventory in the following ways:

- To learn about park cultural landscapes (all staff)
- To inform management decisions (park managers)
- To inform project planning and development (park managers, facility managers, project managers, compliance specialists)
- To monitor the condition of the cultural landscape and take measures to protect its significance and integrity (cultural resource managers, facility managers)
- To recognize the stabilization and treatment needs of landscape features and plan work within cultural landscapes to address the needs (facility managers, cultural resource managers)
- To understand the cultural value of natural systems in a cultural landscape (natural resource managers)
- To create programming and educational materials based on site history (interpretation and education specialists)
- To recognize impacts within cultural landscapes and enforce protection measures (visitor and resources protection staff)

General Information

Property Level and CLI Numbers

Inventory Unit Name: Isle au Haut Unit

Resource Classification: Cultural Landscape

CLI Identification Number: 976100

Parent Landscape: 976100

Inventory Status: Complete

Park Information

Park Name: Acadia National Park

Alpha Code: ACAD

Park Organization Code: 1700

Park District: ACAD

Region: Northeast

Restricted: Yes

Landscape Description:

Isle au Haut lies about 30 miles southwest of Bar Harbor, Maine and seven miles south of Stonington, Maine, on the southeastern edge of Penobscot Bay. The 5,800-acre island is approximately seven miles long and two miles wide, and the National Park Service (NPS) manages about half of it (2,900 acres) as part of Acadia National Park. The lands of the Isle au Haut Unit encompass most of the central and southern parts of the island, and host around 5,000-7,500 day use visitors and 500-600 campers annually. The northern part of the island is the Town of Isle au Haut, home to about 45 year-round residents and 200 summer residents. Visitors and residents access the island from Stonington via a private, nonprofit passenger-only ferry service.

Park facilities include a pier and a small backcountry campground with five lean-tos at Duck Harbor, a ranger station and a fire cache building near town, a gravel road that is part of loop road around the island, a fire road/trail (Western Head Road) to the southern part of the island, and nineteen miles of hiking trails. Much of the park's rugged and steep terrain is covered in forests of spruce, fir, and pine, but the dense canopy opens around granite outcrops, meadows, and wetlands. Obscured amongst the woodlands are old stone walls, cellar holes, and apple trees associated with former homesteads established in the 1800s, as well as an old community cemetery. There is also a small log cabin that stands alongside a picturesque stream, a reminder of summer resident Ernest Bowditch's quest to preserve the island's undeveloped scenery. In 1944 the Bowditch family donated their lands to the federal government to be managed by the National Park Service. Today, residents and visitors come to the park to experience the quiet ambiance and explore the picturesque mountains and shorelines.

HISTORICAL OVERVIEW

Native Americans visited and occupied Isle au Haut for unknown generations prior to the Euro-American settlements of the late 18th and 19th centuries. Shell middens have been located on portions of the island and adjacent Kimball Island, especially near potable water, and a quarry has been located in the Duck Harbor Mountain area. In addition to fishing, activities included gathering sweet grass for basketmaking and hunting ducks, for which the name Duck Harbor likely originates. The hunting of ducks and other birds was later continued by some non-native island residents.

Samuel de Champlain named Isle au Haut on his exploration of the Maine coast in 1604, but there have been variations of its name since then, including Isle Haut, Isle Har, Isle au Haute, Isle of Holt, and Isle au Haut. Captain John Smith visited in 1614, and named it “the highest Isle or Sorico,” likely the Wabanaki Indian name meaning “shell place.” It was not until the mid-1700s that Isle au Haut and the other islands of outer Penobscot Bay began to attract Euro-American settlers. The proximity to rich fishing grounds and sheltered harbors brought the first permanent English settlement to nearby Deer Island in 1762.

The first permanent settlers on Isle au Haut were members of the Barter family who built log homes on the east side of the Thorofare between 1788 and 1792, and Ebenezer Leland who built a house to the south at Duck Harbor. Barter, Leland, and others that followed were mainly involved in marine-related activities: fishing, boat building, salt works, and shipping. The island’s poor soils and inaccessible terrain limited agricultural to small gardens and orchards, but favored sheep grazing, which eventually resulting in cutting hundreds of wooded acres for over a thousand sheep.

Historically, settlement occurred in five areas of the island: the Thorofare on the northeast side, Rich’s Cove on the northeast side, Head Harbor at the southeast end, and Duck Harbor and Moore’s Harbor, both on the west side. Fishermen also erected simple fish houses along other shorelines with suitable landing sites. Over time development concentrated on the Thorofare area, which featured a cannery, boat building shop, and a hillside steepled church overlooking the village. By 1874 the Town of Isle au Haut was established. A sixth area of development, at Point Lookout north of town, was established in 1881 as a private summer resort by landscape architect Ernest W. Bowditch. The Point Lookout Club featured a clubhouse and eight cottages facing the water and linked by boardwalks and lanes. The club also operated a farm at Moores Harbor to supply fresh produce. With the help of town residents, Bowditch funded construction of a loop road encircling the island and a fire road to Western Head. Club members also lead efforts to build recreational trails to scenic destinations and helped finance several community buildings in town.

Bowditch and his Isle au Haut Land Company amassed thousands of acres of land, especially in the southern part of the island, at a time when land prices were low and the population of year-round residents was falling. Most of these lands were left undeveloped and former pastures were allowed to reforest. Soon after their father’s death in 1918 the Bowditch heirs completed the final segment of the Loop Road, and in the 1930s built a cabin for the club’s forester at Eli Creek on Moores Harbor to manage their vast landholdings. But soon World War II would bring significant changes to the island; club facilities and homes were shuttered, island residents left for the war, roads and trails went unmaintained, and the forester was no longer employed. The Bowditch family, seeing that their holdings required more active management than they could provide, decided to donate their lands to the National Park Service and Acadia National Park. The federal government formally accepted the Bowditch land offer on January 26, 1944, placing the majority of the island, over 2,600 discontinuous acres, in the care of the NPS. This included 4.24 miles of the Loop Road and the entirety of the Fire Road.

After the war Isle au Haut’s year-round population continued to decline. The Point Lookout Club reopened, but by the mid-1950s the clubhouse had become a hotel. The NPS had a minimal presence on their lands during this period and made only limited efforts to facilitate visitation. Island residents continued to hike, hunt, and gather firewood on park lands, but also complained that the park was not adequately maintaining the federally-owned portion of the Loop Road.

A more active presence began in the early 1960s when the park started using the former forester’s cabin at Eli Creek as a temporary ranger station and seasonal quarters for park staff. The park also made several trail improvements and removed abandoned structures located on park lands. Beginning in the mid-1960s, the growing nationwide interest in outdoor recreation and promotion of the island by the mail boat operator helped increase island visitation, prompting the park to build a ranger station near the Town Landing to provide orientation. By 1970 the park developed a campground with three lean-to shelters, a toilet, and a well on the north side of Duck Harbor, along the Loop Road at the former Hamilton homestead. Island visitation dramatically increased in the years that followed and the campground regularly exceeded its capacity. To help concentrate visitors away from town, boats began test runs of taking park visitors directly to Duck Harbor, bypassing the town dock. This arrangement was made permanent in 1978 when the park constructed a floating dock. The park also initiated actions to help preserve and protect the island’s scenery, establishing several conservation easements in the early 1970s on some of the offshore islands.

A 1972 park master plan stated the primary use of the Isle au Haut lands would be as a primitive area for park visitors seeking a wilderness experience. However, the plan’s proposals to close the Loop Road to vehicular traffic and create a contiguous park boundary through land acquisitions was met with criticism from local, state, and regional groups. In 1980, after years of negotiations and outreach with the town, the NPS released a “Record of Decision,

General Management, Isle au Haut," which largely settled the boundary issues between the town and the park. The document stated that park lands on Isle au Haut would be left in a generally undeveloped state except for the rustic gravel road, trails, campground, and pier.

In 1982 Congress passed special legislation for Isle au Haut that directed the NPS to preserve island resources, provide low-density recreational experiences, preserve the character of the town of Isle au Haut and its resource-based economy, and minimize adverse effects of park visitors on the local community and its residents. The bill restricted future park expansion by establishing a permanent boundary, which reflected several land transfers and easements between the park and private landowners that removed isolated parcels and consolidated park holdings largely on the southern part of the island. The revised boundary increased the park-owned mileage of the Loop Road to 4.66 miles. The 1982 legislation also established a visitor carrying capacity that would be periodically reviewed and adjusted; this number was set in 1983 at 50, raised in 1989 to 120, and increased in 2014 to 128.

In response to the intent of the boundary legislation, but also motivated by privacy, fire containment, and impacts on the old Hamilton homestead, the park relocated the campground to the south side of Duck Harbor in 1983, adjacent to the Fire Road that had been restricted to only park vehicle use by this time. The new site included five covered Adirondack shelters, each housing up to six people, several toilets, and a nearby well. Further improvements came in 1988 when the park constructed a new steel and granite pier and landing dock on the south side of Duck Harbor, adjacent to the campground, to accommodate regular mail boat landings. Around this time emergency funds were used to correct problems on the park-owned sections of the Loop Road, which had deteriorated to the point that it was barely passable with a four-wheel drive vehicle. The park completed more extensive rehabilitation work on the road in 1999 to 2004.

Land transfers initiated by the 1982 legislation left the park's existing ranger station on the Loop Road south of town on town property. In 1989-1990 temporary park facilities were erected on the park's newly defined northern boundary, a narrow strip of property fronting the Loop Road around 750 feet south of the former ranger station. The small complex included an office, fire cache, and other support structures, but no seasonal ranger housing. A new ranger station and a fire cache building were constructed in 2004-2005, but park housing recommended in a 1990 "Development Concept Plan" was not included. There are currently several proposals to address park housing deficiencies. Around 2009, the park performed preservation maintenance and made repairs on the Eli Creek cabin, which was used for temporary housing by park staff and researchers.

Recent park projects at Isle au Haut include rehabilitation of the pier at Duck Harbor, construction of a fire break on Eastern Head to protect private structures on adjacent private lands, and thinning understory vegetation around the ranger station and fire cache building to reduce hazardous fuels. Island trails continue to receive attention, most recently a new footbridge on the Duck Harbor Trail, just below the Eli Creek cabin. Rehabilitation of the entirety of the Loop Road within the park, and the northern one-third mile portion of the Fire Road, is underway (2018). The project will repair erosion damage, rehabilitate road surfaces by adding gravel, restore roadside ditches, add new culverts, and replace failed culverts.

SIGNIFICANCE SUMMARY

The Isle au Haut Unit is significant at the local level under National Register of Historic Places Criterion A, in the areas of Conservation, Transportation, and Entertainment/Recreation. The park unit is significant for Ernest Bowditch's acquisition of lands to preserve the island's undeveloped scenery and his family's donation of lands to the federal government; for the construction of roads and trails that access the island's scenic destinations and provide fire control; and for its historic and continued recreational use by summer residents, year-round residents, and park visitors. The period of significance is 1881-1968, which begins Bowditch's initial purchases of island lands and ends 50 years prior to present date, acknowledging the continued use of park roads, trails, and lands by residents and visitors.

ANALYSIS AND EVALUATION SUMMARY AND CONDITION

The physical integrity of the Isle au Haut Unit is evaluated by comparing landscape characteristics and features present during the period of significance (1881-1968) with current conditions. Many of the historic characteristics and features are unchanged. Natural systems and features characterized by the island's granite outcrops, steep topography, and sheltered harbors are essentially unchanged. Except for a few meadows and wetlands, the park is densely wooded. Historic land uses related to recreation and conservation remain through the park's landholdings,

while early settlement histories are likely represented in the Hamilton cemetery and remnant stone walls, cellar holes, and clearings. The historic gravel Loop Road and Fire Road and a system of earthen trails provide access to these old places and the other scenic destinations along the shorelines and at the mountaintops. The log cabin once built for the forester who helped managed these lands prior to their donation to the National Park Service is still situated alongside a picturesque creek that tumbles into the adjacent harbor.

Some historic characteristics and feature have changed since 1968, including adjustments in the park boundary to consolidate park lands on the island. The threat of forest fires is ever-present as the forest continues to mature and coarse woody debris accumulates. The park developed a five site campground, built a permanent dock at Duck Harbor, converted part of the Fire Road to a trail, and constructed a ranger station and fire cache building. Overall these changes are compatible with the historic scene. Roads, trails, and the cabin have been rehabilitated to improve their conditions, but such improvements have been accomplished to maintain their historic character. The park has also set daily visitation limits to ensure that residents and visitors can enjoy the park's remote and wilderness setting.

The overall condition of the Isle au Haut Unit landscape is "fair." A combination of inadequate project funding and logistical challenges in implementing projects has hindered the park's ability to maintain the park's roads and trails. However, work on surfaces and drainage structures has been completed on both in recent years, and more extensive rehabilitation projects are planned in the near future. Erosion along the park's shorelines has damaged archeological resources, while regrowth of trees amongst stone walls and cellar holes threatens some of the old homesteads. Gravestones and fencing at the Hamilton cemetery are in poor condition, and discarded culvert pipes litter some of the road edges. Park maintenance and campground facilities are in good condition. The threat of fire within the park's maturing forests is ongoing, and the park has cut trees to create fire breaks and reduce fuel loads around facilities.

Landscape Hierarchy Description:

In addition to the Isle au Haut Unit, Acadia National Park currently includes fourteen other landscapes (and eight component landscapes): Baker Island, Blackwoods Campground, Cadillac Mountain Summit, Carroll Homestead, Historic Carriage Road System (four component landscapes), Historic Hiking Trail System (four component landscapes), Historic Motor Road System, Jordan Pond House, Picnic Areas, Sand Beach, Schoodic Peninsula, Seawall Campground, Sieur de Monts Spring, and Thunder Hole.

Landscape Type:

Historic Vernacular Landscape

Other Names:

Other Name:	Isle Haut	**Other Name Type:**	Historic
Other Name:	Isle Haulte	**Other Name Type:**	Historic
Other Name:	Highest Isle, or Sorico	**Other Name Type:**	Historic
Other Name:	Isle Har	**Other Name Type:**	Historic
Other Name:	Isle au Haute	**Other Name Type:**	Historic
Other Name:	Isle of Holt	**Other Name Type:**	Historic
Other Name:	Isle au Haut	**Other Name Type:**	Both Current And Historic

Site Plan



Detail site plan for the Isle au Haut Unit, 2018.



Overall site plan for the Isle au Haut Unit, 2018.

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 05/01/2018

Completion Status Explanatory Narrative:

An inventory of existing conditions along the park-owned Loop Road and Fire Road on the Isle au Haut Unit was completed in November 2016, as part of the 2017 report, “Compliance Documentation and Rehabilitation Guidelines for the Loop Road and Fire Road, Isle au Haut, Acadia National Park.” Participants included Melissa Eloshway, Emily Giacomarra, John Hammond, and Jeff Killion from the Olmsted Center for Landscape Preservation and Gail Gladstone from Acadia National Park. Additional field work for the CLI was completed in June 2017 by Jeff Killion. The park contact for cultural resources is Gail Gladstone (207.288.8728, gail_gladstone@nps.gov).

Concurrence Graphic Information:

Attachment File Path

evidence about these sites and structures it is impossible to know whether they date from the early settlement period or are later in time. In our opinion, the date of the first burial in the

Hamilton Cemetery is not sufficient to justify Exploration/Settlement as an area of significance or to establish the beginning date of significance. Future examination of the Euro-American homesteads and associated sites (whose Feature Contribution status is noted in the table on page 71 as "Undetermined") is likely to justify including Exploration/Settlement as an area of significance and to beginning the period of significance in the early years of the 19th century. This analysis may also result in the identification of additional areas of significance. However, until that work is undertaken, we believe that a more appropriate period of significance would extend from 1881 to 1968.

Prehistory:

The CLI acknowledges that further work is needed to evaluate the significance of prehistoric archaeological resources in the Unit. Has Acadia established a timeframe for undertaking this evaluation?

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

Kirk F. Mohney
State Historic Preservation Officer

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)

MAY 14 2018

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 Isle au Haut Unit. 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 need 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:

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 park formally accepted a donation of 2,667 acres of land on Isle au Haut from the family of Ernest W. Bowditch on January 26, 1944. A permanent boundary for the Isle au Haut Unit was established on October 15, 1982.

No historic resources within the Isle au Haut Unit have been documented in the National Register of Historic Places, but there are two properties nearby. The Isle au Haut Light Station, located on the island's northwestern shore south of the Thorofare, was listed in the National Register on January 21, 1988. The Grant Gooden House, located on the southeast shore at Head Harbor, was listed on December 18, 2013.

A Multiple Property Documentation Form (MPDF) titled, "Historic Resources of Acadia National Park" was accepted by the Keeper of the National Register on June 29, 2007. The MPDF identified four historic contexts, three property types, and registration requirements with which to evaluate park resources. The Keeper accepted an amendment to the MPDF that added a fourth property type on June 5, 2013. On June 26, 2017, the Keeper approved a comprehensive update of the MPDF, which incorporated the 2013 amendment and added two new historic contexts. However, neither the original MPDF nor the two revisions addressed Isle au Haut.

Archeological resources and ethnographic history for the Isle au Haut Unit have been investigated through the 2004 "Archeological Overview and Assessment of Acadia National Park" and the 2013 "The Park Lands of Isle au Haut: A Community Oral History," respectively. However, the reports were not submitted for review by or concurrence from the Maine State Historic Preservation Office (SHPO) or the Keeper of the National Register.

In May 2017 the National Park Service submitted to your office the report, "Compliance Documentation and Rehabilitation Guidelines for the Loop Road and Fire Road, Isle au Haut, Acadia National Park," as part of the consultation requirements set forth in Section 106 of the National Historic Preservation Act. On May 31, 2017, your office concurred with the National Park Service that Loop Road and Fire Road within the Isle au Haut Unit were eligible for listing in the National Register under Criterion A in the areas of entertainment/recreation/ transportation, and conservation. Your office commented that the roads may also be eligible under Criterion C in the area of landscape architecture if documentation supporting their development as a designed landscape is discovered in the future. Your office also recommended extending the period of significance from 1944 to 1968 (50 years ago) to acknowledge the continued significance and use of the roads by residents and visitors.

Current Findings:

The enclosed CLI for the Isle au Haut Unit 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 Exploration/Settlement, Conservation, Transportation, and Entertainment/Recreation. As noted previously, 9 of the property's features compiled on the attached list have been determined eligible for listing in the National Register. The CLI identifies 7 additional features related to vegetation, land use, circulation, buildings and structures, and views and vistas that also contribute to the significance and historic character of the park 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 Isle au Haut Unit is significant at the local level under National Register Criterion A in the areas of Exploration/Settlement, Conservation, Transportation, and Entertainment/Recreation. The park unit is significant for its small community cemetery and remnant nineteenth and twentieth century homesteads that predate the park; for Ernest Bowditch's acquisition of lands to preserve the island's undeveloped scenery and his family's donation of lands to the federal government; for the construction of roads and trails that access the island's scenic destinations and provide fire control; and for its historic and continued recreational use by summer residents, year-round residents, and park visitors.
- The period of significance for the Isle au Haut Unit is 1817-1968, which begins with the establishment of the Hamilton cemetery at Duck Harbor and ends 50 years prior to present date, acknowledging the continued use of park roads, trails, and lands by residents and visitors.
- 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 in **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.

Sincerely,

Jonathan Meade
Associate Regional Director
Resource Stewardship and Science

Enclosure

cc:
Superintendent, Acadia National Park

I concur with the National Park Service categorizations of the landscape resources and features for the Isle au Haut Unit, as contributing, non-contributing, and undetermined.

_____ _____

Maine State Historic Preservation Officer Date

NPS Cultural Landscapes Inventory – Isle au Haut Unit
Acadia National Park
List of Contributing and Non-Contributing Landscape Features
April 2018

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 May 31, 2017.

Vegetation
Apple Trees

Land Use
Hamilton Cemetery

Circulation
* Loop Road
* Fire Road
* Vegetated Shoulders, Loop Road and Fire Road
* Vegetated Ditches, Loop Road and Fire Road
* Culverts, Loop Road and Fire Road
* Unpaved Pullouts, Loop Road and Fire Road
Trails

Buildings and Structures
Eli Creek Cabin
Stone Walls and Stone Piles

Views and Vistas
* View at Shark Point Beach
* Views at Western Head
* Views at Duck Harbor
Views at Duck Harbor Mountain
Views at Moores Harbor

Non-Contributing Landscape Characteristics & Associated Features

Land Use
Duck Harbor Campground

Circulation
Retaining Wall, Loop Road and Fire Road Intersection

Buildings and Structures
Eli Creek Cabin Outhouse
Campground Shelters (5)
Campground Outhouses (2)
Trailhead Outhouse at Campground
Campground Well
Campground Storage Shed
Duck Harbor Dock
Ranger Station
Fire Cache Building
Ranger Station Outhouse
Ranger Station Tool Shed

Small-Scale Features
Stone Boundary Markers
Carsonite Boundary Markers
Contemporary Regulatory Signs
Contemporary Directional Signs
Wayside Signs
Trailhead Signs
Park Entrance Sign
Remains of Cars
Well Pump
Grills
Picnic Tables
Flagpole
Bike Rack
Benches (2)
Fence at Hamilton Cemetery

Undetermined Landscape Characteristics & Associated Features

Land Use
Betty Wentworth Grave
Borrow Pits

Circulation
Guardwall, Loop Road

Small-Scale Features
Stone Boundary Marker, Loop Road

Archeological Sites
Eli Creek Cove Midden (O&A# 1)

Eben Head Midden (O&A# 2)
Duck Harbor Mountain Quarry (O&A# 3)
Duck Harbor "B" Midden, (O&A# 4)
Duck Harbor "C" Midden (O&A# 5)
Duck Harbor "E" Midden (O&A# 6)
Duck Harbor "F" Midden (O&A# 7)
Western Head Midden (O&A# 8)
East Moore's Harbor Midden (O&A# 10)
Unknown east Duck Harbor Midden (O&A# 27)
Moore Midden (O&A# 28)
Duck Harbor Head Midden (O&A# 31)
Eli Creek Cove House (O&A# 62)
The Hamilton Homesteads (O&A# 73)
S. Hamilton and Sons (O&A# 75)
Harvey Homestead and Mill (O&A# 76, O&A# 77)
Ebenezer Leland (O&A# 86)
N. Merchant (O&A# 92)
S. Merchant Homestead (O&A# 93)
Unnamed House (O&A# 134)
John Harvey Fish Shack (O&A# 347)
Benjamin Merithew Fish Shack (O&A# 349)

CULTURAL LANDSCAPES INVENTORY
CONCURRENCE FORM

Isle au Haut Unit
Acadia National Park

Acadia National Park concurs with the findings of the Cultural Landscape Inventory (CLI) for the Isle au Haut Unit, including the following specific components:

MANAGEMENT CATEGORY: Must Be Preserved and Maintained

CONDITION ASSESSMENT: Fair

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 the Isle au Haut Unit is hereby approved and accepted.

Superintendent, Acadia National Park — Date 5/1/18

Park concurrence form.

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

PAUL R. LEPAGE
GOVERNOR

KIRK F. MOHNEY
DIRECTOR

June 7, 2018

Mr. Jonathan Meade, Associate Regional Director
Resource Stewardship and Science
National Park Service
Northeast Region
United States Custom House
200 Chestnut Street
Philadelphia, PA 19106

Project: MHPC #0614-18; SHPO Review Draft, Cultural Landscapes Inventory -- Isle au Haut Unit, Acadia National Park
Location: Bar Harbor, ME

Dear Mr. Meade:

Thank you for providing the Maine Historic Preservation Commission with the opportunity to review the subject draft Cultural Landscapes Inventory Report (CLI).

In general, the Commission believes that the draft CLI provides a good overview of the Isle au Haut Unit's (Unit) development history, as well as the characteristics that comprise its cultural landscape. We also acknowledge that comprehensive archaeological surveys have not as yet been conducted at Isle au Haut.

The Commission offers the following comments on the CLI:

National Register Eligibility:

The National Park Service concludes that the Unit is eligible for listing in the National Register of Historic Places under Criterion A in the areas of Exploration/Settlement, Conservation, Transportation, and Entertainment/Recreation. The level of significance is local, and the period of significance is 1817 to 1968.

We agree that the Unit is eligible for listing in the Register at the local level of significance in the areas of Conservation, Transportation and Entertainment/Recreation. However, we question whether sufficient information is known about the nature and integrity of extant resources in the Unit that are associated with Exploration/Settlement to include this as an area of significance at this time. The justification for including Exploration/Settlement is due to the presence of the Hamilton Cemetery, cellar holes, stone walls, dock piers, and an undetermined number of trails. These features may be associated with the earliest settlement of Isle au Haut beginning in the late 18th and early 19th centuries, but in the absence of further documentary or archaeological

PHONE: (207) 287-2132 FAX: (207) 287-2335

SHPO concurrence letter (9 pages).

Geographic Information

State and County:

State	County
Maine	Hancock County

Size (Acres): 2900

Land Tract Number(s)

16-101, 87.46 ac
16-104, 2356.55 ac
17-101, 140.00 ac
17-105, 103.90 ac
17-106, 44.60 ac
17-107, 4.74 ac
17-108, 139.60 ac
17-109, 24.00 ac

Boundary Description:

The boundary for the CLI is coterminous with the boundaries of the Isle au Haut Unit, which encompasses most of the island's southern half. Park lands cover approximately 2,900.85 acres on eight tracts (see Land Tract Numbers below). Six of the land tracts are contiguous, except for a tract of land on Eastern Head (Tract 17-101) and Western Ear (17-109). There is also a quarter-acre private inholding (17-110) on the north shore of Duck Harbor.

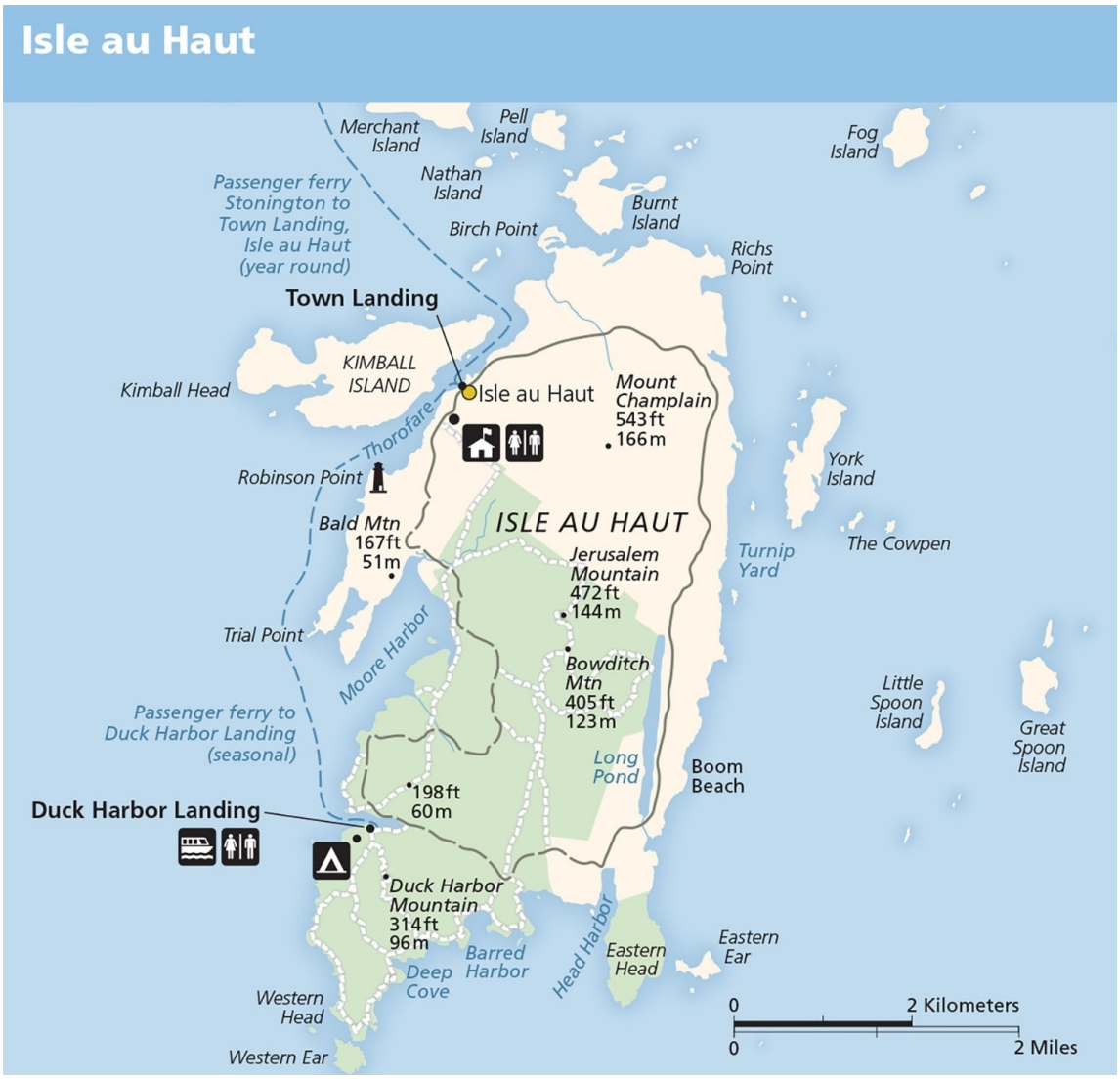
The CLI boundary does not include lands designated as scenic easements that encompass around 652 acres on Isle au Haut (16-110, 16-111, 16-113, 16-114), Burnt Island (16-105), Mouse Island (16-106), Wheat Island (16-107), Pell Island (16-108), Little Spoon Island (17-102), and Great Spoon Island (17-103). The boundary also does not include the 25-acre Eastern Ear (17-104) designated as an easement.

Location Map:



Map of Acadia National Park. Park lands are shaded in green. (Acadia NP website, 2017)


Miles



Map of Isle au Haut. Park lands are shaded in green. (Acadia NP website, 2017)

Regional Landscape Contexts:

Type of Context: Physiographic

Description:

Over the last two million years, massive glaciers covered the landscape, advancing and retreating with changes in the global climate. A wall of ice nearly a mile in thickness slowly pushed south from the frozen Arctic, eventually covering the entire state of Maine. As the glaciers melted, huge volumes of water poured toward the Gulf of Maine, carving valleys and shaping the bays that remain today. In addition to water, the glaciers also left deposits of sand, rocks, and boulders that were pushed southward by the ice. (AOA 2004: 17)

The soils within Acadia National Park are primarily the product of glacial action over these past two million years. As the glaciers melted, streams deposited large amounts of crushed rock across the landscape. In other areas, mixed deposits of gravel, sand, and silt were pushed into formations by the glacial advance, and left behind when the ice retreated. Acadia is dominated by glacial soils, which are full of unsorted stones and smaller particles, but contain a variety of minerals that are sufficient to support woodland habitats. In parts of the landscape, wetlands have deposited organic-rich sediments on top of the glacial till. (AOA 2004: 17)

Paleo-environmental studies indicate that a tundra environment accompanied and followed the glaciers, comprised of vegetation suited to cold, dry conditions, such as low shrubs, sedges, mosses, grasses, flowers, and lichen. This in turn was replaced by a boreal forest community of cold-tolerant evergreen conifers with needle-like leaves, namely pine, fir, and spruce. After 10,000 years ago, this forest gave way to pine-oak forest, with an increasing percentage of hardwoods, such as beech, maple, and birch. Around 5,000 years ago, hemlock was less common, and the amount of hardwoods was higher. The last several thousand years saw an increase in alder and spruce. The undergrowth in the woodlands supports a large amount of blueberry, in addition to cranberry shrubs, grasses, ferns, sphagnum, mosses, liverwort, and wildflowers. Cultural practices in recent centuries have substantially impacted the types of trees now present in the region, and in Acadia. (AOA 2004: 18-19)

Type of Context: Cultural

Description:

Acadia National Park's lands were originally occupied by Native Americans, and in the early seventeenth century were visited by French explorers, who were the first Europeans to lay claim to the land, naming the main portion of the Park "Isles des Monts Desert." As the French were pushed out by the English in the eighteenth century, new towns and new place names emerged. Even the park itself was not immune to name changes, as it was established in 1916 as Sieur de Monts National Monument, renamed Lafayette National Park in 1919, and finally named Acadia National Park in 1929. Boundaries of the towns in the area have also changed numerous times. (AOA 2004: 17)

Type of Context: Political

Description:

Acadia National Park is located in the Northeastern region of the eastern United States, in mid-coastal Maine. The park lands lie in Hancock and Knox Counties, and abuts or is adjacent to the towns of Bar Harbor, Mount Desert, Cranberry Isles, Southwest Harbor, Tremont, Trenton, Gouldsboro, Isle au Haut, and Winter Harbor. (AOA 2004: 16)

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 05/01/2018

Management Category Explanatory Narrative:

The Isle au Haut Unit meets the criteria for the “Must be Preserved and Maintained” management category because the preservation of the unit is specifically legislated. An Act approved by Congress on October 15, 1982 (P.L. 97-335; 96 Stat. 1627) that established a permanent boundary for the Isle au Haut Unit noted:
-- there are significant scenic, educational, natural, and cultural resources;
-- due to the isolated location and traditional resource-based economy of the town’s island community, these resources are fragile and deserving of conservation and protection through both public and private efforts;
-- both residents of the town and visitors to the Acadia National Park will benefit from the establishment of a permanent boundary for the park and the management of parklands on a limited entry, low intensity basis.” (DCP 1990: 27)

Management Agreements:

Type of Agreement: Special Use Permit

Management Agreement Expiration Date:

Management Agreement Explanatory Narrative:

Campers receive a special use permit when they reserve a campsite.

Legal Interests:

Type of Interest: Fee Simple

Narrative:

Located in managed wilderness?: Unknown

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Narrative:

Adjacent lands are those lands outside the cultural landscape boundary, including lands inside or outside the park boundaries, which contribute to the significance of the property. Certain parcels on Isle au Haut to the north of the Isle au Haut Unit, as well as offshore islands to the north and east, are part of scenic easements that regulate locations and types of development and land uses. The intent of the easements is to protect the scenic qualities of the island, which in turn directly relates to the recreational and conservation areas of significance for the Isle au Haut Unit.

National Register Information

National Register of Historic Places

Documentation Status: SHPO Inadequately Documented

Documentation Narrative Description:

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 park formally accepted a donation of 2,667 acres of land on Isle au Haut from the family of Ernest W. Bowditch on January 26, 1944. A permanent boundary for the Isle au Haut Unit was established on October 15, 1982.

No historic resources within the Isle au Haut Unit have been documented in the National Register of Historic Places, but there are two properties nearby. The Isle au Haut Light Station, located on the island's northwestern shore south of the Thorofare, was listed in the National Register on January 21, 1988. The Grant Gooden House, located on the southeast shore at Head Harbor, was listed on December 18, 2013.

A Multiple Property Documentation Form (MPDF) titled, "Historic Resources of Acadia National Park" was accepted by the Keeper of the National Register on June 29, 2007. The MPDF identified four historic contexts, three property types, and registration requirements with which to evaluate park resources. The Keeper accepted an amendment to the MPDF that added a fourth property type on June 5, 2013. On June 26, 2017, the Keeper approved a comprehensive update of the MPDF, which incorporated the 2013 amendment and added two new historic contexts. However, neither the original MPDF nor the two revisions addressed Isle au Haut.

Archeological resources and ethnographic history for the Isle au Haut Unit have been investigated through the 2004 "Archeological Overview and Assessment of Acadia National Park" and the 2013 "The Park Lands of Isle au Haut: A Community Oral History," respectively. However, the reports were not submitted for review by or concurrence from the Maine State Historic Preservation Office (SHPO) or the Keeper of the National Register.

In May 2017 the National Park Service submitted to the Maine SHPO the report, "Compliance Documentation and Rehabilitation Guidelines for the Loop Road and Fire Road, Isle au Haut, Acadia National Park," as part of the consultation requirements set forth in Section 106 of the National Historic Preservation Act. On May 31, 2017, the SHPO concurred with the National Park Service that Loop Road and Fire Road within the Isle au Haut Unit were eligible for listing in the National Register under Criterion A in the areas of entertainment/recreation/ transportation, and conservation. The SHPO commented that the roads may also be eligible under Criterion C in the area of landscape architecture if documentation supporting their development as a designed landscape is discovered in the future. The SHPO also recommended extending the period of significance from 1944 to 1968 (50 years ago) to acknowledge the continued significance and use of the roads by residents and visitors.

According to research conducted for this CLI and the categories of National Register documentation outlined in the "CLI Professional Procedures Guide," only a few resources that contribute to the significance of the Isle au Haut Unit have been determined eligible for listing in the National Register, through consultations with the Maine SHPO. Additionally, the unit's areas and periods of significance have not been adequately documented in the National Register or through previous SHPO consultations. Therefore, for purposes of the CLI, the Isle au Haut Unit is considered "SHPO-Inadequately Documented."

Eligibility: Eligible -- SHPO Consensus Determination

Concurrence Eligibility Date: 06/07/2018

Concurrence Narrative:

The Maine SHPO concurred with the National Park Service that the Isle au Haut Unit was locally significant under Criterion A in the areas of Conservation, Entertainment/Recreation, and Transportation. However, regarding significance in the area of Exploration/Settlement, the SHPO stated that to date there was not sufficient archeological or documentary evidence to evaluate the integrity of the Hamilton cemetery, stone foundations, cellar holes, stone walls, clearings, and dock remnants. The SHPO recommended changing the beginning the period of significance from 1817 to 1881, the year Ernest Bowditch began buying land on the island. The CLI has been revised to reflect these recommendations. The evaluations for the Hamilton cemetery, stone walls, and apple trees have been changed from “Contributing” to “Undetermined.”

Significance Level: Local

Contributing: Individual

Classification: District

Statement of Significance for National Register of Historic Places:

The Isle au Haut Unit is significant at the local level under National Register Criterion A in the areas of Entertainment/Recreation, Transportation, and Conservation. The period of significance begins with the purchase of lands by Ernest Bowditch and the Isle au Haut Land Company in 1881 and ends in 1968, fifty years previous to the present. The period and areas of significance include construction of roads, trails, and the Eli Creek cabin; donation of the lands to the National Park Service; and continued use of park resources and lands by island residents and park visitors. Numerous archeological sites have been identified on the Isle au Haut Unit, ranging from Native American middens and a quarry to Euro-American homesteads. However, the individual significance of these sites has not been evaluated for this CLI.

CRITERION A

Conservation:
Conservation is the preservation, maintenance, and management of natural and manmade resources. The Isle au Haut Unit is significant in this area because the lands that would become part of the park were acquired primarily to conserve the island's spectacular scenery. Ernest Bowditch and Albert Otis, members of the Point Lookout Club, began purchasing island lands in 1881, initially through the Point Lookout Improvement Company and later through the Isle au Haut Land Company. The land parcels were rocky, steep, and inaccessible, with virtually no homesteads on them and of low commercial value. However, Bowditch saw in them their unspoiled beauty and wanted to preserve the lands for their scenic value. In 1944, Bowditch's children donated the lands to the National Park Service, which included the Fire Road, the section of the Loop Road from Moores Harbor to near Head Harbor, and a cabin at Eli Creek originally built for the club's forester who helped maintain the these lands. Acadia National Park continues to preserve and steward these lands and historic resources today, and with the Town of Isle au Haut establishes a visitor carrying capacity so that the island remains a pristine and untrampled destination for residents and visitors alike.

Transportation:
Transportation is the process and technology of conveying passengers or materials. The Isle au Haut Unit is significant in this area for the Loop Road and Fire Road, which were part of Ernest Bowditch's plan to create a reliable land transportation corridor encircling the island. Comprised of existing lanes and new construction, the roads provided Point Lookout summer residents access to scenic places, gave year-round residents a land-based alternative to boat travel between scattered hamlets and homesteads, and offered emergency response personnel the infrastructure for fire protection and medical rescues. The gravel roads originally accommodated horses and carriages, but after 1914 also supported motorized traffic. The Bowditch family completed the last segment of the Loop Road in 1922 after their father's death, the same year that construction began on a similar motor road system on Mount Desert Island. In cooperation with local residents, they maintained the road system until the Fire Road and 4.25 miles of the Loop Road became part of Acadia National Park in 1944. Since then periodic rehabilitation projects have maintained the gravel surface and drainage systems. By the early 1980s the park-owned portion of the Loop Road increased to 4.66 miles and most of the Fire Road was closed to non-park vehicular traffic.

Entertainment/Recreation:
Entertainment/Recreation is the development and practice of leisure activities for refreshment, diversion, amusement, and sport. The Isle au Haut Unit is significant in this area because of its continued recreational use by summer residents, year-round residents, and park visitors. Ernest Bowditch, founder of the exclusive Point Lookout Club, originally purchased the future park lands to preserve the island's undeveloped scenery, and lead the effort to build roads and trails that allowed residents to easily visit the island's scenic destinations that were previously unreachable by land. Places such as Harvey's Beach, Sharks Point Beach, and the Eli Creek cabin became popular picnic spots in the late nineteenth and early twentieth centuries. Longer trips to see The Cliffs at Western Head and Thunder Gulch at Eastern Head were also common destinations via the roads and trails. Recreational uses continued after the Bowditch lands were donated to the National Park Service, and continue to this day. Local islanders still enter park lands to visit places of historical importance to individuals, families, and the community as whole. Park day users typically limit their visits to the scenery of the Duck Harbor and Western Head areas, but overnight visitors have more time to venture farther along the rugged coastlines and into the interior mountain ranges.

National Register Significance Criteria:

A - Associated with events significant to broad patterns of our history

National Register Criteria Consideration:

National Register Periods of Significance (with Historic Context Themes):

Time Period: CE 1881 - CE 1968

Historic Context Theme	Subtheme	Facet	Other Facet
Creating Social Institutions and Movements	Recreation	General Recreation	
Developing the American Economy	Transportation by Land and Air	Carriage Roads, Touring Roads and Parkways	
Transforming the Environment	Conservation of Natural Resources	Scenic Preservation	

Time Period: CE 1944 - CE 1968

Historic Context Theme	Subtheme	Facet	Other Facet
Transforming the Environment	Conservation of Natural Resources	Origin And Development Of The National Park Service	

Area of Significance:

Area of Significance Category: Conservation

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Entertainment - Recreation

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Transportation

Area of Significance Subcategory:

Explanatory Narrative:

NRIS Information:

State Register Documentation:

National Historic Landmarks:

National Historic Landmark? No

Theme:

Contributing:

NHL ID:

NHL URL:

Date:

Statement of Significance for National Historic Landmark:

World Heritage Site:

World Heritage Site? No

Category:

WHS ID:

WHS URL:

Date:

Is Resource within a designated National Natural Landscape: No

Chronology and Physical History

Chronology:

Year	Event	Major Event Narrative
CE 1604	Explored	Samuel de Champlain names Isle au Haut on his exploration of the Maine coast.
CE 1614	Explored	Captain John Smith notes the island as “the highest Isle or Sorico.”
CE 1762	Settled	The first permanent English settlement is established on nearby Deer Island.
CE 1773	Purchased/Sold	Deeds for land on Isle au Haut appear at this time.
CE 1785	Platted	The first organized survey of the island is made by Rufus Putnam in 1785.
CE 1788 - 1792	Settled	Peletiah Jr., Henry, and William Barter establish the first stable settlement on Isle au Haut between 1788 and 1792, on the east side of the Thorofare. To the south on future park lands, Ebenezer Leland builds a house at Duck Harbor.
CE 1789	Established	Deer Island is incorporated as a town, and the boundaries included Isle au Haut.
CE 1803	Platted	In 1803 Lathrop Lewis completes a survey of the island.
CE 1817 - 1942	Established	A cemetery is established east of Duck Harbor. The last interment is in c.1942.
CE 1824	Inhabited	Around 180 persons live on the island.
CE 1850 - 1859	Explored	Artists associated with the Hudson River School visit Isle au Haut in the 1850s.
CE 1860	Built	Around c.1860 a cannery is built along the Thorofare.
CE 1860	Built	Map by W.H. Walling shows the island’s main settlement area was at the Thorofare, with upwards of twenty buildings. In the future park lands, there were no residents at Moores Harbor at this time, but there were two sites at Duck Harbor, identified as Solomon Hamilton and W.H. Harvey (formerly Leland house).
CE 1874	Established	Isle au Haut is established as an independent township.
CE 1877	Destroyed	A wildfire burns large portions of the island’s interior and ridgeline.
CE 1879	Explored	Ernest W. Bowditch and Albert Otis visit Isle au Haut.
CE 1880	Inhabited	Around 276 persons live on the island.
CE 1881	Purchased/Sold	Bowditch, Otis, and partners form the Point Lookout Improvement Company to build a fishing club. The Company buys its first land parcel at Point Lookout. Other island parcels are also purchased.
CE 1881 - 1885	Built	Between 1881 and 1885, the clubhouse at Point Lookout is built, perhaps utilizing parts of an existing dance hall structure.

Year	Event	Major Event Narrative
CE 1882	Built	Map by George Colby indicates W.H. Harvey has moved to Moores Harbor. At Duck Harbor, the Solomon Hamilton place is joined by Solomon Hamilton, Jr. and P. Welch. By this time Nat Merchant has moved to Duck Harbor from Head Harbor. A USGS map shows the Leland/Harvey place, and structures on Western Ear possibly associated with John Harvey and/or Benjamin Merithew.
CE 1883	Established	Isle au Haut Water Company is formed to provide a water supply to Point Lookout and adjacent lands.
CE 1884	Established	Isle au Haut Land Company is established to administer Bowditch's land transactions. One of the first acquisitions is land at Moores Harbor for a farm.
CE 1887 - 1888	Built	Five summer houses are completed at Point Lookout.
CE 1887 - 1889	Built	Work begins in the late 1880s on construction of a road to Point Lookout and Moores Harbor, funded by Bowditch and part of his vision of an island-wide loop.
CE 1892	Built	Eight summer houses are present at Point Lookout.
CE 1900	Inhabited	Around 100 people live on the island.
CE 1904	Built	By 1904 Point Lookout includes a laundry, caretaker's cottage, and maid cottage.
CE 1904	Built	By 1904 the road extends north from the Thorofare around the north and east sides of the island to Head Harbor, and south from the Thorofare to the west side of the island and Duck Harbor and Western Head. At this time there is no road between Duck Harbor and Head Harbor.
CE 1913	Established	The Town of Isle au Haut becomes part of Knox County.
CE 1916	Established	On July 8, Sieur de Monts National Monument is established on Mount Desert Island.
CE 1918 - 1922	Built	Between 1918 and 1922 the heirs of Ernest Bowditch build the missing road segment between Duck Harbor and Head Harbor, thus completing their father's Loop Road project.
CE 1919	Established	On February 16, Sieur de Monts National Monument is redesignated as Lafayette National Park.
CE 1920 - 1939	Built	In the 1920s or 1930s the Point Lookout Club builds a cabin for their forester at the mouth of Eli's Creek, on the east side of Moores Harbor and around 1000 feet from the Loop Road.
CE 1929	Established	On January 19, Lafayette National Park is renamed Acadia National Park. The legislation allows the federal government to accept gifts of land for the park, including lands lying in Knox County.
CE 1941 - 1946	Abandoned	During World War II, road maintenance stops, the trails and Eli Creek cabin are abandoned, and the clubhouse at Point Lookout and farm at Moores Harbor are closed.
CE 1942	Planned	Bowditch family makes a formal donation offer of Isle au Haut lands to the federal government on July 1942.
CE 1943	Land Transfer	The land donation of around 2,667 acres is conveyed from the Isle au Haut Land Company to the federal government in December 1943.

Year	Event	Major Event Narrative
CE 1943 - 1944	Platted	A 1943 plan by Benjamin Breeze and a 1944 USGS map document existing conditions in the donated lands.
CE 1944	Land Transfer	The federal government formally accepts the Bowditch land offer on January 26, 1944, placing the majority of the island in the care of the NPS.
CE 1944	Land Transfer	The Isle au Haut Land Company adds 287 acres to the donation in June 1944, bringing the total to approximately 2,894 acres. A notable portion of land not included in the donation is a one-quarter acre inholding on the north shoreline of Duck Harbor, owned by descendants of Solomon Hamilton.
CE 1949	Maintained	After a fire on Isle au Haut in 1949, residents urge the park to better maintain the road for high clearance and fire fighting vehicles.
CE 1950	Settled	Around 82 people live on the island.
CE 1960 - 1965	Rehabilitated	In the early 1960s the park repairs the former forester's cabin at Eli Creek for use as a temporary ranger station and seasonal quarters for park staff. The park also rehabilitates several trails.
CE 1964 - 1966	Demolished	In the mid-1960s the park begins to remove derelict structures located on park lands, such as fish houses at Duck Harbor.
CE 1965 - 1970	Built	By the late 1960s the park establishes a ranger station on the Loop Road, around 600 feet south of the Town Landing, to orient visitors.
CE 1968 - 1970	Built	The park develops a small campground on the north side of Duck Harbor to host overnight visitors. It includes three shelters, a toilet, and a well.
CE 1970 - 1976	Established	To help preserve and protect views, the park establishes conservation easements with owners of several small offshore islands just north and east of Isle au Haut between 1970 and 1976.
CE 1970 - 1983	Altered	Sometime in the 1970s or early 1980s, the park converts a large portion of the Fire Road from a vehicular route to a pedestrian trail.
CE 1971 - 1972	Developed	Between 1971 and 1972 annual visitation to Isle au Haut doubles from 816 to 1625.
CE 1971	Rehabilitated	The Loop Road is rehabilitated with new culverts and replacement of existing culverts, cleaning and reshaping ditches, and seeding and fertilizing disturbed areas.
CE 1971	Established	Electricity is introduced on the island. (Comprehensive Plan 2016: 58)
CE 1972	Altered	Fred Eustis acquires the mail boat operation.
CE 1972	Planned	A Master Plan states that the primary use of park lands would be as a primitive area for visitors seeking a wilderness experience. However, a proposal to consolidate park lands and create a contiguous park boundary through a 665-acre boundary expansion and deletion of 79 acres from park holdings is unpopular with year-round and seasonal residents.

Year	Event	Major Event Narrative
CE 1974	Planned	Boats begin a pilot program of taking park visitors directly to Duck Harbor, bypassing the town dock.
CE 1978	Built	The park constructs a floating dock at Duck Harbor to eliminate the need for a dory to convey visitors to the shoreline.
CE 1980	Planned	After years of negotiations and outreach with the town, the NPS releases a “Record of Decision, General Management, Isle au Haut,” which largely settled the boundary issues between the town and the park. The document states that park lands will be left in a generally undeveloped state except for the rustic gravel road, trails, campground, and pier. Overnight use will be limited to the campsites.
CE 1982	Established	Congress passes special legislation that directs the NPS to preserve island resources, provide low-density recreational experiences, preserve the character of the town of Isle au Haut and its resource-based economy, and minimize adverse effects of park visitors on the local community and its residents. It also establishes a permanent boundary. The revised boundary increased the park-owned mileage of the Loop Road to 4.66 miles.
CE 1983	Established	The park sets an interim day use limit of 50 visitors per day.
CE 1983 - 1989	Land Transfer	Land transfers executed in 1983 remove around 387 acres from the Bowditch donation. Portions of two of the Bowditch parcels are designated as conservation easements, comprising around 195 acres, to preserve the scenery around Mount Champlain. Deeds executed in 1983, 1984, and 1989 added approximately 317 acres to the park.
CE 1983	Built	The park relocates the campground from the north side of Duck Harbor to the south side. It includes five shelters, toilets, and a well.
CE 1987	Destroyed	Two trailers housing seasonal rangers at the ranger station just south of Town Landing are destroyed by fire.
CE 1988 - 1989	Established	Telephone service is established, but is not regular until the early 1990s. (Deur 2013: 265)
CE 1988	Built	The old dock on the south side of Duck Harbor is replaced with a more substantial steel and granite pier and landing dock.
CE 1989	Established	The number of visitors allowed per day is increased from 50 to 120 (90 day-use visitors and up to 30 campers).
CE 1989 - 1990	Built	In 1989-1990 temporary park facilities are erected on the park’s newly defined northern boundary, a narrow strip of park property fronting the Loop Road around 750 feet south of the former ranger station. It includes an office, fire cache, storage structure, and toilet.
CE 1989	Rehabilitated	The park repairs the Loop Road: new culverts are installed, drainage ditches cleaned, and material regraded to improve the road surface.

Year	Event	Major Event Narrative
CE 1999 - 2004	Rehabilitated	From 1999 to 2004 the park rehabilitated portions of the Loop Road, repairing failed road surfaces and regrading the entire road. The project also replaced twelve culverts and cut encroaching trees and limbs.
CE 2000	Built	Four toilets are installed on park lands: two at the campground; one off the Fire Road near the campground for day users; and one off the Loop Road at the ranger station.
CE 2004	Built	The park demolishes the old ranger station and constructs a 1.5-story wood frame ranger station.
CE 2005	Built	The collection of maintenance structures is replaced with a 1.5-story wood frame fire cache building.
CE 2009	Rehabilitated	Maintenance and repairs completed on the Eli Creek cabin, which is used for temporary housing by park staff and researchers.
CE 2011	Rehabilitated	Student Conservation Association improves treads and drainage on eight trails, installing dips, swales, bench cuts, bog walks, steps, and log checks.
CE 2012 - 2013	Maintained	The park builds a fire break on Eastern Head to protect private structures on adjacent private lands, and thins understory vegetation around the ranger station and fire cache building to reduce hazardous fuels. Dead cedars are removed at the Eli Creek cabin.
CE 2014	Established	The number of visitors allowed per day is increased from 120 set in 1989 to 128. In July and August the capacity will be allowed to exceed 128 for no more than six days.
CE 2015	Reconstructed	The trail bridge at Eli Creek is replaced-in-kind.
CE 2015	Built	A new prefabricated shed is built next to the Fire Road to store cleaning and medical supplies for the campground.
CE 2017	Rehabilitated	Pit toilet at the campground is repaired.
CE 2017	Rehabilitated	Rehabilitation of the pier at Duck Harbor includes repair and replacement of the superstructure, railings, decking, ramp, and floating dock.

Physical History:

The following section provides information on the physical development and evolution of the Isle au Haut Unit, organized by time periods. The narratives draw extensively from “The Park Lands of Isle au Haut: A Community Oral History, Special Ethnographic Report, Acadia National Park” by Douglas Deur (2013); “Compliance Documentation and Rehabilitation Guidelines for the Loop Road and Fire Road, Isle au Haut, Acadia National Park” by Jeff Killion (2017); and “An Island Sense of Home, Stories of Isle au Haut” by Harold S. Van Doren (2012).

NATIVE AMERICAN OCCUPATION AND USE

The lands that comprise Acadia National Park are located in the New England Seaboard physiographic province, which trends in a southwest to northeast direction, following both the Maine coastline and the orientation of the Appalachian Mountains that rises from the sea to the west. The nature and shape of the coastline, and of the park lands, is the product of over 500 million years of geological and glacial processes. (AOA 2004: 17)

Around 15,000 years ago, archeologists believe that Native Americans migrated from the west, first crossing into North America through what is now Alaska. The first humans, called Paleoindians by archeologists, lived in a changing environment of rising sea levels, developing rivers and streams, and young forests. The Paleoindians were seasonally nomadic, following the movement of game with the changing weather conditions of the year. Archeological evidence indicates that Paleoindians first settled northern New England sometime between 13,500-10,000 years ago. Several Paleoindian sites in Maine provide details on the types of artifacts and locations these first pioneers utilized. (AOA 2004: 20)

The environmental change of the Paleoindian period continued into the Archaic period as the earth warmed and coastlines rose, and glaciers continued to melt. Artifacts of this period include different types of spear points. Over time the uniformity of tool types began to diverge into several different styles, and a greater variety of tools are found. Other artifacts found in Maine are scrapers for cleaning hides, drills for piercing, gouges, adzes, and whetstones for woodworking, and hammerstones. After 8,000 years ago, sites are found in higher frequencies, and reveal that people of this time established permanent communities along the coastline. They also spent some seasons of the year at campsites along major rivers where they fished, hunted, gathered food, and collected needed supplies. In the Northeast, a few sites of this time have revealed evidence of fire-hearths and circular shelters. (AOA 2004: 20)

By 6,000 years ago, the climate and environment was much like that of modern times. Populations continued to increase, and villages and camps became larger and more common across the landscape. Traditional methods of gathering food were intensified, and a wider range of food sources was consumed. For instance, archeological evidence indicates that shellfish were harvested, and fish weirs were constructed. After 3,000 years ago, the Native American occupation of Maine is called the Ceramic period, comparable to the Woodland period of other parts of the Northeast. Researchers have adopted this term to deemphasize the significance of horticulture, which never became important as a technological change in most of the state. The coastal community and seasonal camp lifestyle of the previous times continued into the Ceramic Period, with changes in settlement pattern related to horticulture only affecting the area along the Saco River and to the south. Many of the types of tools utilized during the Late Archaic period were still employed, supplemented by new technologies. More evidence of bone technology is found in coastal midden sites, documenting the use of fish-spears, harpoons for seal hunting, and beaver incisor carving tools. Canoes were utilized, made of birch-bark over wooden frames. (AOA 2004: 21)

According to Dr. Douglas Deur in his ethnographic report, “The Park Lands of Isle au Haut: A Community Oral History,” Native Americans visited and occupied Isle au Haut for unknown generations prior to the Euro-American settlements of the late 18th and 19th centuries. Deur writes that while on the island they gathered sweet grass for basketmaking and other purposes, fished, hunted marine mammals, and quarried stone in the Duck Harbor Mountain area. In later times the Native Americans of the area sold baskets and other goods to island residents. The 2004 “Archeological Overview and Assessment for Acadia National Park, Maine” identified eleven midden sites on the island’s park lands as well as the quarry. (Deur 2013: 15; AOA 2004: 109)

Deur also reports on a variety of sources that suggest the name Duck Harbor originated from tribal hunting on that waterway as witnessed by non-Indians during the early period of Euro-American occupation. The practice, which sometimes coincided with the molting season when ducks could not take flight, involved driving the ducks into the mouth of the funnel-shaped harbor and towards nets stretched across the surface at the harbor’s head, where they were trapped and killed. In addition to

their use as a food source, bird feathers were valuable as down for bedding and plumes for hats. Duck drives and hunting of other birds was later continued by some non-native island residents. (Deur 2013: 15-17,241)

EUROPEAN DISCOVERY AND EARLY SETTLEMENTS, 1604-1881

Samuel de Champlain named Isle au Haut on his exploration of the Maine coast in 1604. Champlain described the island, which was situated at the outlet of Penobscot Bay and almost midway between what he named Mount Desert Island to the east and another low area of land to the west, as "…another island very high and conspicuous which on this account I have named Isle Haute." Champlain anchored for a night off the island, but apparently did not make landfall. Variations of the island's name began almost immediately, as Champlain himself on his large map of 1612 spelled it Isle Haulte. Over time other names included Isle Haut, Isle Har, Isle au Haute, Isle of Holt, and Isle au Haut. Captain John Smith visited the Penobscot Bay area in 1614, and made note of the island as "the highest Isle or Sorico," which was likely the Wabanaki Indian name, meaning "shell place." (VUP 2014: 10; Bates 1885: 650-651; van Doren 2012: 293; Eustis 1952: 15)

Although Isle au Haut and the other islands of outer Penobscot Bay received occasional references in subsequent navigational and historical literature, it was not until the mid-1700s that they began to attract the attention of potential Euro-American settlers. The proximity to rich fishing grounds and sheltered harbors brought the first permanent English settlement to nearby Deer Island in 1762. There were possibly fishermen on Isle au Haut around that time, but none apparently stayed long or had families. Deeds for land on Isle au Haut appear from at least as early as 1773, and the first organized survey by Rufus Putnam in 1785 made reference to five people living on the island. In 1789, Deer Island was incorporated as a town, and its boundaries included Isle au Haut. (Deur 2013: 30; ICP 1975: 42)

Between 1788 and 1792, the first stable settlement was established on Isle au Haut by Peletiah Barter, Jr. and his brothers Henry and William, of Boothbay. The Barters built log homes on the east side of the Thorofare, an area that provided shelter from high winds, fresh water from streams, and enough good soil for subsistence farming. Around the same time, Ebenezer Leland became the earliest known resident at Duck Harbor, almost four miles by water south of the Thorofare, where he built a house on the harbor's south side. By 1801, the Barters, Leland, and others sought to get clear title to their lands, and petitioned the Massachusetts House and Senate for a survey and the official recordation of land claims (the Territory of Maine was part of the Commonwealth of Massachusetts until 1820). (ICP 1975: 42; van Doren 2012: 226-227; AOA 2004: 51-52; Deur 2013: 33-34,244)

In 1803 the first formal land survey of the island was completed by Lathrop Lewis, and facilitated the earliest acquisition of title (Figure 1). The Lewis map shows lands owned by the Barters and Leland, and reveals claims made by other settlers of the future park lands, including J. Carleton, S. Hamilton, Nathan Hiffie, Chauncey Holmes, George Kimball, J. Knowlton, M. Lindsey, B. Mathews, A. Smith, J. Wentworth, H. Wilson, and the Commonwealth of Massachusetts. The Lewis map indicates a "Landing Place" along the Thorofare, which today still serves as the island's primary dock. Two other such locations are shown along the island's western shoreline at Moores Harbor: a substantial "Public Landing" on the north end of the harbor near the mouth of two perennial streams, and a smaller "Landing Place" on the harbor's east side situated between two streams, one of which is now called Eli Creek. Both landings at Moores Harbor also appeared on an 1840 map but disappeared on subsequent maps. (Deur 2013: 34,75-76; ICP 1975: 37)

Due to Isle au Haut's location near fertile fishing grounds, most of the first settlers were involved in fishing or marine-related pursuits. Calvin Turner established a salt works at Moores Head to supply salt for the local fishery and other purposes. An 1820 census identified around two-dozen shipmasters on the island, as well as several shipbuilders. Merchant shipping was increasing as the transport of fish and lumber in New England and to international ports was increasing, while shipbuilders may have been associated with a mill on nearby Thurlow's Island. Agricultural pursuits were limited by the island's predominantly thin soils, although some small-scale farming occurred along the edges of wetlands, ponds, or floodplains where deep and rich soil accumulated. Only sheep herding, which did not rely on cultivable land, was widely successful, with Turner's son Asa apparently bringing 400 sheep to the island around 1800. According to an 1824 survey, the island's population was around 180 persons. (Deur 2013: 31-36,94, citing Caldwell 1981: 189)

The first representation of building and/or structures and their owners/occupants on Isle au Haut dates to an 1860 map by W.H. Walling. The map shows the island's main settlement area was at the Thorofare, with upwards of twenty buildings situated along its east side belonging to Barters, Turners, Carltons, and others. By this time residents had built the steepled Union Congregational Church on a hill overlooking the village and had organized a municipal government. Comparatively fewer homesteads were scattered along the island's other shorelines. In the future park lands, there were no residents at Moores Harbor at this time, but there were two sites at Duck Harbor, identified as Solomon Hamilton on the north side and W.H. Harvey on the south side (formerly Ebenezer Leland's house). There was also a house at Head Harbor occupied by Nat Merchant. The Walling map did not show any connecting roads or paths on the island. (Deur 2013: 31,38,58; AOA 2004: 51-52, Bennoch, review comments, 8 March 2017)

Some of the buildings shown on the Walling map, and subsequent maps, were likely fish houses. Deur explains that like many small fishing communities on the Maine coast, Isle au Haut had a tradition of local men maintaining fish houses along the shoreline. Fish houses were said to have been widespread at one time and were found wherever there was suitable landing site for fishermen. Some of the buildings were substantial with stone foundations, while others were simply small wood frame structures. In some cases, people built, used, and maintained fish houses on land that they did not own if they had made an arrangement with the private landowner. (Deur 2013: 151)

Like the island's first settlers, most residents in the mid-1800s were involved in fishing occupations. Mackerel and cod caught in the Atlantic were brought back to the island, unloaded, and dried on racks lining the shore. When cod numbers declined lobstering increased, and in c.1860 a cannery was built along the Thorofare to process lobster. There was also a boat building shop. However, other island activities included small-scale farming, sheep ranching, and timber harvesting. Some of this occurred on the vast Kimball tract where one family, the Herricks, also cleared trees for apple orchards and other croplands, casting aside imbedded stones into piles, rows, and other formations. The Herricks left after about ten years, but subsequent owners continued some sheep grazing in this area. Deur reports that many undeveloped portions of the island were grazed by the mid-nineteenth century, and by the early 1880s there were well over a thousand sheep. Around this time there was also an ice harvesting company on the south end of Long Pond and possibly a sawmill at the north end. Berry harvesting was also a popular activity, providing sustenance to permanent residents. (Deur 2013: 37-39,64,66-70,138; AOA 2004: 58)

In 1874, Isle au Haut was established as an independent township, and by 1880 the population numbered 276, most of who contributed to a fishing economy. Compared to Mount Desert Island, though, the island's overall growth in population and development was slow due to its isolated location and the rocky terrain that precluded other options like agricultural ventures or large-scale industry. (Bates 1885: 651; Eustis 1952: 15; AOA 2004: 23-24,51-52; ICP 1975: 36; Deur 2013: 37-38; Connery, review comments, 8 March 2017)

A map by George Colby from 1882 reveals changes in buildings and owners/occupants located on the future park lands (Figure 2). By this time W.H. Harvey had moved from Duck Harbor to the eastern shore of Moores Harbor where he established a farm with at least four structures and possibly a mill powered by an adjacent stream. At Duck Harbor, Solomon Hamilton on the north side was joined by Solomon Hamilton, Jr. and P. Welch. The Hamiltons were fisherman but may have had garden plots and livestock, and after 1881 bought out the Welch family (At this time Nat Merchant was located on the east end of the harbor, apparently having moved from Head Harbor. The Colby map indicates no structures at the former Leland/Harvey place on the south side of Duck Harbor, but an 1882 USGS map does, although the occupant is unknown. Historic photographs of Duck Harbor show the Hamilton, Welch, and Leland/Harvey homesteads at Duck Harbor (Figures 3, 4, 5). The USGS map also indicates two structures on Western Ear, possibly associated with John Harvey and/or Benjamin Merithew, both of whom were fishermen (Figure 6). (AOA 2004: 130-131,135,242-243)

Early Road Building:
Through much of the nineteenth century, Isle au Haut's formidable terrain made it difficult to develop roads, as did a lack of suitable road building material. This left the few residents at Duck Harbor and

Head Harbor relatively isolated from the larger population at the Thorofare. For the most part boats were the quickest and most efficient mode of transportation between shoreline settlements, but in time foot travel and occasionally oxen were used for land transportation on primitive paths and lanes. (Deur 2013: 94-95; AOA 2004: 77-78)

The first indications of overland routes on Isle au Haut appear on the 1881 Colby map (see Figure 2). The Colby map indicates an improved or primary road at the Thorofare extending through town and lined with buildings on both sides. Heading north out of town, the main road tracked around the northern side of the island, and then continued as an unimproved road/trail along the eastern side of the island to Head Harbor. Heading south out of town, the road continued as an unimproved road/trail to the Chapin homestead at the head of Moores Harbor, via the west side of a wetland. According to island resident and author Harold S. van Doren, the main road was barely more than a rough cart path and the unimproved roads/trail routes were uneven and narrow. Nonetheless, these routes would later evolve into the island's current Loop Road. (AOA 2004: np; van Doren 2012: 250-251)

The 1881 Colby map as well as an 1882 USGS map show early unimproved roads/trails extending into future park lands. Although none were connected to each other or to the roads described above, they provided access to the east side of Moores Harbor, the north side of Duck Harbor, and near the north end of Head Harbor. A few segments of these early roads would later be used as part of the current Loop Road and trail system (see Figure 2):

-- Town to Moores Harbor: A rough road originating around the property line separating Lot 9 (William Yeaton) and Lot 10 (Spencer Robinson) was shown heading south to the W.H. Harvey homestead (who earlier resided at Duck Harbor) on the east side of Moores Harbor, near the "Landing Place" shown on the 1803 Lewis map. A shorter road headed north from the Harvey place along the shoreline. Both roads generally followed the alignment of the current Duck Harbor Trail. (Deur 2013: 76)
-- Moores Harbor to Duck Harbor: A rough road headed south from the south side of Moores Harbor to the north side of Duck Harbor and houses occupied by Solomon Hamilton, S. Hamilton Jr., P. Welch, and Nat Merchant. This road also generally followed today's Duck Harbor Trail.
-- Moores Harbor to Head Harbor: Another rough road headed east-southeast from Moores Harbor, climbing to the island's ridgeline and then turning south alongside a stream to Head Harbor. The west end of this road follows a portion of the current Loop Road and alongside a stream, while other sections correspond to part of the current Long Pond Loop Trail. During the peak of sheep production in the second half of the nineteenth century this facilitated the establishment of a few interior homesteads such as at Herricks Camp west of Long Pond. (ICP 1975: 41; AOA 2004: np; Deur 2013: 96-97)

The 1882 USGS map shows an isolated section of road/trail on the west side of Duck Harbor Mountain, which may have been part of a route to the Western Head area, and the Harvey/Merithew fish shacks on Western Ear (see Figure 6). The short route corresponds to the location of the current Fire Road. (AOA 2004: 243)



Figure 1. Portion of a survey by Lathrop Lewis from 1803, superimposed over a current map of the island showing the park boundary (gray), loop road (red), fire road (yellow), trails (green), and streams (blue). (DCIP 1975: 33; OCLP 2017)

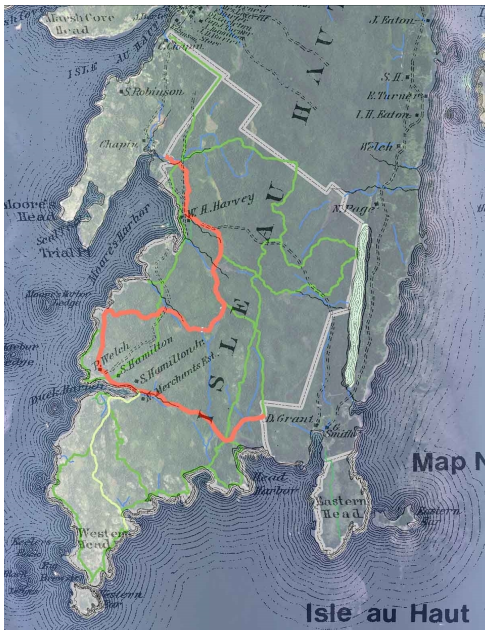


Figure 2. Portion of a map by George Colby from 1881, superimposed over a current map of the island showing the park boundary (gray), loop road (red), fire road (yellow), trails (green), and streams (blue). (AOA 2004: np; OCLP 2017)



Figure 3. View looking northwest at Duck Harbor from Duck Harbor Mountain, possibly before 1882. Welch and Hamilton houses are on north shore, Leland (later Harvey) house, wharf, and fish house on south shore. (Acadia NP Archives, from Deur 2013: 49)



Figure 4. View looking west at the Leland/Harvey fish house along the south shore of Duck Harbor, possibly before 1882. (Isle au Haut Historical Society, from Deur 2013: 105)

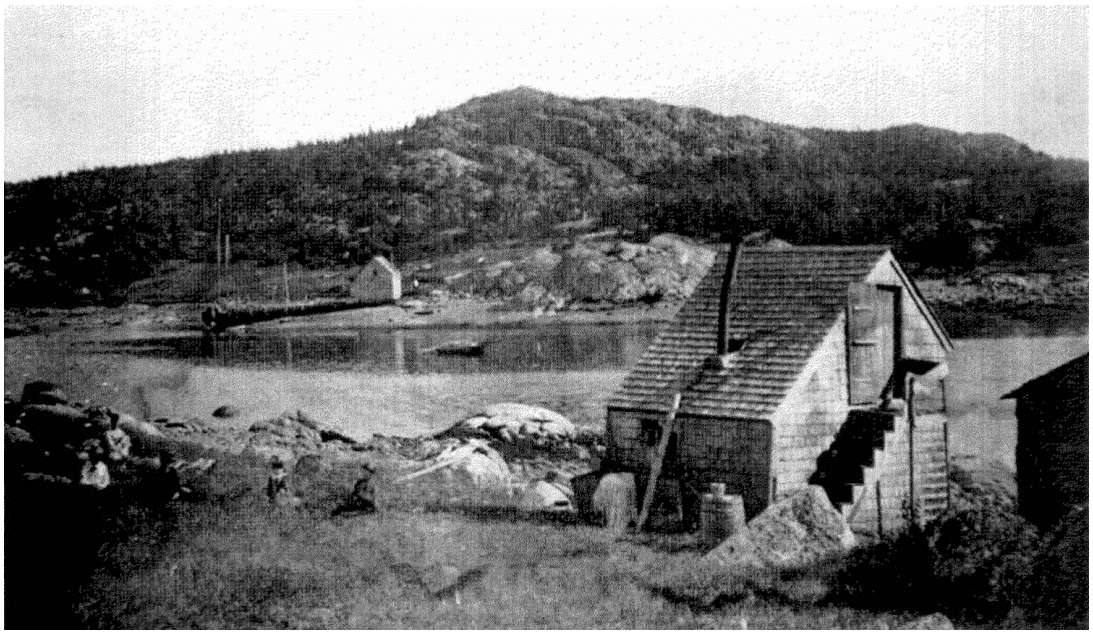


Figure 5. View looking southeast, 1896, at the Hamilton homestead on north shore of Duck Harbor. On the opposite shore, the road now called the Fire Road is visible (left of) the Leland/Harvey homestead and dock. (Acadia NP Archives, from Deur 2013: 109)

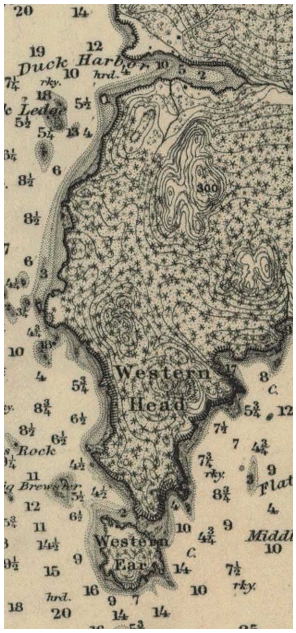


Figure 6. Portion of a 1882 USGS map showing structures at Duck Harbor and Western Ear. It also shows a primitive road/trail as two parallel dashed lines west of Duck Harbor Mountain (noted as 300 feet on this map). (AOA 2004: np)

POINT LOOKOUT CLUB AND THE BOWDITCH FAMILY, 1881-1944

In the mid-1800s Maine's scenic coastlines and islands began attracting the attention of artists. One of the first was Thomas Cole, the founder of the art movement known as the Hudson River School

and visitor to Mount Desert Island in 1844. Cole's paintings and writings drew other artists, scientists, and curious travelers, known as "rusticators," to the island in the 1860s and 1870s. They were joined in the 1880s by wealthy urbanites from Boston, New York, and Philadelphia, many of whom built massive summer "cottages" in and around Bar Harbor and surrounding island towns.

Isle au Haut was an isolated home to working people, but its rugged beauty also attracted artists, including Hudson River School painter Fitz Hugh Lane who painted an image of Duck Harbor and other landmarks in the 1850s, followed soon thereafter by landscape artist Edward Barnard who sketched images of the Head Harbor community and other landscapes. Although such visits were infrequent, stories of the island's scenery were beginning to circulate in Bar Harbor and other vacation communities. In 1879, Ernest W. Bowditch, an MIT-educated landscape architect and civil engineer, and Albert Otis, his longtime collaborator, visited Isle au Haut. They were immediately struck by its wild untouched scenery and vast undeveloped lands, and compared to crowded Mount Desert Island, its lack of visitors. According to Fred Eustis, grandson of Ernest Bowditch, the locals Bowditch met were initially unwelcoming until they learned that he was the grandson of Nathaniel Bowditch, author of the "American Practical Navigator," the standard navigational manual used by mariners along the New England coast. Two years later Bowditch, Otis, and other business partners returned to the island to establish a private fishing club. Under the name Point Lookout Improvement Company, they bought their first land parcel at Point Lookout, situated on the Thorofare north of the Town of Isle au Haut. The group also founded the Isle au Haut Water Company in 1883 to provide a water supply to Point Lookout and adjacent lands. (Deur 2013: 85-87)

At Point Lookout, Ernest Bowditch began developing plans for a community of summer homes, with lands set aside for a private dock, clubhouse, and other shared amenities. He actively promoted the new resort to prospective buyers with conceptual sketches. Plans for Point Lookout may have been influenced by other resort projects Bowditch was working in the mid-1880s, including Tuxedo Park in New York and Pepperell Park in Maine. Both sites featured winding streets laid out around natural and artificial lakes, and open spaces that provided spectacular views of the rural surroundings. (Deur 2013: 86-87; Murphy 1988: np)

With lots divided and water supplies secured at Point Lookout, Bowditch and his partners embarked on the development of the clubhouse and the initial cottages. An existing dance hall, a remnant of an earlier failed venture on the property, was converted into a clubhouse and a dock was built (Figure 7). Five cottages were constructed in 1887-88 and by 1892 the complex had grown to eight cottages facing the water and linked by boardwalks and interior lanes. By 1904 the self-sufficient resort included a laundry, caretaker house, and maid cottage. The press anointed the community "Maine's most exclusive summer resort." (Deur 2013: 3,87,90, citing Lewiston Journal, 1905; Eustis 1952: 37-38; van Doren 2012: 43,46,50,66)

According to Fred Eustis, in the early twentieth century the Point Lookout Club was a highly organized community but at the same time simple and rustic:
"What was not there was notable: there were no mansions, no sloping lawns, no formal gardens. All these things the members had elsewhere and left pretty much behind. There was minimal disruption of nature. One or two cottages did have small flower gardens but that was all. Needless to say there were no crowds." (Deur 2013: 90, citing Eustis 2012)

The separation between the Point Lookout Club members and local residents was distinct, but the relationship between the two groups was generally good. Some town residents worked in varying capacities at the club, while several club members funded town improvements, including construction of a school and a town hall and library. However, Bowditch's land acquisitions and construction of trails and roads would arguably become the club's most long-lasting legacies. (Eustis 1952: 38)

Land Purchases:
In addition to the Point Lookout property, Bowditch and Otis engaged in other land purchases in 1881, including most of the future park lands: the vast 1,321-acre Kimball Lot that encompassed much of the southern part of the island, Western Head, and the southern half of Eastern Head (see Figure 1). Originally they purchased these lands independent of the Point Lookout Club, but by 1884 founded a separate holding entity, the Isle au Haut Land Company, to complete the transactions.

Existing landholdings were transferred to the Land Company and future purchases were made under its name. One of the first new acquisitions was an area of arable land at the north end of Moores Harbor to supply fresh farm products to the Point Lookout community. The farm included a house, barn, carriage shed, chicken house, and granary, and in time a small satellite colony of two summer cottages developed here. (van Doren 2012: 50,72; Deur 2013: 89,92,96,260)

By 1886, more land on the island was owned by nonresidents than residents. Van Doren writes that the Land Company's total land area was extensive – around 2,000 acres – but to most islanders the parcels were of no practical use as they were largely rocky, steep, and inaccessible. Except for the properties at Point Lookout and Moores Harbor, most of the Company's lands had no active homesteads. According to Fred Eustis, "there is strong possibility, maybe probability, that Mr. Bowditch's thoughts about Isle au Haut were influenced by his work as the landscape architect and engineer for Pierre Lorillard laying out Tuxedo Park, New York. This was designed community that had huge reserve for hunting." Van Doren adds: "Bowditch immediately recognized its spectacularity in a pristine condition, and that its highest and best use was to be preserved as what would come to be called 'conservation land.'" (Deur 2013: 92, citing Fred Eustis, f.n.76: 262; van Doren 2012: 49)

The Company's land purchases were also aided by the relatively low price of land at this time. As the Point Lookout community was growing in size and influence, the population of local residents was falling and landowners were willing to sell. The island-based fishing economy was beginning to decline due to general overfishing and the closing of the town's lobster factory in the 1870s. Also, the introduction of motorboats meant fisherman did not have to live on the island, as they could now easily travel from the mainland to fishing grounds in the same day. By 1900, there were only about 100 people on the island, considerably less than the number in 1880. In the future park lands, there were no longer any structures on the east side of Moores Harbor, and the number of houses at Duck Harbor had decreased from four to one. (AMA 1977: 8; Deur 2013: 39,92; van Doren 2012: 49; USGS map 1904)

Another change at this time was the regrowth of woodlands, which still dominate the island today. Prior to European settlement, the island was densely forested wherever there was enough soil to hold trees. In the late 1700s the early settlers began cutting timber for firewood and to supply shipyards and sawmills, and in the 1800s large areas of forests were cleared for sheep grazing. In 1877 and 1897 portions of the island were burned in a wildfire. From the 1880s onward, however, sheep grazing declined and the many of the abandoned pastures were purchased by summer residents, who left them untended and allowed the trees to regrow. With the return of trees and understory vegetation, both local and summer residents became increasingly concerned about the risk of fire. (van Doren 2012: 207-208; Deur 2013: 92,190,265; Eustis 1952: 37)

Trail Construction:
The affluent summer people at Point Lookout were interested in the island's natural scenery beyond the club grounds and town, but in the late 1800s many such places were unreachable by land. Although the club had its own yacht, most members did not have access to private boats – the preferred transportation choice of long-time residents. To accommodate exploration of the island's forests and coves, club members oversaw the blazing of new recreational trails. Some trails were constructed by the summer people themselves, but the island's permanent residents did most of the work in more rugged and remote areas. The trails tracked through lands close to Point Lookout as well as those in outlying places owned by the Isle au Haut Land Company, although some did not always adhere to property lines and meandered in and out of Company lands. (Deur 2013: 93-94,97-98,147)

Bowditch encouraged the trail blazing efforts, and hired a forester to oversee their development and improvement. Bowditch himself also participated, and recalled members of the Turner family helping his family construct trails on Western Head: "I…remember a letter my father had from Clarence Turner saying that he had cut a trail to Morrises [sic] Mistake and had taken a horse with him." (Deur 2013: 93, citing Bowditch 1960)

Road Construction:
Concurrent with construction of recreational trails, Bowditch offered to fund a road project that would

link the island's remote and scenic places together via a loop, while also providing access for fire control throughout the island. Aided by Clarence Turner, an island resident who worked on many club projects, Bowditch improved and extended pre-existing oxen and foot trails and designed new road segments. Work began in the late 1880s with construction of a road to Point Lookout and improvements to the existing route to the club's farm at Moores Harbor. Road building continued through both Company and non-Company lands in subsequent years, and by 1904 this effort had successfully linked Western Head and Head Harbor along a semicircular route centered on the Thorofare (Figures 8 and 9). To support Bowditch's funding for the road project, the town spent $1500 to buy a horse-drawn road grader. (Deur 2013: 264; van Doren 2012: 52)

A USGS map from 1904 illustrates the extent of the Bowditch's road project, showing it extending north from the Thorofare around the north and east sides of the island to Head Harbor, and south from the Thorofare to the west side of the island and Duck Harbor and Western Head (Figure 10). At this time, there was not yet a road connection on the south part of the island (between Duck Harbor and Head Harbor), thus delaying Bowditch's vision of an island-wide loop.

In the future park lands, the new road tracked south-southeast from Moores Harbor, possibly utilizing portions of the old roads shown on the 1881 Colby map and 1882 USGS map. From here new construction took the road south to Wentworth Mountain, west to the western shoreline and Shark Point, and then south to the north side of Duck Harbor (Figure 11). The new road continued along part of the south side of Duck Harbor (now the Fire Road), and then headed south along the west side of Duck Harbor Mountain, perhaps making use of some of the old road shown on the 1882 USGS map (see Figure 6). The road then turned southeast to Western Head, where it terminated at the Flat Ridges.

Bowditch's new roads significantly changed the way summer and year-round residents moved about the island. In addition to exploring trails that meandered in and out of Bowditch's lands, club members could hire Clarence Turner to take them by horse and carriage over the new loop road and as far as The Cliffs on Western Head. As van Doren recounts, "Horses were introduced primarily when the Point Lookouters came down here and they started using them to carry people around with buckboards and buggies" (Figure 12). Using these introduced forms of transportation, the summer people began frequenting the previously hard to reach corners of the island, picnicking at Harvey's Beach and Shark Point Beach on the western shore and watching the surf at places like Thunder Gulch at Eastern Head. (van Doren 2012: 53; Deur 2013: 25,97-98)

Bowditch's road project also became a point of interest to the press, which wrote that "since the coming of the Club there have been built splendid roads...there is no other drive like this in the country." Indeed, the idea of what is now the nationally-significant Park Loop Road on Mount Desert Island was not envisioned until decades later. However, several road segments were still quite rough, with some on the south part of the island described as nothing more than trails. (Deur 2013: 98, citing Lewiston Journal, 1905; van Doren 2012: 251)

At this point in time, the mode of travel on Isle au Haut's roads mirrored that of John D. Rockefeller, Jr.s' carriage roads on Mount Desert Island, which were designed for the horse and buggy. In 1914, the arrival of the automobile on Isle au Haut introduced a new form of transportation. According to van Doren, Clarence Turner bought a Model T Ford and soon after Bowditch purchased a Velie. However, whereas Rockefeller prohibited autos on his roads, Bowditch allowed them. Van Doren writes: "The road he [Bowditch] and Clarence Turner had designed and constructed was able to accommodate cars as well as carriages, and could be used, if necessary, to get people and equipment to fight a fire on the remote end of the island." (van Doren 2012: 53-54)

There are no known construction drawings for Bowditch's road project, but the route did require the installation of at least one bridge and numerous culverts to cross perennial streams and wetlands, some of which were supported with native stone headwalls. Bowditch's ideas regarding specific viewsheds along the roads are also unknown, but a sense of his thoughts on this subject can be found in a reflection of his own career: "... I believe that a landscape should be treated like a picture, in which the buildings are merely elements, and usually subordinate elements of the entire scheme of treatment." (Murphy 1988: np, citing Bowditch Papers, Vol. 1, np at the Essex Institute in Salem,

Massachusetts)

Ernest W. Bowditch died in 1918 after a period of failing health, and in the years that followed his family completed the missing segment of the Loop Road along the southern part of the island. A map by his son Richard in 1922 shows the route from the head of Duck Harbor to the head of Head Harbor (Figure 13). Concurrently on Mount Desert Island, George B. Dorr, the Superintendent of Lafayette (now Acadia) National Park, unveiled a motor road plan for the park, much of which would be funded by Rockefeller. (van Doren 2012: 244)

Although features on the Bowditch map are considerably out of scale compared with earlier and later maps, it is the first to indicate a small cemetery adjacent to the new road segment, which was active from 1817 to c.1942, and included graves belonging to the Hamilton family, long time residents of Duck Harbor. Elsewhere in the future park lands, the Bowditch map showed two houses on the north and south sides of Duck Harbor and numerous named trails and placenames. (Deur 2013: 53,98)

The early rough roads bypassed by Bowditch's new road system quickly fell into disuse or became footpaths. In particular, the old road/trail between Moores Harbor and Head Harbor via the ridge, as shown on the 1882 USGS map, was in decline by the time the Loop Road was completed. Residents continued to use this cross-island route for various purposes, such as to access places used for hunting and wood and berry gathering. As it became overgrown, some residents marked it with stone cairns and tree blazes. (Deur 2013: 98)

Eli Creek Cabin and Road Maintenance:
After World War I, the number of summer people on Isle au Haut remained relatively steady, but the island's permanent population continued to decline through the 1920s and 1930s. During this period, the Point Lookout Club built a cabin for their forester at the mouth of Eli's Creek, on the east side of Moores Harbor and around 1000 feet from the Loop Road. The cabin became a popular stopover and picnic spot for club members and their families as they traveled around the island. (AMA 1977: 8; Deur 2013: 94,142-143)

Road maintenance also continued during this period, as seasonal rains and frost cycles regularly exposed new boulders and ledges. According to van Doren, the obstructing granite had to be split apart by hand, with one man holding a plug drill and the other striking it with a sledge hammer. Road work was aided by an improved non-motorized grader, and in the 1920s Clarence Turner's horse teams that pulled it were replaced by a tractor. (van Doren 2012: 252)

World War II and Land Donations:
Ernest Bowditch's lands had passed to his wife Margaret after his death in 1918. The following year, Superintendent Dorr at Lafayette National Park approached the Bowditch family about donating some or all of their lands to the park. At this time the request was denied. After the death of Margaret Bowditch in the 1930s, the family lands were inherited by the Bowditch children – Richard, Sarah, and Elizabeth (Eustis) – as interests in the Isle au Haut Land Company. (Deur 2013: 141-145)

The Great Depression had some effect on Isle au Haut. The light station at Robinson Point established in 1907 was decommissioned to an unmanned facility in 1933 as part of the country's effort to save money. Eustis observes that year-round residents "long accustomed to mixed economies and lean times were well prepared for the downturn of the national economy." Some summer residents were adversely impacted and shuttered their cottages, but the Point Lookout Club remained open and provided work for local people. However, in the 1940s even isolated Isle au Haut was affected by the country's involvement in World War II. Many island men joined the war effort, which meant there was no labor to maintain the roads. The clubhouse at Point Lookout and farm at Moores Harbor were closed, and the summer cottages were empty. The club no longer had a forester, so the trails and the Eli Creek cabin were abandoned. (Deur 2013: 141-143,247, citing Eustis 2012; van Doren 2012: 50,54-55,72)

The Bowditch family recognized that their holdings were falling into disrepair and needed more active management than they could readily provide. At the same time, the family was contemplating how they might do more to serve their country. According to Elizabeth's son Fred Eustis, "there was also

the view that in the long run after the war, a more radical world would emerge in which there would probably not be a place for large private landholdings…on Isle au Haut." Eustis writes that the family initially considered donating the property to The Wilderness Society, but "the society would have abandoned the road and let the south part of the island revert to pure wilderness. This seemed a bad idea given the always continuing worry about fire and the general convenience of the island population." (Deur 2013: 141,143, citing Eustis 2012: np)

The family then reconsidered the earlier offer from the National Park Service, managers of public land only 25 miles away on Mount Desert Island. The legislation in 1929 (P.L. 70-667; 45 Stat 1083) that had changed the park's name to Acadia also authorized the federal government to accept gifts of land for the park, including lands lying in Knox County southeast of the main ship channel through Penobscot Bay (the Town of Isle au Haut became part of Knox County in 1913). According to Eustis, "I remember being told that the justification for the inclusion of Isle au Haut [into Acadia National Park] was The Cliffs at Western Head and Thunder Gulch on Eastern Head. The mission was conservation. There wasn't pressure for recreation." (Deur 2013: 144, citing Eustis 2012: np; GMP 1992: 72)

Based on these factors, the family made a preliminary offer of donation to the federal government on February 4, 1942. After sorting out the options and terms of donation, the family made a formal offer to Secretary of the Interior Harold Ickes on July 6, 1942, stating, "We believe the people of this country will be benefitted by having this property added to the National Park area. It is with a good deal of pleasure that we ask you to accept the same." The donation conveyed from the Isle au Haut Land Company on December 7, 1943, was approximately 2,667 acres (D-360, tracts 16-102, 16-103, 16-104). (Deur 2013: 144, citing R. Bowditch 1942; LandsNet, Deeds)

In 1943, Benjamin Breeze, the Acadia's resident landscape architect, documented existing conditions on the island. Within the proposed park lands, the Loop Road and the Fire Road were drawn as "unimproved gravel roads." The plan indicated the cabin at Eli Creek, two buildings on the north side of Duck Harbor and one on the south side, and the cemetery east of Duck Harbor. A 1944 USGS map indicated similar features except at Duck Harbor, where it showed only one structure on the north side and none on the south, and an additional structure at Western Ear. The USGS map showed a short unimproved spur road extending southwest from the Loop Road to the two structures at Moores Harbor (this intersection is the start point of the 2017 inventory of the Loop Road). The 1944 map also represented the Loop Road within the future park as a "light duty road" and the Fire Road as an "unimproved road" (Figure 14). (USGS map 1944; Drawing ACAD #123-2760, 1943)

The federal government formally accepted the Bowditch offer on January 26, 1944, placing the majority of the island in the care of the National Park Service. The Company added 287 acres to the donation on June 23, 1944 (D-361, tract 17-101) and February 27, 1947 (D-367, tract 16-101), bringing the total to approximately 2,894 acres (Figure 15). A notable portion of land not included in the donation was a one-quarter acre inholding on the north shoreline of Duck Harbor, owned by descendants of Solomon Hamilton possibly since 1882, and centered on a fish house converted into a cabin by Charlie Hamilton. (Deur 2013: 3,5,193,251; LandsNet, Deeds)

On the land donation, van Doren writes that the Bowditch children had,
"surely learned the basic values of preserving open space from their father, who was a skilled landscape architect and had created many beautiful parks throughout the country. They had grown up accustomed to experience the value of the island's untouched wildness and, like their father, they had no desire to do anything with the property other than preserve it…Perhaps the trio did not like the idea of absentee ownership and thought it best to have the responsibility for preservation and stewardship rest elsewhere. At the very least, they would not have to continue responsibility for maintaining the loop road." (van Doren 2012: 74-76)

However, both van Doren and Eustis note that the Bowditch family's donation of lands came as a surprise to the year-round community, with many worried that they had lost local control over their island.
"No one ever asked the people of Isle au Haut or their elected officials whether they wanted National Park established in their midst with the concomitant instant removal of large land area and potential

property values from the tax base of the community. The gift was the gift of summer people who saw the area as place for recreation. Its effects fell also on winter people who saw the area as place in which to earn livelihood. The park was thus from its very inception related to very sensitive aspect of the local social structure." (Deur 2013: 145, citing Eustis 1984: 6)

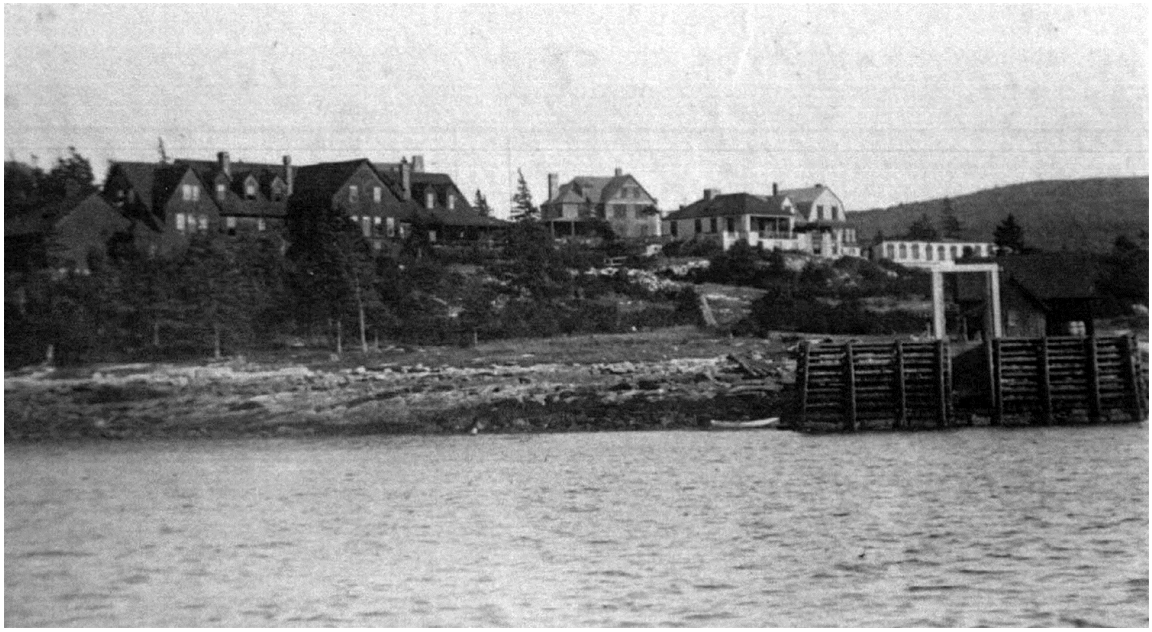


Figure 7. View looking northeast at the Point Lookout Club in the late 1880s. (Isle au Haut Historical Society, from Deur 2013: 88)



Figure 8. Oxen and wagons provided early land transportation on the island's roads. Location and date are unknown. (Isle au Haut Historical Society, from Deur 2013: 95)

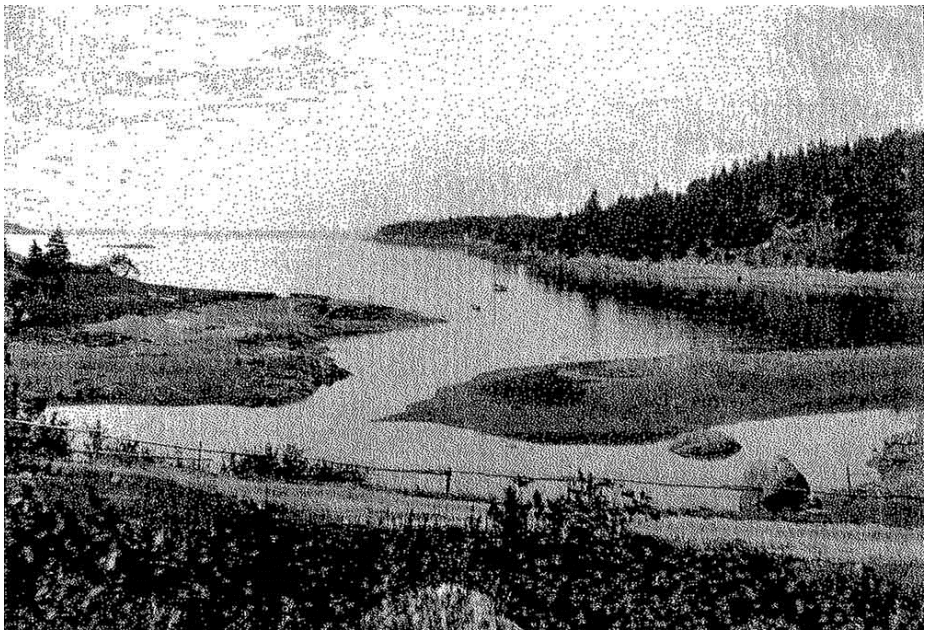


Figure 9. View looking southwest at Moores Harbor, no date. Note the Loop Road in the foreground. (from van Doren 2012: 189)

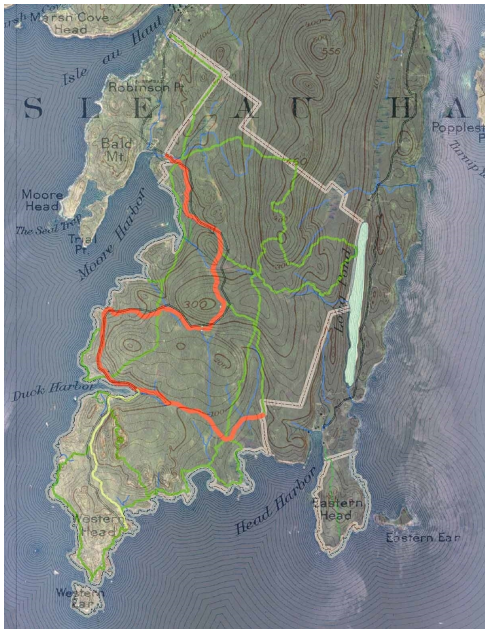


Figure 10. Part of 1904 USGS map superimposed over a current island map showing park boundary (gray), loop road (red), fire road (yellow), trails (green). At this time the segment between Duck Harbor and Head Harbor had not been built. (NETR, OCLP 2017)

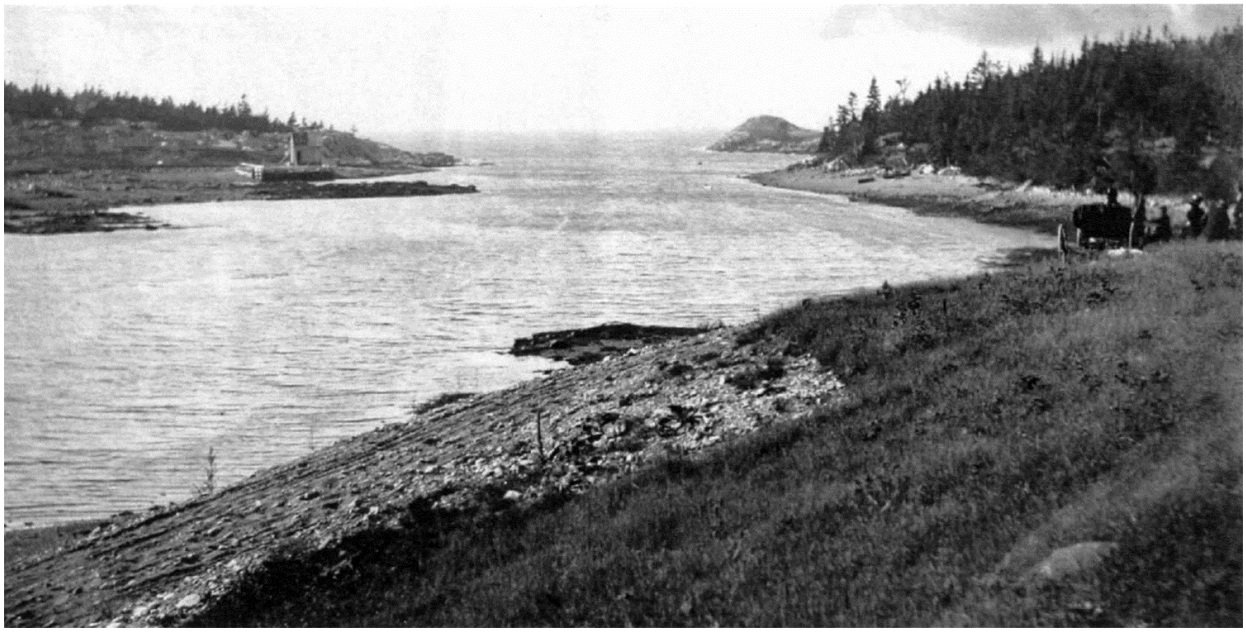


Figure 11. View looking west at the loop road on the north shore of Duck Harbor, in the early 1900s. (Isle au Haut Historical Society, from Deur 2013: 111)



Figure 12. Horse and carriage on the Loop Road, no date. (from van Doren 2012: 255)

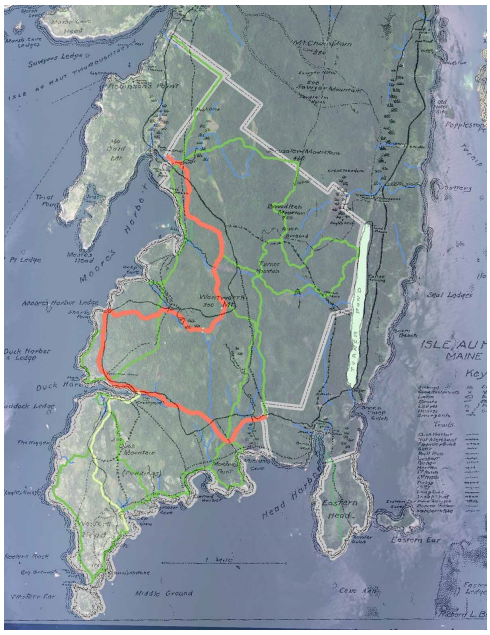


Figure 13. Portion of 1922 Richard Bowditch map, superimposed over a current map of the island showing the park boundary (gray), loop road (red), fire road (yellow), trails (green). (NETR, OCLP 2017)



Figure 14. Portion of 1944 USGS map superimposed over a current map of the island showing the park boundary (gray), loop road (red), fire road (yellow), trails (green). (From NETR, OCLP 2017)

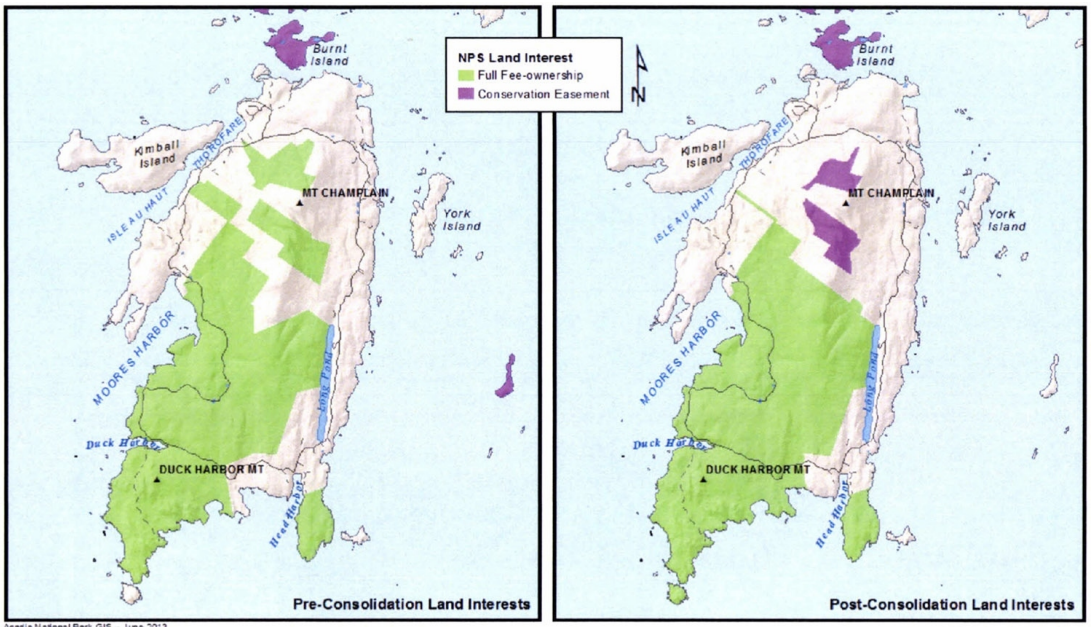


Figure 15. Park boundaries before and after the 1982 consolidation. (Karen Anderson, Acadia NP, 2013. From Deur 2013: 165)

NATIONAL PARK SERVICE MANAGEMENT, 1944-2018

After World War II and the initial return of the veterans, the long-term decline of Isle au Haut's year-round population resumed; by 1950 there were only 82 townspeople on the island. The Point Lookout Club reopened, but by the mid-1950s the clubhouse had become a hotel and was advertising for guests. The club's trails saw little regular use during the war, and with the departure of the forester many deteriorated without regular maintenance, although some were informally cared for by club members. (DCIP 1975: 43; van Doren 2012: 54-55; Deur 2013:145, 147)

Early Park Management:
The National Park Service had a minimal presence on Isle au Haut in the late 1940s through 1950s. Initially there was only one seasonal ranger and only limited efforts were made to facilitate visitation. Deur reports that residents continued to hunt and gather firewood and participate in other time-honored uses of the park lands with few interruptions. (Deur 2013: 139,146)

The portion of the Loop Road within the park lands at this time was 4.24 miles, while the Fire Road measured 1.53 miles. A 1948 U.S. Army Corps of Engineers map represented the Loop Road from the Long Pond area to Moores Harbor via the Thorofare as "loose surfaced and drained graded road," while the remaining southern segments, including those in the park, were identified as "dirt" roads. In the late 1940s, asphalt paving was introduced on parts of the Loop Road, but none was installed on segments within the park. Among the first paved segments were those along the east side of Long Pond, which were chronically impassable during the mud seasons. (van Doren 2012: 253; US Army Corps, 1948)

Island residents gradually acquired automobiles after the World War II, and as Harold van Doren writes, "folks liked to drive around the island [on the Loop Road], and it was vital in fire protection." However, in the 1950s the condition of the road began to deteriorate. The massive fire on Mount Desert Island in 1947 and a smaller fire on Isle au Haut in 1949 proved that roads were crucial in providing access to control the flames. After several community meetings, the park agreed to maintain the road for high clearance and fire fighting vehicles. (van Doren 2012: 254)

Sometime in the 1950s or 1960s, a second unimproved spur road was built off of the Loop Road in the Moores Harbor area. This gravel spur was located around 225 feet northwest of the earlier spur

road, and headed north-northwest from the Loop Road to provide access to a private home just north of the park's boundary line. (NETR aerial, 1970)

Increase in Visitation and the First Campground:
The park's physical management of the Isle au Haut unit became more active in the early 1960s when they made repairs to the former forester's cabin at Eli Creek for use as a temporary ranger station and seasonal quarters for park staff. Overnight camping was prohibited at this time because development of campgrounds and other facilities that had been proposed in early park planning documents had not yet occurred. However, the park began work on the trail system, improving some of the old Point Lookout paths that had been maintained by residents and building new routes in areas where the old trails crossed into private lands. By the mid-1960s the park also began removing derelict structures located on park lands, such as fish houses at Duck Harbor, to discourage commercial fishing from park lands. (Deur 2013: 146-147,150-152)

The Isle au Haut park unit passed most of its first twenty years with few visitors other than local residents. In the mid-1960s, concurrent with a nationwide increase in outdoor recreation, tourists and outdoor enthusiasts began discovering Isle au Haut. The owner/operator of the mail boat actively promoted the island and dropped off visitors at the Town Landing, but upon arrival most visitors were unaware that they were four miles by foot from most of the park. In the absence of appropriate orientation or facilities, visitors began picnicking and camping on private property in and around town, much to the displeasure of island residents. With concerns regarding such impacts growing, many islanders and park staff agreed with a plan to concentrate visitors in the Duck Harbor area of the park to minimize their impacts on other parts of the island. By the late 1960s the park established a ranger station on the Loop Road around 600 feet south of the Town Landing to help orient and direct visitors. (Deur 2013: 94,158; VUP 2014: 11; Eustis 1952: 14; Stevens map, 1973)

In 1968-70, the park constructed a small campground on the north side of Duck Harbor to host overnight visitors. Situated atop the then-abandoned Hamilton settlement alongside the Loop Road, the site included three Adirondack shelters accommodating up to six persons each, a toilet, and a well. Although the site was located in a clearing with filtered views of the harbor, it offered little privacy for campers from passing residents who used the road. Moreover, the campground placed tourists in the middle of a place with unique significance to local residents and adjacent to the Hamilton/Bowen family inholding on Duck Harbor. (Deur 2013: 158-159)

Meanwhile, visitor numbers continued to climb. Around this time Fred Eustis and others purchased the mail boat operation and discontinued advertising to slow down the number of visitors arriving at the Town landing. At the campground, the overnight population quickly exceeded its capacity, resulting in periods of "spillover" of campers into undeveloped areas on the margins of the old Hamilton place. As Deur writes, despite the overcrowding, the existing campground nonetheless helped keep campers in a defined area, far from the residential part of Isle au Haut. (van Doren 2012: 78-79; Deur 2013: 158-159,167,285)

Management of Loop Road and Fire Road, 1970s:
The first known detailed plan of the Loop Road was prepared in 1971 for the project, "Isle au Haut Road Rehabilitation." The plan identified locations for new culverts and replacement of existing culverts with larger pipes. Notes on the plan called for the construction of stone headwalls at the inlets of all new and rebuilt culverts, instructions for cleaning and reshaping ditches, and specifications for seeding and fertilizing disturbed areas. The plan noted the location of two borrow pits on the stretch of roadway east of Duck Harbor near the cemetery, and gave instructions to lower by 1-4 feet the grade of approximately 800 feet of the Loop Road, at the intersection with the Fire Road to obtain additional borrow material. Based on a 2017 inventory of road features, stone headwalls were not added to most culverts at this time. Other repairs on the road were made in 1976 through a contract with a local resident, but the scope and location of work is not known. (Drawing ACAD #123-41006, 1971; AMA 1977: 28)

Establishment of Permanent Boundary and Visitor Carry Capacity:
The increase in visitors prompted the National Park Service to begin exploring ways to preserve and protect the island's unspoiled scenery, and especially views. To this end, the park worked to

established conservation easements with owners of several small offshore islands just north and east of Isle au Haut. The easements generally restricted locations and types of development and land uses. Easements totaling 147 acres were established on Wheat, Mouse, Burnt, and Little Spoon islands in 1970, Great Spoon Island in 1972, and Pell Island in 1976. Plans from the 1975 Interim Comprehensive Plan proposed additional conservation easements. (LandsNet, Deeds; ICP 1975: 78)

In 1972 the park drafted a master plan for Isle au Haut, which stated the primary use would be as a primitive area for park visitors seeking a wilderness experience. The plan recommended Duck Harbor as the mooring site for picnickers and beachcombers, additional shelters or campsites, and development of Stonington as a cruise port. It also recommended the eventual discontinuation of vehicular traffic on the Loop Road. Most significant, however, was the consolidation of park lands and creation of a contiguous park boundary, through a 665-acre boundary expansion, which included Western Ear and Eastern Ear, and a deletion of 79 acres from park holdings. (ICP 1975: 76-79)

Year-round and seasonal island residents united to oppose the master plan, especially its suggestion that the park acquire the power of eminent domain for land acquisition. Townspeople were also concerned about losses in tax revenues, much like they were in the 1940s with the original land donations by the Bowditch family. With overwhelming negative reaction by local, state, and regional groups, the master plan was sent back to the National Park Service for revisions regarding future land acquisition and development. There was also great interest in capping the number of visitors to the island. (ICP 1975: 76; van Doren 2012: 79; Deur 2013: 158, 160)

In the meantime, in 1973 a camping reservation system was initiated, and in 1974 boats began a pilot program of taking park visitors directly to Duck Harbor, bypassing the town dock. The test was deemed a success, and in 1978 the park constructed a floating dock at Duck Harbor to eliminate the need for a dory to convey visitors to the shoreline. This new arrangement had several advantages: while concentrating visitors away from town, the mail boat ride to Duck Harbor also gave park rangers the opportunity to explain park rules, precautions, and etiquette to an essentially “captive audience.” (Deur 2013: 159-160, citing W. Barter 2000: 2; VUP 2014: 11: van Doren 2012: 80)

In 1980, after years of negotiations and outreach with the town, the National Park Service released a “Record of Decision, General Management, Isle au Haut,” which largely settled the boundary issues between the town and the park. The document stated that park lands on Isle au Haut would be left in a generally undeveloped state except for the rustic gravel road, trails, campground, and pier. Overnight use would be limited to the campsites, possibly relocated to the south side of Duck Harbor to separate campers from the road and day users. Day use access at Duck Harbor would be limited to one tour boat company (presumably the existing mail boat), and the boat would be operated on a schedule to help retain the sense of a remote island, an uncrowded experience, and to protect natural resources. (VUP 2014: 12)

On October 15, 1982 Congress passed special legislation for Isle au Haut that directed the National Park Service to preserve island resources, provide low-density recreational experiences, preserve the character of the town of Isle au Haut and its resource-based economy, and minimize adverse effects of park visitors on the local community and its residents (P.L. 97-335; 96 Stat. 1627). The bill also provided a specific direction for visitor management, most notably through the establishment of a carrying capacity that would be periodically reviewed and adjusted if needed. In 1983, with input from the Isle au Haut community and others, the NPS completed a visitor carrying capacity report that set an interim day use limit of 50 visitors per day. From 1984 and 1988, the park contracted with the Appalachian Mountain Club to develop a more informed visitor capacity for Isle au Haut based on resource conditions of trails and visitor experiences. Based on this research, the park increased the number of visitors per day from 50 to 120 (90 day-use visitors and up to 30 campers) in 1989. (VUP 2014: v,1,12-13)

The 1982 legislation also restricted future park expansion by establishing a permanent boundary. The new boundary reflected several land transfers between the park and private landowners, removing isolated parcels and thus consolidating park landholdings largely on the southern part of the island (see Figure 15). Land transfers executed in 1983 removed approximately 387 acres from the Bowditch donation (D-566, tracts 16-101, 16-102, 16-103; D-567, tract 16-104). Portions of two of

the Bowditch parcels (D-566, tracts 16-102, 16-103) were designated as conservation easements, comprising around 195 acres, to preserve the scenery around Mount Champlain. Deeds executed in 1983, 1984, and 1989 added approximately 317 acres to the park (D-570, tracts 17-105 and 17-106; D-579, tract 17-107; D-580, tract 17-108; D-609, tract 17-109). However, the status of the quarter-acre Hamilton/Bowen family inholding on Duck Harbor was not addressed and remains in place today. The revised boundary increased the park-owned mileage of the Loop Road to 4.66 miles, shifting the end of federal road ownership from the northern intersection of Lots 27 and 28 to the northern intersection of Lots 28 and 29. With this adjustment, the park's stewardship of the Loop Road ended near the Nat Merchant Trail crossing. (Deur 2013: 161-163; LandsNet, Deeds)

Relocation of the Campground and Closure of the Fire Road:
As early as 1973 some residents and park rangers had lobbied for the relocation of the Duck Harbor campground to end impacts on the Hamilton homesite, reduce the threat of camp fires progressing north toward town, and minimize disturbance of campers from traffic of the Loop Road. In 1983 the park relocated the campground to the south side of Duck Harbor in response to the intent of the boundary legislation, but also motivated by the privacy and fire containment issues. The new site was located off of the Fire Road, near the likely site of the former Leland/Harvey homestead. The park constructed five covered Adirondack shelters, each housing up to six people, which provided a hypothetically maximum overnight population of 30 people. The campground also included composting toilets and a water well equipped with a hand pump. Further improvements came in 1988 when the park constructed a more substantial steel and granite pier and landing dock on the south side of Duck Harbor, adjacent to the campground, to accommodate regular arrivals by the mail boat. (VUP 2014: 11; van Doren 2012: 286; Deur 2013: 158-159,166; AOA 2004: 135; VCC 1984: 7)

The exact date of the park's conversion of the Fire Road from a vehicular route to a pedestrian trail is unclear, but occurred sometime in the 1970s or early 1980s. According to Bill Stevens, an island resident and former park employee, it was "a pretty nice road out there back in the late '60s and early '70s." The park's 1971 plan of the road identified the Fire Road as a trail, while a 1973 map by Stevens showed it as a road. A park report from 1977 stated that vehicular use of the Fire Road was prohibited in the summer months and a 1977 USGS map indicated it as a minor road. According to both Harold van Doren and island resident Virginia MacDonald, the change occurred in 1983 when the NPS "moved the campers all across the creek, and shut off that road [Fire Road] to cars that went down to the cliffs, except for hikers." (Deur 2013: 147, 276 citing Bill Stevens, 281 citing MacDonald 1998: 66; van Doren 2012: 254; AMA 1977: 21; Drawing ACAD 123-41006; Stevens map, 1973; USGS map, 1977)

Management of Loop Road, 1980s-2000s:
In the 1980s, the park-owned sections of the Loop Road had deteriorated to the point that it was barely passable with a four-wheel drive vehicle. The road had lost its crown and surface material in many places, leaving behind ruts and exposed granite ledge. Drainage ditches on the road sides had filled, and some culverts were collapsed or deteriorated. The park used emergency funds in 1989 to correct some problems; new culverts were installed, drainage ditches were cleaned, and material was regraded to improve the road surface. However, due to the limited availability of gravel on the island, the park's 1990 "Development Concept Plan-Environmental Assessment" recommended a cyclic maintenance schedule to keep the road passable. The report also recommended utilizing a small rock crusher on site if funding became available. (DCP-EA 1990: 7,20)

In the late 1980s the park briefly considered closing the section of Loop Road from Moores Harbor to Duck Harbor so that material from the road bed could be used to rehabilitate the Loop Road from Duck Harbor to Merchant's Cove. The idea was dismissed in part because the road provided the sole access into park lands for fire and emergency vehicles. Another reason was the 1982 legislation that directed the park to operate on the island in manner that was consistent with the needs of the local community. In times such as the mud season when the town-owned road sections became impassable, the park-owned sections were the only way to reach Head Harbor. (DCP-EA 1990: 20; Deur 2013: 5)

From 1999 to 2004 the park rehabilitated portions of the Loop Road, transporting grading equipment and 300 tons of aggregate to the island to repair failed road surfaces and regrade the entire road.

The project also replaced twelve culverts. In 2003-2004, the park cut encroaching trees and limbs from 2.5 miles of the road. Crews cleared an average of two feet on each side to restore drainage and improve visibility, and placed additional aggregate in problem areas. (PMIS 20324A; PMIS 198)

Updates to Park Facilities, 1990s-2000s:
Land swaps brought forth by the 1982 legislation left the park's existing ranger station on the Loop Road south of town, as well as an adjacent maintenance area and a segment of trail, on town property. In 1989-1990 temporary park facilities were erected on the park's newly defined northern boundary, a narrow strip of park property fronting the Loop Road around 750 feet south of the former ranger station. The small complex included an office, fire cache, small storage structure, chemical toilet, and bulletin board for visitor information. By this time there was no housing for seasonal rangers; they had been housed in two travel trailers at the former location until 1987 when the structures were destroyed by fire. The old forester's cabin at Eli Creek may have been brought into temporary use as ranger housing, but the loss of adequate housing created staffing problems that persisted for years. (DCP-EA 1990: 7; PMIS 211045)

The park's 1990 "Development Concept Plan" recommended facility improvements on the island, including new park housing, a ranger office, and a maintenance/fire facility. In consultation with island residents, the narrow parcel on the Loop Road was selected for the new complex. The 1990 plan also proposed a small ranger cabin at Shark Point, in a clearing on the east side of the Loop Road approximately one mile from the relocated Duck Harbor campground. The rationale was that the site was closer to the area of most intensive use by day visitors and overnight campers, and could provide increased supervision, emergency, and fire safety needs. (DCP-EA 1990: 11,13; VUP 2014: 13; Drawing #123-41059, 1995).

In 2000, four Clivus toilets were installed on park lands: two at the campground; one off the Fire Road near the campground for day users; and one off the Loop Road at the ranger station. The proposed ranger cabin at Shark Point was never built, but new facilities were constructed at the northern boundary property on the Loop Road. In 2004 the park demolished the old ranger station and constructed a 24x24-foot, 1.5-story wood frame ranger station, and in 2005 replaced a collection of maintenance structures with a 24x48-foot, 1.5-story wood frame fire cache building. However, no new housing facilities were constructed for park staff. Around 2009, the park performed preservation maintenance and made repairs on the Eli Creek cabin, which was used for temporary housing by park staff and researchers. (VUP 2014: 13; PMIS 88911; PMIS 198; PEPC 11530, PEPC 24112)

Recent and Ongoing Projects, 2010s-Present:
The park has undertaken numerous improvements at the Isle au Haut unit in recent years. One of the most significant projects, completed in 2017, was the rehabilitation of the pier at Duck Harbor that included repair and replacement of the superstructure, railings, decking, and ramps. Nearby at the campground, the park removed the equipment shed that housed cleaning and medical supplies and replaced it with a larger prefabricated shed next to the Fire Road in 2015. The campground's pit toilet was repaired in 2017. (PEPC 55638, PEPC 51105, PEPC 69824)

Several fire management projects were completed in 2012-2013, including construction of a 50x1000-foot fire break on Eastern Head to protect private structures on adjacent private lands, and thinning understory vegetation around the ranger station and fire cache building to reduce hazardous fuels. In 2013 the park removed four dead cedar trees near the Eli Creek cabin. Work at the Eastern Head fire break continued in winter 2018 and included clearing dead and downed wood from a 50-foot-wide fuel break running west to east from shore to shore immediately south of the park boundary. (PEPC 38401, PEPC 42416/PEPC 46069, PEPC 43203, PEPC 73949)

Island trails also received some recent attention, including a 2011 project by the Student Conservation Association that improved treads and drainage on eight trails, installing dips, swales, bench cuts, bog walks, steps, and log checks. In 2015, the park replaced-in-kind a long footbridge on the Duck Harbor Trail, just below the Eli Creek cabin. (PMIS 143980, PEPC 54836)

The entirety of the Loop Road within the park, and the northern one-third mile portion of the Fire Road, are scheduled for rehabilitation in 2018, as part of the project "Repair Erosion Damage along

the Isle au Haut Loop Road." The project will repair erosion damage, rehabilitate road surfaces by adding gravel, restore roadside ditches, replace failed culverts, and install new culverts. In April 2017 the Olmsted Center completed the report, "Compliance Documentation and Rehabilitation Guidelines for the Loop Road and Fire Road" that evaluated the significance and integrity of the Loop Road and Fire Road to fulfill the project's National Historic Preservation Act (NHPA) compliance requirements. (PMIS 194000/PEPC 67798).

Visitor Carrying Capacity and Future Projects:
The 1982 legislation established a visitor carrying capacity that would be revisited every five years. The most recent review of carrying capacity was completed in the 2014 "Visitor Use Management Plan," which raised the limit of visitors from 120 per day set in 1989 to 128 per day, except for a total of six days in July and August when the capacity will be allowed to exceed 128. (VUP 2014: v)

Several projects at Isle au Haut are still in the planning stages. To address park housing deficiencies, there is a plan to create two seasonal employee housing units for up to three employees. It proposes an efficiency unit in the existing finished room (currently used for storage) above the ranger station, and a two room apartment in the existing finished storage room above the fire cache building. The units will contain a total of 3 kitchenettes, three full baths, and shoulder season heating. Two 8x8-foot structures would be built to accommodate displaced storage. Other future projects include rehabilitation of eroding tread and failing drainage systems along sections of the Duck Harbor Trail, and establishment of a life flight helicopter landing area just east the Duck Harbor campground. (PEPC 52323, PMIS 211045, PEPC 55764, PEPC 73215)

Uses

Functions and Uses:

Major Category	Category	Use/Function	Historic	Current	Primary
Landscape	Natural Area	Beach	Yes	Yes	No
Domestic (Residential)	Single Family Dwelling	Cabin/Lookout	Yes	Yes	No
Recreation/Culture	Outdoor Recreation	Campground/Picnic Area	Yes	Yes	No
Funerary	Cemetery	Cemetery	Yes	No	No
Landscape	Natural Area	Forest	Yes	Yes	No
Transportation	Pedestrian-Related	Hiking Trail	Yes	Yes	No
Transportation	Water-Related	Landing (Wharf, Dock)	Yes	Yes	No
Agriculture/Subsistence	Livestock	Livestock	Yes	No	No
Transportation	Road-Related	NPS Class IV Primitive Road	Yes	Yes	No
Recreation/Culture	Outdoor Recreation	Outdoor Recreation	No	Yes	Yes
Recreation/Culture	Outdoor Recreation	Outdoor Recreation	Yes	No	Yes
Vacant (Not In Use)	Ruin	Ruin	Yes	No	No
Domestic (Residential)	Single Family Dwelling	Single Family House	Yes	Yes	No
Landscape	Scenic Landscape	View	Yes	Yes	No
Landscape	Natural Area	Wetland	Yes	Yes	No

Public Access:

Public Access: Other Restrictions

Public Access Narrative:

Since 1983, visitor carrying capacity limits regulate the number of persons allowed in the Isle au Haut Unit per day. The current number, set in the 2014 “Visitor Use Management Plan” is 128, except for six days in July and August when the capacity will be allowed to exceed 128. Park visitors and island residents access the island from Stonington, Maine, via a private, nonprofit passenger ferry service (no vehicles) that docks at the Town Landing year-round and at Duck Harbor from June to September. Travel one way takes approximately 45 minutes. Access to park roads and trails is unrestricted, but use of the campground requires an advance reservation with the park. The cabin at Eli Creek is not open to the public.

Associated Ethnographic Group

Ethnographic Study Status: Yes-Unrestricted Information

Ethnographic Narrative:

“The Park Lands of Isle au Haut: A Community Oral History, Special Ethnographic Report, Acadia National Park” by Douglas Deur (2013).

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

Landscape characteristics identified for the Isle au Haut Unit include natural systems and features, land use and topography, vegetation, circulation, buildings and structures, views and vistas, small-scale features, and archeological sites. 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.

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 a majority of these qualities is essential for a property to convey its significance. The following section provides an evaluation of each aspect of integrity for the Isle au Haut Unit, comparing aspects at the end of the period of significance in 1968 with existing conditions in 2018.

Location:
Location is the place where the historic property was constructed or the place where the historic event occurred. Park boundaries established in the 1940s have been revised to consolidate land parcels within a contiguous and permanent boundary. Two exceptions are the Eastern Head area, which remains a separate parcel, and a small inholding on the north shore of Duck Harbor. Land parcels around Mt. Champlain on the north half of the island that were originally part of the park are now designated as conservation easements. Despite these changes, the cultural landscape retains its historic location.

Design:
Design is the combination of elements that create the form, plan, space, structure, and style of a property. The design of the roads, trails, and Eli Creek cabin have changed little since the end of the historic period. All of these features have received some degree of rehabilitation to repair, replace, and improve structural elements, but the integrity of their designs remain intact. The roads also continue to provide access for island residents, park visitors, park management, and fire fighting and emergency personnel. The abandonment of homesteads and removal of fish shacks on park lands was essentially completed by 1968, although stone foundations, cellar holes, and clearings still remain. The layout of the Hamilton cemetery is generally intact despite the poor condition of the gravestones and fence. The design of the stone walls that marked former pastures and fields is evident, although some sections have fallen down. Changes in design have occurred at Duck Harbor with construction of the campground facilities and the dock and near the Town Landing with the addition of the ranger station and maintenance complex. Overall, the historic design of the property remains intact.

Setting:
Setting is the physical environment of a historic property, including its surroundings. The remote and isolated setting of the Isle au Haut Unit has not changed significantly since the end of the historic period. The park's expansive and natural environment, accessed by two roads and a network of trails, remains intact, while the waters of Penobscot Bay and the Atlantic Ocean still rise and fall at Moores Harbor, Duck Harbor, and Head Harbor. The setting continues to the private lands to the north and east of the park, but also features the Town of Isle au Haut along the Thorofare and occasional small clusters of development around the island's small coves and harbors. Some changes in setting have occurred in the park with construction of a small campground and dock at Duck Harbor, ranger station and maintenance area near Town Landing, and the loss of isolated homesteads and the subsequent encroachment of forests into them.

Materials:
Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The Isle au Haut Unit contains the general palette of materials that historically characterized the property, which included stone for road surfaces, building foundations, gravestones, boundary monuments, and field walls; corrugated metal for road and trail culverts;

wood and logs for buildings and structures; and native tree and shrub species. Modern materials have been introduced, such as prefabricated sheds and outhouses, solar panels, corrugated PVC piping for drainage, metal grills, bike rack, a flagpole, and a steel dock.

Workmanship:
Workmanship is the physical evidence of the crafts in the construction or use of the property. Overall the property exhibits the workmanship that historically characterized the property, and remains in the stone construction of the roads, foundation walls, field walls, and cemetery markers; the wood construction of the log cabin; and the metal in the culverts along the roads and trails. Changes in workmanship are associated with new or replacement–in-kind circulation structures along the roads, trails, dock, and in the campground, as well as the campground shelters, outhouses, and dock.

Feeling:
Feeling is the property's expression of the aesthetic or historic sense of a particular period of time. The park's historic roads, trails, and cabin at Eli Creek continue to represent the island's recreational and conservation history. The Duck Creek cemetery still evokes past settlements, but the physical loss of homesteads and fish shacks associated with the island's historic marine-related land uses has diminished the feeling of a remote but active fishing community. Except for the inholding cabin on the north shore of Duck Harbor, only traces remain of the homes, shacks, docks, gardens, orchards, and associated fishing gear and equipment that once dotted the shorelines. Fishing boats occasionally ply the harbor waters, and the mail boat makes regular stops in Duck Harbor, but overall the feeling today is that of a public park. However, limits on the number of visitors allowed in the park and minimal visitor facilities have helped maintain a feeling of quiet solitude for those who venture here.

Association:
Association is the direct link between an important historic event or person and a historic property. The Isle au Haut Unit retains key built and natural features that convey the property's association with early settlers, the Point Lookout Club, the Bowditch family, and the National Park Service.

The next section presents an analysis of landscape characteristics and their associated features and corresponding Historic Structures Inventory names and numbers, if applicable. It also includes an evaluation of whether the feature contributes to the property's National Register eligibility for the historic period (1881-1968), contributes to the property's historic character, or if it is noncontributing, undetermined, or managed as a cultural resource.

Landscape Characteristic:

This section presents an analysis of landscape characteristics and their associated features and corresponding List of Classified Structures names and numbers, if applicable. It also includes an evaluation of whether the feature contributes to the property's National Register eligibility for the historic period (1881-1968), contributes to the property's historic character, or if it is noncontributing, undetermined, or managed as a cultural resource.

Landscape Characteristic: Natural Systems and Features

Historic and Existing Conditions:
Natural systems and features are the natural aspects that have influenced the development and physical form of the landscape. The physiography of Acadia National Park is the product of over 500 million years of geological processes, including inundation by the sea, volcanic events, weathering and erosion, and the advance and retreat of glaciers. Such activity left behind rugged and rocky landscapes like Isle au Haut, a landform approximately seven miles long and two miles wide situated on the southeastern edge of Penobscot Bay. These processes also influenced the human impact on the island, confining settlements and development to the coastlines and protected harbors.

Isle au Haut features a backbone of granite similar to that of Acadia's Mount Desert Island; Mt. Champlain in the northern part of the island is the highest peak, at 543 feet, with Sawyer Mountain, Jerusalem Mountain, and Bowditch Mountain slightly lower peaks of the same ridge, running in a line to the south. Wentworth Mountain and Duck Harbor Mountain are lower peaks that rise to the southwest of the ridge (see Cover). Several small drainages flow down from the mountain ridge as perennial and intermittent streams, some of which form wetland areas and ponds (Figure 16). Long Pond is the island's largest freshwater body, and fills a north-south glacial-scoured valley on the east side of the ridge. Head Harbor, Moores Harbor, and Duck Harbor are examples of inundated valleys that provide sheltered harbors. The coastline is mainly granite boulders, with a few rocky beaches and salt marshes. (AOA 2004: 17-18)

While the island's glacial soils are deepest around ponds, wetlands, and streams, in most places they are shallow, but contain sufficient minerals to support forest vegetation (see Vegetation section below). The thin soils limit agricultural activity to small subsistence farms, orchards, and kitchen gardens. According to the Natural Resources Conservation Service (NRCS) there are two small pockets of prime agricultural soils on the Loop Road and Nat Merchant Trail, and one area classified "soils of statewide importance" along the northern park boundary. (Comprehensive Plan 2016: 51,54)

The remoteness of Isle au Haut from the mainland has limited animal populations and species, with the exception of birds, which are numerous and varied. The island's offshore location makes it an important stopover refuge for migrating bats, insects, shorebirds, raptors, and songbirds. Significant fauna includes harlequin duck, which winters along the southern coast and is currently State-listed as threatened. Bald eagles and purple sandpipers are two other less common species of note. There are also deer and coyotes. (Comprehensive Plan 2016: 82-83; VUP 2014: 10)

The coastal climate is characterized by fog, land and sea breezes, and less extreme temperature ranges than elsewhere in the state. The average high/low temperatures on the island are in the upper 70s/low 60s in July and August and lower 30s/lower teens in January. Annual rainfall averages 46 inches per year, and annual snowfall averages 84 inches. The weather and sea conditions are highly changeable, however, and can quickly affect marine-related activities and ferry transportation to and from the island.

Landscape Characteristic Graphics:



Figure 16. View of the wetland meadow from the Loop Road, at Eli Creek. (OCLP 2016, IMG_0090)

Landscape Characteristic: Vegetation

Historic Condition (to 1968):
Prior to European settlement, Isle au Haut was covered in a dense and diverse forest of conifers and deciduous trees despite its relatively thin layers of soil. Forest cover began to diminish in the late 1700s as early settlers cut trees for firewood and to supply shipyards and sawmills, and then accelerated in the 1800s as the population increased and land was cleared for orchards, gardens, crop lands, and especially for sheep grazing. Photographs show that by the late 1800s the island had vast areas of barren land. Vegetation was also lost to wildfires, including one in 1877 that burned large portions of the island's interior and ridgeline and another in 1897 at Duck Harbor. From the 1880s onward, sheep grazing declined and the many of the abandoned pastures were purchased by summer residents, who allowed the trees and understory to regrow.

The second growth forest that returned was dominated by spruce. Island resident Kathy Fiveash has written that when the land was cleared, the small patches of dense mature forest that remained in the island's steep and higher-elevations and ravines provided seeds that helped recolonize the island into a conifer forest. Some of these older stands can be found along the Nat Merchant Trail. In the 1940s, year-round and seasonal residents became increasingly concerned about the risk of fire, especially after the devastating Mount Desert fire in 1947 and a smaller fire on Isle au Haut two years later. (Deur 2013: 70,255)

Post-Historic and Existing Conditions:
Park lands are almost entirely wooded today. Approximately sixty percent of the land is classified as "Forest-Conifer-Upland" characterized by forests of spruce-fir (conifer phase), white pine-mixed conifer, and red pine-white pine between 40-65 feet in height. This is followed by around twenty percent "Woodland-Conifer-Upland" comprised of woodlands of mixed conifers, white cedar, jack pine, and pitch pine between 16-40 feet high; fifteen percent "Forest-Mixed-Upland" comprised of forests of spruce-fir (mixed phase), oak-pine, and white pine-hardwood between 40-65 feet high; and five percent of "Woodland-Conifer-Wetland" comprised of woodlands of conifer swamp (spruce, white cedar, blueberry, huckleberry, peatmoss). Remnants of orchards are still present on park lands, including several apple trees on the edges of the former Hamilton homestead at Duck Harbor and amongst the young forests at the Herrick homestead on the ridgeline. (Vegetation of Acadia National Park 2003, Acadia NP GIS: "acadveg")

The park currently maintains downed wood in situ, and thinning and harvesting of trees for firewood is prohibited. The park has removed trees as part of fuel load reduction projects around park buildings and structures, and recently rehabilitated a fire break in the woods on Eastern Head. Trees were recently removed or thinned as needed along the Loop Road, Fire Road, and trails as part of the road rehabilitation project. This wood was cut to length and given to townspeople for firewood as well as a supply for the campground. (Deur 2013: 191; Review comments, G. Gladstone, 1 May 2018)

More than 700 species of plants have been identified on Isle au Haut, including three State of Maine endangered or threatened species of vascular plants: swarthy sedge (Carex adusta), screwstem (Bartonia paniculata), and inkberry (Ilex glabra). A fourth plant, mountain sandwort (Minuartia groenlandica), usually found in alpine habitats, is currently State-listed as a plant of special concern. The diversity of habitats on the island ranges from bogs and small wetlands full of sundews and orchids to dry, rocky, nutrient-poor ledges of pitch pine and blueberries. The nutrient-poor ledges include two communities that are somewhat rare in Maine: "Low Elevation Bald" characterized by low bush blueberry, lichens, three-toothed cinquefoil, and mountain sandwort and "Pitch Pine Woodland." (VUP 2014: 9)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Apple Trees	184951	Undetermined					No

Landscape Characteristic: Land Use - Land Use and Topography

Historic Condition (to 1968):
Land use describes the activities that have formed, shaped, or organized the landscape as a result of human interaction. Topography is the three dimensional configuration of the landscape surface characterized by slope and elevation. Native Americans visited and occupied Isle au Haut to fish and hunt off of its shorelines and in its harbors. Duck Harbor is likely named for the duck hunting that occurred there. Evidence of shell middens have been reported at various locations and a quarry has been located at Duck Harbor Mountain. Author Bill Caldwell writes that in the 1930s and 1940s “a few Indians still came to the island from their mainland reservations to gather sweetgrass for basket-making. (Deur 2013: 241, citing Caldwell 1981: 188)

In the late eighteenth century the island’s first permanent European settlers also engaged in fishing as well as boat building, salt works, and shipping. As the population slowly increased, residents also engaged in lobstering, canning, and ice harvesting. These water-related activities helped concentrate settlements along the shorelines and harbors, as did the island’s steep terrain and thin soils, which limited agricultural pursuits to small subsistence gardens and orchards. The exception to this was sheep grazing, which thrived throughout the island’s interior and resulted in cutting hundreds of forested acres. Another historic land use was the establishment of a small cemetery east of Duck Harbor, which included graves of the Hamilton family. Interments occurred there from 1817 to c.1942.

The formation of the Point Lookout Club in 1881 by Ernest Bowditch, and his subsequent purchase of thousands of acres of mostly uninhabited and undeveloped land through the Isle au Haut Land Company, coincided with the decline in the island’s year-round population, closure of the cannery, and abandonment of sheep pastures. Recreational land uses emerged at this time as club members worked with local residents to build hiking trails to scenic destinations on Company lands and throughout the island. Completion of the Loop Road and Fire Road also provided recreational access to the island’s previously inaccessible areas. In the 1944 most of the Company’s lands, and the road and trail segments within them, became part of Acadia National Park. Public recreational use of park lands was low until the mid-1960s, at which time the park opened a ranger station near the Town Landing to provide visitor orientation.

Post-Historic and Existing Conditions:
Public recreational land uses were expanded by 1970 when the park developed a campground with three sites on the north side of Duck Harbor. In 1983, the park relocated the campground to the south side of Duck Harbor and increased its capacity to five sites. The campground was located next to a floating dock, built in 1978 and replaced with a permanent dock in 1988. The park also initiated actions to help preserve and protect the island’s scenery, establishing conservation easements on several offshore islands in the early 1970s and several interior parcels and in the early 1980s. The latter arrangements were associated with consolidation of park lands and establishment of a permanent park boundary in 1982. Within the park boundary was the small Hamilton family inholding on the north shore of the Duck Harbor, which remains today.

Park visitor and operational facilities were improved with a new complex in 1989-1990 on the park’s newly defined northern boundary on the Loop Road, but to date there is no housing for park staff.

The 1982 legislation also established a visitor carrying capacity to maintain reasonable visitation limits. In 2014 the limit was revised to 128 visitors per day.

The Hamilton cemetery is extant but most of the gravestones are in poor condition because they are leaning or have fallen over completely (Figure 17). Eighteen individuals are reported to be buried there: ten are members of the Hamilton family, three are members of the Thomas family, and five are individuals with other surnames. There is reportedly a single grave on a creek west of Wentworth Mountain for Betty Wentworth, but its age and condition have not yet been determined. (Deur 2013: 53,256)

The 1971 plan for the “Isle au Haut Road Rehabilitation” project noted the location of three borrow pits on the Loop Road, near the Hamilton cemetery and one at the intersection with the Fire Road. All three are still visible. The pit adjacent to the cemetery also serves as a storage yard for corrugated metal pipes.
Several rock piles, and depressions that are filled with water, can be found along the Loop Road and may be remnants of former borrow pits.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Hamilton Cemetery	184953	Undetermined					No
Betty Wentworth Grave	184955	Undetermined					No
Duck Harbor Campground	184957	Noncontributing – Compatible					No
Borrow Pits	184959	Undetermined					No

Landscape Characteristic Graphics:



Figure 17. View looking northwest at the Duck Harbor cemetery and fence enclosure. (OCLP 2016, IMG_0224)

Landscape Characteristic: Circulation

Historic Condition (to 1968):
Circulation is the spaces, features, and applied material finishes that constitute systems of movement in a landscape. Isle au Haut's formidable terrain made travel difficult for early settlers. Boats were typically the quickest and most efficient mode of transportation between the island's shoreline settlements, but in time foot travel and occasionally oxen were used for land transportation on primitive paths and lanes. Such conditions persisted until the late 1880s when the founder of the Point Lookout Club, Ernest Bowditch, a landscape architect and civil engineer, envisioned a road encircling the island. Funded by Bowditch, the first sections completed were a new road north of the Thorofare to the club grounds at Point Lookout, and improvement to an existing path south of the Thorofare to the club's farm at Moores Harbor. Bowditch and his Isle au Haut Land Company purchased thousands of acres of island land, so that by 1904 the road project linked Western Head and Head Harbor along a semicircular route centered on the Thorofare. After Bowditch's death in 1918, his family finished the last segment of the loop in 1922, linking Duck Harbor and Head Harbor. The completed loop road connected the island's remote and scenic places together and provided access for fire control throughout the island.

The Loop Road, and the separate Fire Road to Western Head, featured vegetated shoulders around 1-2 feet wide and drainage structures comprised of vegetated ditches and culvert pipes buried below the traveled way. Some culverts were buttressed with dry-laid stone headwalls. Road maintenance was accomplished by hired townspeople and was necessarily ongoing, as seasonal rains and frost cycles regularly exposed new boulders and ledges. These efforts were aided by the town's road grader, initially pulled by horses and then later by a tractor. However, maintenance of the road stopped during the World War II years as island men went off to war.

Concurrent with the road project was the construction of hiking trails for club members interested in exploring the island's scenery. Some trails were constructed by the summer people, but the island's permanent residents performed most of the work in rugged and remote areas. The trails tracked through lands close to Point Lookout as well as those in outlying lands owned by the Isle au Haut Land Company. The club hired a forester to help maintain the trails, but he left in the late 1930s. Like the roads, the trails were not maintained during World War II, although some were kept open by club members.

The Bowditch family donated their lands to the National Park Service and Acadia National Park in the 1940s, which included the 1.53 mile Fire Road, 4.24 miles of the Loop Road, and around thirty miles of trails. When cars became more prevalent on the island after World War II, townspeople used the park roads on their drives around the island, but the park only minimally maintained the roads in part because public visitation to the island was low. Trail maintenance was also rare until the early 1960s when the park began work on the trail system, improving some of the old Point Lookout paths that had been maintained by residents and building new routes in areas where the old trails crossed into private lands.

Post-Historic and Existing Conditions:
In 1971 the park rehabilitated their segments of the historic Loop Road, installing new culverts, replacing of existing culverts with larger pipes, adding stone headwalls to some culverts, cleaning and reshaping the ditches, and seeding and fertilizing disturbed areas. Additional repairs were made on the road in 1976 but the scope of this work is not known. Work was likely accomplished on the trail system in the 1970s but details of such work are unknown. When the park boundary was revised in 1982, the park-owned mileage of the Loop Road increased to 4.66 miles, while the total miles of trails decreased slightly.

In the 1980s the park-owned sections of the Loop Road deteriorated, prompting the park to take corrective action in 1989: new culverts were installed, drainage ditches were cleaned, and material was regraded to improve the road surface. From 1999 to 2004 the park transported grading equipment and 300 tons of aggregate to the island to repair failed road surfaces and regrade the entire road. The project also replaced twelve culverts and cut encroaching trees and limbs. Since 1983, when it was closed to non-park vehicles, road maintenance on the Fire Road has been focused on the section from the campground to the intersection with the Loop Road.

The park has recently improved the trails. In 2011 work on eight trails by the Student Conservation Association improved the treads and installed dips, swales, bench cuts, bog walks, steps, and log checks. In 2015, the park replaced-in-kind a footbridge on the Duck Harbor Trail. The trails are also monitored and maintained by seasonal rangers.

The historic Loop Road is open to the public and receives moderate use by island residents and park staff. It currently features a compacted earth/gravel surface occasionally interspersed with granite ledge and grass center strips (Figure 18). A major rehabilitation project is currently underway for the entirety of the Loop Road within the park, entitled "Repair Erosion Damage along the Isle au Haut Loop Road." The project will repair erosion damage, rehabilitate road surfaces by adding gravel, restore roadside ditches, replace failed culverts, and install new culverts. To date the park has added 10 new culverts, replaced 75 culverts, and barged in 1000 yards of gravel to accomplish minimal fill where needed. Most culverts feature corrugated metal pipes between 12 and 18 feet in diameter, some with dry-laid stone headwalls (Figure 19). The Loop Road includes four informal pullout areas suitable for parking that provide access to the Eli Creek cabin, Shark Point Beach, the former Hamilton homestead, and the Bowen/Hamilton inholding on Duck Harbor. A short road spur also leads to the Hamilton cemetery and a storage area and former borrow pit. (Review comments, G. Gladstone, 1 May 2018).

The historic Fire Road is limited to vehicular use by park staff and emergency vehicles, but is available to the public as a trail. It currently features a mix of earthen/gravel surfaces occasionally interspersed with granite ledge and grass center strips (Figure 20). The park is currently rehabilitating the section of Fire Road from the Loop Road to the campground as part of the "Repair

Erosion Damage along the Isle au Haut Loop Road" project. The remainder of the road presents rough and uneven driving conditions caused by tree roots and frost action, and there are areas of ponding in the roadbed and erosion of the roadbed into the shoulder. Three corrugated metal pipe culverts and a few roadside ditches convey surface water. Two pipes are 12 and 16 feet in diameter, but the pipe at the head of Duck Harbor is upwards of six feet wide. None of the culverts feature headwalls. The Fire Road includes an informal pullout area at the campground for park vehicles.

There are several other structures associated with the two roads. A curved dry-laid stone retaining wall dating to the 1980s marks the intersection of the Loop Road and Fire Road (Figure 21). The wall tapers in height from 2-5 feet and is in poor condition because erosion is undermining the base of the wall. On the Loop Road just to the east of this intersection is a section of stone guardwall, similar to those found on the motor roads and carriage roads on Mount Desert Island (Figure 22). The guardwall marks the edge of a steep ravine, but several gaps between the stones are wide enough for a car to pass through. The date of the guardwall is not known.

There are currently 33 miles of historic hiking trails in the park across eleven named trails (not including the Fire Road): Bowditch, Cliff, Deep Cove, Duck Harbor, Duck Harbor Mountain, Eben's Head, Goat, Long Pond, Median Ridge, Nat Merchant, and Western Head. Narrow trails also loop amongst the shelters and outhouses at the campground. There is not currently a marked trail to Eastern Head, the lone discontinuous park parcel on the island. Trail surfaces vary from earthen/gravel to granite ledge. Depending on the local topography and hydrology, trails may include small wood bridges, wood bogwalks, stone steps, stone retaining walls, stone culverts, plastic culverts, and waterbars (Figures 23, 24).

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Loop Road	184961	Contributing					No
Fire Road	184963	Contributing					No
Vegetated Shoulders, Loop Road and Fire Road	184965	Contributing					No
Vegetated Ditches, Loop Road and Fire Road	184967	Contributing					No
Culverts, Loop Road and Fire Road	184969	Contributing					No
Retaining Wall, Loop Road and Fire Road Intersection	184971	Noncontributing – Compatible					No
Guardwall, Loop Road	184973	Undetermined					No
Unpaved Pullouts, Loop Road and Fire Road	184975	Contributing					No
Trails	184977	Contributing					No

Landscape Characteristic Graphics:

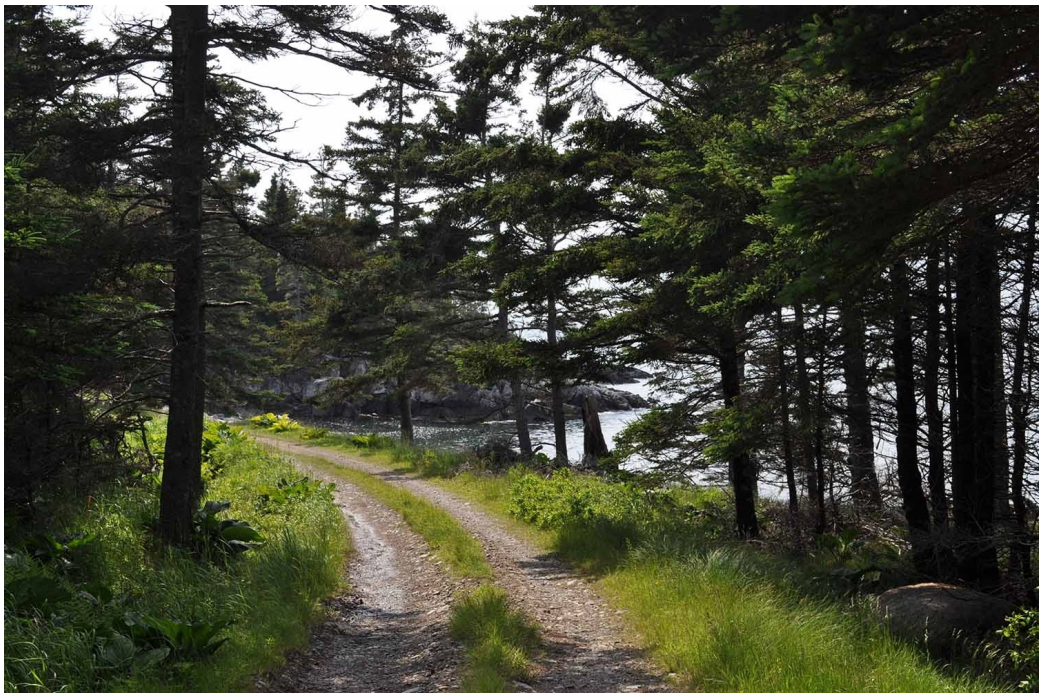


Figure 18. View of the Loop Road at Shark Point Beach. (OCLP 2017, DSC_0218)



Figure 19. A substantial headwall/guardwall protects this culvert on the Loop Road. (OCLP 2016, IMG_0216)



Figure 20. View of the Fire Road, at the intersection with the Duck Mountain Trail. (OCLP 2016, DSC_6215)



Figure 21. View of the retaining wall at the intersection of the Loop Road (image left) and Fire Road (image right). (OCLP 2016, IMG_0165)



Figure 22. A run of stone guardwall on the Loop Road begins just east of its intersection with the Fire Road. (OCLP 2016, IMG_0166)



Figure 23. Bog walk on the Goat Trail. (OCLP 2017, DSC_0328)



Figure 24. Footbridge across Eli Creek on the Duck Brook Harbor Trail. (OCLP 2016, IMG_0236)

Landscape Characteristic: Buildings and Structures

Historic Condition (to 1968):
Buildings are three-dimensional constructs built primarily for sheltering any form of human activity. Structures are constructed for functional purposes rather than human activity. The Barter family was the first to establish permanent homesteads on Isle au Haut in the late 1780s, building log homes at the Thorofare. Through the nineteenth century other buildings were constructed at the Thorofare and along the island's other shorelines and harbors, ranging in size from small fish shacks to two and three-story wood frame buildings set on stone foundations. On future park lands, Ebenezer Leland established the first homestead at Duck Harbor around the same time that the Barters arrived. In the years that followed names including Hamilton, Harvey, Merchant, Herrick, and others settled at Duck Harbor, Moores Harbor, Western Ear, and Bowditch Mountain, where they constructed homes, support structures, and pastures defined by hand-built stone walls. Only a few historic photographs document these places, such as an 1896 view of Duck Harbor that shows small one-and one-and-a-half-story wood frame buildings and structures with gabled roofs, as well as wood docks set on wood posts.

Some of the largest buildings on the island were associated with the exclusive Point Lookout Club established in 1881. The club featured a rambling three-story clubhouse, private cottages, and various support buildings at the north end of the Thorofare. There was also a farm complex and several residences at the north end of Moores Harbor. Club founder Ernest Bowditch and his Isle au Haut Land Company purchased thousands of acres of land on the island, but left most of it undeveloped. One exception was construction of a one-room log cabin and an outhouse in the 1920s or 1930s, on the east side of Moores Harbor at Eli's Creek, for their forester to help maintain a trail system that trekked through these lands.

The Bowditch family donated their lands to the National Park Service in the 1940s, including the forester's cabin. In the early 1960s the park used the cabin as a ranger station, but by the late-1960s constructed a new ranger station on the Loop Road around 600 feet south of the Town

Landing to orient the increasing number of visitors arriving on the island.

At the time of the Bowditch land donation, there were only a few buildings/structures that still remained from old homesteads at Duck Harbor and possibly Western Ear. (The cabin at the Hamilton/Bowen inholding was a converted fish house). Park plans and USGS maps suggest that the other homesteads at had largely disappeared by the 1940s. Beginning in the mid-1960s the park began removing the remaining fish houses to discourage commercial fishing from park lands.

Post-Historic and Existing Conditions:
The only extant historic building on park property today is the cabin at Eli Creek, which today is used as temporary housing for park staff and researchers. The cabin is in good condition, with repairs made most recently in 2009 (Figure 25). The 15x22-foot log building features a gabled roof, stone chimney, and a partially covered front porch. Two propane tanks are located outside. A 5x5-foot square steel outhouse and small storage locker located up the hill from the cabin, possibly dating to around 2005, replaced the previous outhouse located down the hill. (The cabin at the Hamilton/Bowen inholding is also extant).

Remains of stone foundations and cellar holes associated with old homesteads can be found on the east side of Moores Harbor, both sides of Duck Harbor, the Bowditch Mountain area, and along Nat Merchant Trail and the Goat Trail (see Archeology section below). There are also extensive remnants of stone walls and stone cairns along the Long Pond Trail likely associated with the Herrick homestead, and smaller sections of stone wall along the Loop Road and on the Median Ridge Trail and Goat Trail (Figures 26, 27).

The first campground at Isle au Haut was completed around 1970 at the old Hamilton place on the north side of Duck Harbor, along the Loop Road. At this time it consisted of three shelters, an outhouse, and a well. The park relocated the campground in 1983 to the south side of the harbor, along the Fire Road, and enlarged it to five camp sites (Figure 28). In 2000, two Clivus outhouses were installed in the campground and one just off the Fire Road for day users (Figure 29). In 2015 a new prefabricated shed was built just off of the Fire Road for storage of cleaning and medical supplies.

The primary visitor access point to park lands permanently shifted from the Town Landing to the south side of Duck Harbor in 1978 with the construction of a floating dock. In 1988 the park replaced this structure with permanent steel dock set on granite piers. The dock was rehabilitated in 2017 (Figure 30).

In 1989-1990 temporary park facilities consisting of an office, fire cache, small storage structure, and a chemical toilet were erected on the park's newly defined northern boundary, on the Loop Road around 750 feet south of the 1960s ranger station. Two travel trailers that had housed seasonal park staff at the former location were lost to a fire in 1987. In 2004 the park replaced the temporary ranger station with a 24x24-foot, 1.5-story wood frame building, and in 2005 replaced a collection of maintenance structures with a 24x48-foot, 1.5-story wood frame fire cache building (Figures 31, 32). A Clivus toilet was installed next to the ranger station in 2000, and a tool shed next to the fire cache building at an unknown date. Plans are underway to incorporate park housing into the ranger station and fire cache building.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Eli Creek Cabin	184979	Contributing					No
Eli Creek Cabin Outhouse	184981	Noncontributing – Compatible					No
Stone Walls and Stone Piles	184983	Undetermined					No
Campground Shelters (5)	184985	Noncontributing – Compatible					No
Campground Outhouses (2)	184987	Noncontributing – Compatible					No
Trailhead Outhouse at Campground	184989	Noncontributing – Compatible					No
Campground Well	184991	Noncontributing – Compatible					No
Campground Storage Shed	184993	Noncontributing – Compatible					No
Duck Harbor Dock	184995	Noncontributing – Compatible					No
Ranger Station	184997	Noncontributing – Compatible					No
Fire Cache Building	184999	Noncontributing – Compatible					No
Ranger Station Outhouse	185001	Noncontributing – Compatible					No
Ranger Station Tool Shed	185003	Noncontributing – Compatible					No

Landscape Characteristic Graphics:



Figure 25. View of the cabin at Eli Creek. (OCLP 2016, IMG_0244)



Figure 26. One of many stone walls at the Herrick homestead, off of the Long Pond Trail. (OCLP 2017, DSC_0291)



Figure 27. One of the stone piles off of the Long Pond Trail, possibly associated with the Herrick homestead. (OCLP 2017, DSC_0288)



Figure 28. Each of the five campsites features a wood frame shelter, picnic table, and a grill. Some sites also have a wood bench. (OCLP 2016, IMG_6188)



Figure 29. View of the outhouse along the Fire Road, near the campground. (OCLP 2016, DSC_6166)



Figure 30. View of the dock at Duck Harbor during its rehabilitation in 2017. (OCLP 2017, DSC_0409)



Figure 31. The ranger station, outhouse, flagpole, and bike rack, on the Loop Road south of the Town Landing. View looking southeast. (OCLP 2016, DSC_6135)



Figure 32. Fire cache building and tool shed, view looking southeast. (OCLP 2016, DSC_6139)

Landscape Characteristic: Views and Vistas

Historic Condition (to 1968):
Views and vistas are the features that create or allow a range of vision that can be natural or designed and controlled. Isle au Haut's isolated location and dramatic scenery attracted artists and travelers from the Hudson River School in the mid-nineteenth century, and then Ernest Bowditch and other wealthy urbanites in the 1880s. Naming the Point Lookout Club for its location at the north end of the Thorofare, Bowditch and the club members appreciated the island's wild untouched scenery, vast undeveloped lands, and compared to crowded Mount Desert Island, its lack of visitors. In the decades that followed, Bowditch amassed thousands of acres of land, making possible the construction of a loop road and hiking trails. The roads and trails introduced summer and year-round residents alike to the island's previously inaccessible scenic areas. Places on future park lands such as Shark Point Beach, Duck Harbor, and Western Head became popular destinations and were presumably associated with scenic views. Traveling to these places along the roads and trails revealed the island's wild and undeveloped interior areas, arguably scenic in their own right. Over time, some viewsheds changed as former pastures and old homesteads reverted to forests.

The Bowditch family's decision to donate their lands to the National Park Service in the 1940s stemmed in part from their wish to keep the lands undeveloped and pristine while maintaining them accessible to fight wildfires. Care of the roads and trails was minimal during the early years of park management until the mid-1960s when visitation began to increase.

Post-Historic and Existing Conditions:
The rapid rise in visitor numbers in the early 1970s prompted the National Park Service to begin exploring ways to preserve and protect the island's unspoiled scenery, and especially views. To this end, the park worked to established conservation easements with owners of several small offshore islands. The establishment of a permanent park boundary in 1982 created additional scenic easements restricting locations and types of development and land uses on parcels north of the park boundary, which included Mount Champlain and Sawyer Mountain, the island's highest peaks.

The views and vistas listed in the table below capture only a fraction of the views and vistas offered on Isle au Haut. However, they represent areas and destinations most likely encountered by visitors traveling the park's roads and trails (Figures 33, 34, 35, see Figure 18 and Cover).

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
View at Shark Point Beach	185005	Contributing					No
Views at Western Head	185007	Contributing					No
Views at Duck Harbor	185009	Contributing					No
Views at Duck Harbor Mountain	185011	Contributing					No
Views at Moores Harbor	185013	Contributing					No

Landscape Characteristic Graphics:

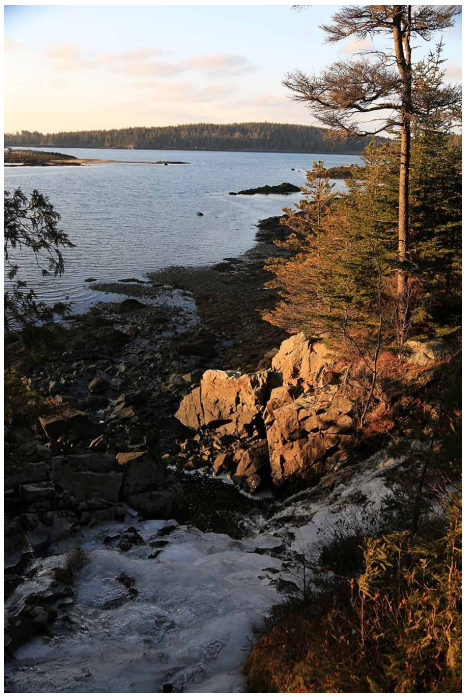


Figure 33. View of Eli Creek and Moores Harbor from the Duck Harbor Trail. (OCLP 2017, IMG_0237)

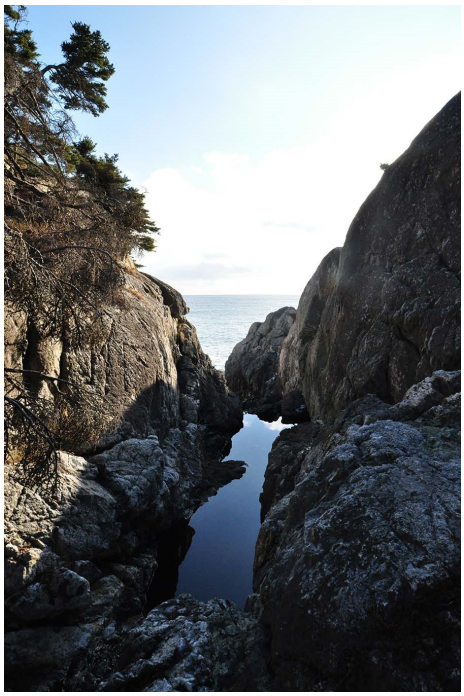


Figure 34. View from the rock outcrops at Western Head. (OCLP 2016, DSC_6233)



Figure 35. View of Duck Harbor from the Loop Road, looking west. (OCLP 2017, DSC_0377)

Landscape Characteristic: Small Scale Features

Historic Condition (to 1968):
Small-scale features are the elements that provide detail and diversity combined with function and aesthetics. The historic usage of small-scale features on Isle au Haut is as transitory as some of the settlers that lived here. The island lands that would eventually become part of Acadia National Park were mostly undeveloped except along the shorelines at Moores Harbor, Duck Harbor, and Western Ear. In these locations, and a few interior locations, generations of families established homesteads to support their marine-related vocations. Fishing gear, buoys, traps, and the like could be found around the homes and shacks. At the time the park was established, there were few homesteads left and most were removed by the park in the 1960s. Roads and trails were constructed on the island beginning in the late 1880s, and may have included signs to scenic destinations.

Post-Historic and Existing Conditions:
The stone boundary marker is located along the Loop Road east of Duck Harbor, measuring around 4-inches square and projecting around one foot above the ground (Figure 36). It marks the approximate location where the original park boundary crossed the Loop Road, and is topped with a round metal DOI medallion. The exact date of installation is likely between 1944 and the early 1980s. When the park's permanent boundary was established in 1982, the boundary line crossing the Loop Road shifted eastward to its intersection with the Nat Merchant Trail and was marked with a similar-sized monument and a "US Boundary NPS" sign attached to a Carsonite pole. The same stone monuments (some with DOI medallions) and NPS signs mounted on Carsonite poles or square wood posts can be found at other boundary line locations in the park. Their installation dates are also unknown. Other site details found along the roads and trails – contemporary regulatory and directional signs, wayside signs, park entrance signs, trailhead signs – are not historic but are used sparingly and do not adversely detract from the park's historic character. The rusted remains of several automobiles and corrugated metal drain pipes are located at several locations just off of the Loop Road.

Each of the five campground sites include a picnic table and grill. At some camp sites, the grills sit on low mortared stone bases, while other camp sites have a wood bench. Picnic tables can also be found at the campground trailhead sign, the Hamilton homestead, and the ranger station. There is also a flagpole and bike rack at the ranger station. Small seating benches are located on the Long Pond Trail and near the footbridge on the Duck Harbor Trail. The well pump for the campground is situated on the Fire Road and is useable seasonally. The Hamilton cemetery is enclosed by a woven wire fence supported by wood posts. The fence is in poor condition because some posts are leaning or have collapsed.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Stone Boundary Marker, Loop Road	185015	Undetermined					No
Stone Boundary Markers	185017	Noncontributing – Compatible					No
Carsonite Boundary Markers	185019	Noncontributing – Compatible					No
Contemporary Regulatory Signs	185021	Noncontributing – Compatible					No
Contemporary Directional Signs	185023	Noncontributing – Compatible					No
Wayside Signs	185025	Noncontributing – Compatible					No
Trailhead Signs	185027	Noncontributing – Compatible					No
Park Entrance Sign	185029	Noncontributing – Compatible					No
Remains of Cars	185031	Noncontributing – Compatible					No
Well Pump	185033	Noncontributing – Compatible					No
Grills	185035	Noncontributing – Compatible					No
Picnic Tables	185037	Noncontributing – Compatible					No
Flagpole	185039	Noncontributing – Compatible					No
Bike Rack	185041	Noncontributing – Compatible					No
Benches (2)	185043	Noncontributing – Compatible					No
Fence at Hamilton cemetery	185045	Noncontributing – Compatible					No

Landscape Characteristic Graphics:



Figure 36. This stone monument on the Loop Road once identified the crossing of the eastern park boundary until the boundary line was moved in 1982. (OCLP 2016, IMG_0204)

Landscape Characteristic: Archeological Sites

Archeological sites contain surface and subsurface remnants related to historic or prehistoric land uses. An “Archeological Overview and Assessment of Acadia National Park, Maine” was completed in 2004. During the Overview and Assessment, O&A numbers were assigned to all sites under review for identification and mapping purposes. The Archeological Site Management Information System (ASMIS) numbers are provided for all sites that were recorded using the ASMIS system along with the sites' O&A numbers. The majority of sites were identified through a review of park records, the archives of the State Historic Preservation Office in Augusta, historic maps, archival reports, interviews, and selected walkover inspections. (AOA 2004: 107)

Listed below are twenty-two sites identified in the 2004 report for Isle au Haut’s park lands, which range from Native American middens and a quarry to Euro-American homesteads. Other stone foundations, stone walls, cellar holes, and clearings are discussed in Deur’s “The Park Lands of Isle au Haut: A Community Oral History, Special Ethnographic Report, Acadia National Park” and Van Doren’s “An Island Sense of Home, Stories of Isle au Haut.” Some of these features were located in the field during preparation of this CLI (Figures 37, 38).

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Eli Creek Cove Midden (O& A# 1)	185047	Undetermined					No
Eben Head Midden (O& A# 2)	185049	Undetermined					No
Duck Harbor Mountain Quarry (O& A# 3)	185051	Undetermined					No
Duck Harbor “B” Midden, (O& A# 4)	185053	Undetermined					No
Duck Harbor “C” Midden (O& A# 5)	185055	Undetermined					No
Duck Harbor “E” Midden (O& A# 6)	185057	Undetermined					No
Duck Harbor “F” Midden (O& A# 7)	185059	Undetermined					No
Western Head Midden (O& A# 8)	185061	Undetermined					No
East Moore’s Harbor Midden (O& A# 10)	185063	Undetermined					No
Unknown east Duck Harbor Midden (O& A# 27)	185065	Undetermined					No
Moore Midden (O& A# 28)	185067	Undetermined					No
Duck Harbor Head Midden (O& A# 31)	185069	Undetermined					No
Eli Creek Cove House (O& A# 62)	185071	Undetermined					No
The Hamilton Homesteads (O& A# 73)	185073	Undetermined					No
S. Hamilton and Sons (O& A# 75)	185075	Undetermined					No
Harvey Homestead and Mill (O& A# 76, O& A# 77)	185077	Undetermined					No
Ebenezer Leland (O& A# 86)	185079	Undetermined					No
N. Merchant (O& A# 92)	185081	Undetermined					No
S. Merchant Homestead (O& A# 93)	185083	Undetermined					No
Unnamed House (O& A# 134)	185085	Undetermined					No
John Harvey Fish Shack (O& A# 347)	185087	Undetermined					No
Benjamin Merithew Fish Shack (O& A# 349)	185089	Undetermined					No

Landscape Characteristic Graphics:



Figure 37. View looking west at the approximate site of the Leland/Harvey fish house. Compare this photo with Figure 4. (OCLP 2017, DSC_0399)



Figure 38. Cellar hole and chimney remains on the Nat Merchant Trail. (OCLP 2017, DSC_0311)

Condition

Assessment Interval (Years): 9

Next Assessment Due Date: 05/01/2027

Condition Assessment and Impacts

Condition Assessment: Fair

Assessment Date: 05/01/2018

Condition Assessment Explanatory Narrative:

The overall condition of the Isle au Haut Unit landscape is “fair.” The site 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 site to degrade to a poor condition.

A combination of inadequate project funding and logistical challenges in implementing projects has hindered the park’s ability to maintain the park’s roads and trails. However, work on surfaces and drainage structures has been completed on both in recent years, and more extensive rehabilitation projects are planned in the near future. Erosion along the park’s shorelines has damaged archeological resources, while regrowth of trees amongst stone walls and cellar holes threatens some of the old homesteads. Gravestones and fencing at the Hamilton cemetery are in poor condition, and discarded culvert pipes litter some of the road edges. Park maintenance and campground facilities are in good condition. The threat of fire within the park’s maturing forests is ongoing, and the park has cut trees to create fire breaks and reduce fuel loads around facilities.

Impacts

Type of Impact: Adjacent Lands

Other Impact:

External or Internal: External

Impact Narrative: Several island and offshore parcels beyond the park boundaries are part of scenic easements that restrict certain types of development and use. However, other parcels adjacent to the park remain privately owned.

Date Identified: 08/14/2018

Type of Impact: Deferred Maintenance

Other Impact:

External or Internal: Internal

Impact Narrative: Funding and staffing deficiencies, and high logistical costs of undertaking projects at this remote location, hinders maintenance of facilities in the park.

Date Identified: 08/14/2018

Type of Impact: Erosion

Other Impact:

External or Internal: Both Internal and External

Impact Narrative: Erosion along the shorelines continues to threaten historic resources in those locations. Erosion also impacts road and trail surfaces and drainage structures.

Date Identified: 08/14/2018

Type of Impact: Exposure to Elements

Other Impact:

External or Internal: Both Internal and External

Impact Narrative: Historic stone features, including gravestones at the Hamilton cemetery, and road and trail surfaces, are threatened by the harsh maritime conditions and periodic storms.

Date Identified: 08/14/2018

Type of Impact: Fire

Other Impact:

External or Internal: Both Internal and External

Impact Narrative: Continued maturation of the forest and an increase in understory density, both within and outside the park, increases the threat of fire on the island.

Date Identified: 08/14/2018

Type of Impact: Inundation/Sea Level Rise

Other Impact:

External or Internal: Both Internal and External

Impact Narrative: Sea level rise will threaten and impact historic resources along the shorelines.

Date Identified: 08/14/2018

Type of Impact: Visitation

Other Impact:

External or Internal: External

Impact Narrative: Visitor carrying capacity limits are reviewed every five years to ensure the effects of park visitors on the local community and the visitor experience are minimized.

Date Identified: 08/14/2018

Type of Impact: Wind

Other Impact:

External or Internal: Both Internal and External

Impact Narrative: Blow downs caused by wind events periodically impact roads, trails, historic features, and park facilities.

Date Identified: 08/14/2018

Treatment

Stabilization Measures

Treatment Documents

Treatment Type: Preservation

Treatment Completed: No

Document Type: Development Concept Plan

Document Date: 1990-08-30

Title:

IRMA Link:

Narrative:

The 1982 Act that established a permanent boundary for park lands on Isle au Haut included the following paragraph:
“The management and use of parklands on Isle au Haut shall not interfere with the maintenance of a viable local community with a traditional resource-based economy outside the boundary of the park. To the maximum extent practicable, no development or plan for the convenience of park visitors shall be undertaken which would be incompatible with the preservation of the flora and fauna or the physiographic conditions now prevailing, and every effort shall be exerted to maintain and preserve this portion of the park in as nearly its present state and condition as possible. In recognition of the special fragility and sensitivity of the park's resources, visitation shall be strictly limited to assure negligible adverse impact on such resources to conserve the character of the town and to protect the quality of the visitor experience.” (DCP 1990: 28)

The park’s 1992 General Management Plan did not address park lands on Isle au Haut because planning was undertaken through a Development Concept Plan in 1990. Management objectives related to the landscape were presented in the 1990 plan, as follows:
--To preserve the natural remote island environment of the Isle au Haut portion of the park.
--To provide the park visitor with a high quality experience of this remote island environment.
--To minimize or eliminate those adverse impacts that park visitation has on park resources and the local community.
--To cooperate with the Town of Isle au Haut in its efforts to maintain the character and viability of the local island community.

Based on the 1982 legislation and the 1990 Development Concept Report, the overall treatment of the Isle au Haut landscape is Preservation. However, a Rehabilitation treatment has been selected for the park roads as outlined in the 2017 report, “Compliance Documentation and Rehabilitation Guidelines for the Loop Road and Fire Road, Isle au Haut, Acadia National Park.”

Approved Treatment Costs

Cost Narrative:

Bibliography and Supplemental Information

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