The Future of Mount Desert Island: a Report to the Plan Committee, Bar Harbor Village Improvement Association

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THE FUTURE OF MOUNT DESERT ISLAND

A REPORT TO THE PLAN COMMITTEE
BAR HARBOR VILLAGE IMPROVEMENT ASSOCIATION

BY

CHARLES W. ELIOT 2ND, LANDSCAPE ARCHITECT

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BAR HARBOR VILLAGE IMPROVEMENT ASSOCIATION
1928
REPORT OF COMMITTEE

WILL the Island of Mt. Desert become more beautiful and attractive or less so as the years pass? The answer depends upon us who, whether for twelve months or two, live upon the Island; and everyone who lives on it loves it and would do much to conserve its beauties.

Last year the Village Improvement Society of Bar Harbor, convinced that some definite action should be taken towards the study of the conservation of the Island as a whole, appointed a committee—Messrs. Gist Blair, Parker Corning, Fred C. Lynam, Dave H. Morris, Charles B. Pike and the Chairman—who engaged Mr. Charles W. Eliot 2nd, City Planner to the National Capital Park and Planning Commission in Washington, to make such a study. Mr. Eliot's intimate knowledge of the Island throughout his life, and his broad experience insure the value of his survey.

This report with its maps and suggestions is a challenge to every person upon the Island to take part in a United Movement for its conservation.

The people of Mount Desert living throughout the year in the villages and farms, the keepers of shops and garages joining with those who come here for the summer can if we all will make this Island a unit of rare beauty. The future Island of Mt. Desert may be found in this Report if we will read it carefully and if each and all of us will take our part in acting upon its suggestions. The carrying out of the program will take years; perhaps a century; the beginning of its execution is today.

The Committee has set forth the Ideal but has been restrained in making definite suggestions, for we believe that when public opinion is aroused, leaders and groups will come forward in the several localities and from various interests who will by their devotion conserve and enhance the Glories of Mt. Desert.

WILLIAM LAWRENCE,
Chairman.
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THE future of Mt. Desert Island is inextricably tied up with the
future of the Lafayette National Park. The mountains of the
Park are the dominant feature of the Island landscape and the
activities associated with the Park are the most important elements in the
social and economic life of the Island communities.

The official policy governing National Parks issued by the Secretary
of the Interior, Hon. Hubert Work, in April, 1925, included a recommen­
dation that “all improvements should be carried out in accordance with a
preconceived plan developed with special reference to the preservation of
the landscape.” In the case of Lafayette National Park, however, no gen­
eral plan has yet been prepared. To date the acquisition of individual par­
cels of land, the location and building of roads, the construction of auto
camps, parking areas, and service buildings, and other work vitally affect­
ing the future of the park and of the Island has proceeded as opportunity
has offered, and as necessity required, without the preparation of any com­
prehensive plan.

Without such a general plan, generally understood and officially
adopted, development is hazardous and difficult. There is no assurance
that the general purposes or ideas of one administration will be carried on
by the next. An improvement constructed now may later have to be
removed or radically altered because it will not fit into future develop­
ments. Lands vitally necessary to the unity of the park may be omitted
or other lands may be needlessly withdrawn from taxation. The existence
of a general plan would not only insure a consistent development of the
parts of the Park, but judging by experience elsewhere, would hasten
development and promote confidence. A logical plan once adopted would
secure the continuing influence over the future of the Park of those who
are chiefly responsible for its creation.

The chief reason why a general plan has not already been prepared
is because the Park has been and still is constantly growing in area and
in use. What area should be planned as Park? By the cooperation of
the National Park Service with the Plan Committee of the Bar Harbor
Village Improvement Association an opportunity has been created for the
professional advisors of both organizations to study the related problems
of the future of the Island and the future of the Park.
THE PROBLEM

At the core of the problem is the question of the desirable future extent of the National Park and of the areas associated with it. The Park boundaries need study in relation to the topographic, scientific, and historic features of the Island, shore frontage, property development, and approaches from the existing villages. The future area of the Park must, of course, be determined in large part by the use which it is intended to make of the lands within the final boundary lines.

This leads to the second part of the problem, the future use and development of the Park itself, involving location of facilities for enjoyment and the selection of "wilderness" areas with special policies governing their treatment.

A third problem, not of the Park but Island, is the guidance of the growth and development of the villages, cottage communities, and other uses of lands about the Park so that harmonious relations may be established between the various interests thus brought into contact.

POINTS OF VIEW

In considering these subjects, four points of view must be constantly kept in mind. The first is that of the permanent resident of the Island whose income is largely dependent on the summer business. The beauty of the Island and the Park, and the resort character of the community, are his most important assets. He not only lives with the problems involved more continuously than do the members of any other group, but also has the voting power to materially affect the manner of their solution.

A second point of view is that of the summer resident—whether owner or renter of a cottage, or visitor at a hotel over a considerable period of time. These people, attracted by the beauty or scientific interest of the region, by the activities of boating, riding, hiking, golf, etc., or by social contacts, are the largest economic factor in the life of the community. For years past they have contributed generously for public improvements, support of hospitals and libraries, and for other public-spirited undertakings. It is largely due to this group, with the active co-operation of certain outstanding individuals among the permanent residents, that the Hancock County Trustees of Public Reservations and the Lafayette National Park came into existence.
Among these residents there has been marked divergence of opinion during recent years concerning the development of the Park and other public lands. On the one hand are the conservatives, who object to all change or development, decrying the construction of roads as desecration of the solitude, wilderness, natural character, and “scale” of the Island. On the other hand is a group who wish to make all the unusual scenic features of the Island readily accessible by road and who are impressed with the responsibility of the Park management to the great American public. Between these two extremes moderate opinions are held by a large number of permanent and summer residents.

Those who are concerned with the national character of the Park are right, however, in believing that the point of view of the traveling public must not be ignored. The Federal authorities have assumed a definite obligation to the visitor to the Park from any and all parts of the country. The problem of the tourist visitor to Lafayette National Park is different from that at any of the other National Parks. Lafayette National Park is surrounded by communities of established character and is too small to be in any sense self-contained as to hotels, supplies, control of automobile concessions, etc., in the sense that Yellowstone, Glacier, or Yosemite are self-contained.

Finally there is the point of view of the National Park Service, responsible to the Secretary of the Interior, and through him to the President and Congress. The Park Service is charged with the care, preservation, maintenance, and development of the Park area. It has only the money that Congress appropriates and that individuals give. It has no power to condemn land. It may naturally be assumed therefore, that it would welcome any plan consistent with the purpose of the Park which might be generally agreed upon by those most interested in or concerned over the future of the Island.

EXISTING CONDITIONS

For the Plan Committee and for members of the Village Improvement Societies no detailed description of existing conditions is needed, but for the benefit of those less familiar with the Island and in order to emphasize certain features, which appear prominently in other parts of this report, some statement of the situation may not be out of place.
"Mount Desert Island has an area of over one hundred square miles. The ocean surges against it on the south; broad bays enclose it on the east and west, and at its northermost extremity a narrow passage only separates it from the mainland. Its outline is very irregular, like that of the Maine coast in general, with harbors and indentations everywhere. The largest of these, Somes Sound, a long, deep fiord running far into the land between mountainous shores, nearly bisects the Island. There are some thirteen mountains—bare rocky summits varying in height up to over 1,500 feet and lying in a great belt from east and west; between them deep lakes are sunk in rocky beds. To the north, the northwest and the southwest, the surface—of a different geologic structure—is relatively flat, with lower and more undulating hills and broad stretches of meadow land and marsh. On the southeast and east the mountains approach closely to the shore, ending in a coast of precipitous cliffs and bold, rocky headlands that has long been famous. Nowhere else on the Atlantic coast is there such a wonderful combination of natural scenery as this Island possesses; nowhere is there another spot where shore and mountain are so grandly blended. For years it has been renowned as the crowning glory of the beautiful countless-harbored coast of Maine."


Towns, Villages, and Settlements

The Island is divided into four townships—Bar Harbor, Mt. Desert, Southwest Harbor and Tremont. The northeastern part of the Island was formerly the Town of Eden but is now named for its largest village—Bar Harbor,—which is also the largest village on the Island. The many houses scattered along the highway west of Salisbury Cove at the northern edge of the area accommodate a considerable population engaged in farming and a more concentrated settlement is established at Town Hill—about half way between Somes Sound and the Bridge over the Narrows. The Town line runs from the head of the tide at Otter Creek across the mountains to the head of Somes Sound and thence almost due west to High Head.

Mt. Desert township occupying the middle of the Island includes the Island's oldest settlement at Somesville, and the three villages of Otter Creek, Seal Harbor, Northeast Harbor, almost evenly spaced along the southeastern shore. The quarry on Somes
Sound with the village behind it known as Halls Quarry supports a small population, and an even smaller settlement at Pretty Marsh Harbor marks the western edge of the Island.

The remainder of the Island, the lobe at the southwest, is almost evenly divided between the townships of Southwest Harbor and Tremont. The former, the original town of Governor Bernard, includes Manset and Seawall, and also St. Sauveur, Beech, and Western Mountains.

The chief village of Tremont encloses Bass Harbor on both sides under the names of McKinley, Tremont, and Bernard. Other settlements along the coast are found at Goose Cove, Seal Cove, and Center.

**Roads and Communications**

These villages are now connected by an unusually complete system of improved roads open to motor vehicles. The Ocean Drive skirts the shore under Champlain Mountain from Bar Harbor to a connection with the County Road at Otter Creek. This county road connects Bar Harbor with Otter Creek and Seal Harbor through the Gorge between Champlain and Flying Squadron mountains. The Cooksey Road provides another alternative route along the shore east of Seal Harbor.

A third connection across the Island from north to south has been supplied by the recent opening of the Mountain Road along the side of Cadillac Mountain to Bubble Pond and thence around Pemetic to a connection at the Jordan Pond House with the older Jordan Road to Seal Harbor.

Still on the east of the Sound two other motor roads cross between the mountains, one between Parkman and Norumbega Mountains (the State Aid Road), and the other, the Sargent Drive, between Norumbega and Somes Sound.

From east to west across the northern part of the Island two roads connect Bar Harbor with Somesville; one with Hulls Cove and Town Hill; and two connect Hulls Cove with Salisbury Cove and the Bridge.

Evidently there is no lack of automobile roads east of Somes Sound to serve every reasonable need of communication between parts of the Island. Nor is the western half less well served. The road from the Bridge to Bass Harbor Head at the southern tip of the Island runs almost in a straight line through Somesville, along Echo Lake, through Southwest Harbor to McKinley and Bass Harbor Head. The southern end of this same road forms
part of a loop along the shore around by the Seawall to Southwest Harbor again. Another direct line connects the Bridge with Pretty Marsh and Seal Cove, which, if followed further, leads to Tremont and Bass Harbor. Cut-offs from Somesville to Pretty Marsh and from Seal Cove to Southwest Harbor complete the system.

Use of Land

The total estimated area of the Island is 109.46 square miles, or 70,057 acres. Of this area approximately 2,247 acres are covered with water in the form of lakes and ponds, leaving 67,810 acres of dry land or marsh.

The Lafayette National Park now (October 1, 1927) comprises 7,249 acres of land not including ponds, and in addition the Hancock County Trustees of Public Reservations hold 3,252 acres. To these figures should be added 204 acres held by the United States Government in the form of lighthouses or wireless stations, 40 odd acres held by the Village Improvement Societies, 75 acres held by the Towns and almost another 100 acres in miscellaneous public holdings.

Open spaces on the Island in the tax-paying category cover about 600 acres additional, divided among the Wild Gardens of Acadia, the golf and country clubs, and other organizations. The total area in public or semi-public ownership is thus seen to be over 11,500 acres, to which must be added the lakes and ponds adjacent to such holdings. These additions give a grand total of 13,750 acres of open space.

A rather superficial analysis of the use of the remaining 56,307 acres of the Island shows 6,304 acres in cleared or farm land, whether or not used for farming; 5,000 acres developed with cottages or villages; 100 acres of quarry land, and a balance of 44,900 acres in wild land. This wild land varies from cut over or burned areas to fine stands of timber. A considerable part of it is open swamp or bare ledge.

It has been the hope of those interested in the Hancock County Trustees of Public Reservations and in the Park, that all of the mountains and their long ridges might some day be held for public recreational purposes. The deep valleys and ponds between these mountains would naturally be included in the Reservation or Park areas. What further areas are desirable to include has not as yet been fully studied or decided upon.
In seeking gifts of land, the Trustees of Public Reservations have generally held to a policy of acquiring areas which are not fitted for farming use or attractive as cottage sites. This general rule is based on the theory that no land should be withdrawn from taxation which is potentially useful for some income-producing purpose. Upon careful analysis of the practical use of the land the wisdom of this rule would appear to be doubtful. The question is not whether income-producing land should be withdrawn from taxation; it is rather a question of relative values of different uses of land to the community as a whole. The value of the tax return in money direct to the public from private property may be far less than the money, health, and recreational values, direct or indirect, from the Park property.

Organizations

The Hancock County Trustees of Public Reservations was organized in 1901 and incorporated under a special act of the Maine Legislature in 1903 for “social, charitable, and benevolent purposes including the purpose of acquiring, owning, and holding lands and other property in said Hancock County for free public use, and improving the same by laying out and building roads and paths and making other improvements thereon.” They hold lands free of taxation. The Corporation, recently added to, now numbers about eighty members, with membership drawn alike from the permanent and summer residents of the county. Five members constitute a quorum.

Meetings called for business purposes have been held as occasion required, frequently at other than the summer period. A large proportion of the members being summer residents, it is desirable that most meetings should be called in summer, in addition to the annual meeting in that season. A change in the by-laws to require a large quorum might be beneficial.

The Wild Gardens of Acadia is a corporation founded by Mr. George B. Dorr in 1916 to carry on and perpetuate the work which had resulted in the first acceptance by the United States of lands for Park purpose on Mount Desert Island; to establish bird and other wild life sanctuaries, and plant exhibits; and to promote study of the native coastal fauna, marine and land. Establishment of the Biological Laboratory at Salisbury Cove is due to it, and various researches into the plant, animal and insect life of the region.
The Village Improvement Societies of the Island have long been a common meeting ground for permanent and summer residents. Through their activity a great benefit has resulted to both groups. The subjects they consider range from garbage disposal and sewers to mountain foot-trails, sidewalks, town commons, new streets, and, in the old days, street watering. One of the largest items in their budgets is the care of the extensive system of trails which cover a great portion of the Island. The changed methods of communication of the last few years, since the Island was opened to motor vehicles, has brought the different communities into closer contact. The time seems almost to have arrived for some kind of Village Improvement organization which can speak for the whole Island.

The Town Governments are mentioned last to emphasize their importance. They have the typical organization of the New England Township with Town Meetings, a Board of Selectmen, and other officers. All of the towns are apparently well-governed, although none escape the usual criticism about taxes, roads, and all and every contact between citizen and public authorities. The hearty co-operation of the Towns and Town Officials is essential to the consummation of many of the improvements hereinafter suggested.
PART II

THE FUTURE PARK

Boundaries

On the accompanying map No. 1 the existing public open spaces on Mt. Desert Island are shown according to the authority by which they are held. Here are indicated the National Park, the properties of the Hancock County Trustees of Public Reservations, and the golf courses, holdings of the Wild Gardens of Acadia, government property, and similar areas.

The desirable future extent of the Park is also suggested on this plan. The proposed additions are in pursuance of the original policy of the Trustees to attempt control of the mountain ridges, and in order to carry out certain other special purposes which can be best reviewed in discussion of particular areas.

The Mountain Range

The open space map shows all of the mountain tops except Norumbega (Brown) in public control. Eventually Norumbega should certainly be included in the Park because of its position in relation to Somes Sound and because the east side of the mountain is the watershed for the Hadlock Ponds—the water supply of Northeast Harbor.

In several instances the ridges or steep sides of parts of the other mountains still remain in private hands. On Champlain (Newport) three such areas cut into or divide public holdings in a most unfortunate manner. The southern ridge of Champlain—called Gorham Mountain—is still wholly outside the Park. The Gorham Mountain piece carries with it the shore frontage along the Ocean Drive and one of the outstanding geologic features of the Island, the Cadillac Cliffs.

The south ridge of Cadillac (Green) Mountain with the valley of Hunters Brook is another large area which logically should eventually become part of the Park. The long ridge stretching down to Otter Creek village is marked scientifically by the plants on the Great Snake Flat and by the pot holes farther south.

On the north ridge of Cadillac (Green) the east and west slopes of Great Pond Hill are important in the view from either
side. The east side of Kebo Mountain above the Red Rock Spring is needed to complete the holdings on this north ridge of Flying Squadron Mountain.

The southern slopes of the Triad and parts of the eastern slopes are prominent in the views of the mountains from Seal Harbor and should be included in the Park.

The mountain mass of Sargent, Penobscot, and Parkman Mountains is now mostly within the Park boundary, but the lower slopes on the north side near the Chasm Brook remain in private hands. The western slopes both north and south of Parkman Mountain and including most of the watershed of Hadlock Ponds are especially important to the completeness of the Park. The whole of Norumbega (Brown) Mountain is still to be added.

West of Somes Sound similar mountain areas are still to be acquired,—notably the southwest cliff of St. Sauveur (Dog), the east face of Beech Mountain, a large area on Mansell Peak, and large parts of Bernard Mountain between the 300- and 900-foot contours.

**Shores**

The distinguishing feature of the Lafayette National Park in the chain of National Parks is the unique combination of mountains and sea found at Mt. Desert Island, yet only at two points does the Park have contact with the shore. The property of the Trustees of Public Reservations at Anemone Cave, and of the Wild Gardens of Acadia at Ship Harbor mark beginnings toward securing shore frontage for public or semi-public purposes.

As was suggested at the time of the founding of the Trustees, the most tempting pieces of ocean frontage, justifying immediate action with moderate expense, are those narrow strips between highway and sea where there is insufficient room for cottage developments.

The most notable and most important shore frontage of this sort is along the Ocean Drive from Sand Beach to Otter Cliffs. Another and entirely different type is the strip between the Hulls Cove Road and Frenchman’s Bay at Paradise Hill. This stretch of road gives wonderful views of the quiet bay just as the Ocean Drive gives the rockbound coast and surging sea. Along the Sargent Drive close to Somes Sound a narrow strip should be acquired, and similar strips along the east side of Northeast Harbor, near Asticou, and along the north side of Seal Cove would preserve...
views of these harbors. At Seal Harbor the beach offers still another type of shore scenery, and at Bracy’s Cove the sea wall is an unusual geologic feature. The impressiveness of the Champlain Monument on the Cooksey Drive largely depends on the wonderful ocean view. Is not some lover of the sea going to safeguard these views and features by giving them to the nation as part of the Park?

The future Park will not be complete without more extensive shore holdings than those mentioned. It will be an expensive and slow process to acquire additional frontage, particularly on protected waters, but access to the water for boating will surely be provided. Approximately three-quarters of the shore frontage on the Island is sufficiently protected against storms so that boat landings and anchorage can be maintained during the summer months. Some of this frontage, however, is marsh or flats, ill suited to such use.

The area shown on the accompanying plan suggests additions to the Park on the sea front at Otter Creek, along the Black Woods to Hunters Beach Head and so to the Champlain Monument. This stretch of coast wonderfully illustrates the magnificence of the headlands and rock-bound coast of New England. Because of its abruptness and exposure it is less suited to development for cottage sites and at the same time better suited to Park use.

Another stretch of open ocean frontage which should eventually be included in the Park reaches from Bass Harbor Head to the Sea Wall. For quiet water some of the finest is at Seal Cove where the Narrows are marked upon the map. Other pieces are indicated on Somes Sound, in Northeast Harbor, at Salisbury Cove and at similar points. These last areas are more in the nature of landings than of scenic examples. One, in particular, requires special notice because of its historical importance and that is the landing place of the original Jesuit settlers on Fernalds Point.

**Islands**

If the coast of Maine and water sports are to be features of the Park, as they certainly ought to be, we can look forward to the day when Park land will be desirable on some of the smaller islands. The Porcupines, Ducks, the “Ballroom Floor” on Baker’s and similar distinctive features should be kept in mind in this connection.
**Ponds and Swamps**

Most of the larger lakes, ponds, and streams are already protected, at least in part, by public land holdings. Completion of a good undertaking is the obvious course to recommend. Others that deserve attention are Aunt Betty’s Pond, The Sunken Heath, the Breakneck Ponds, and Seal Cove Pond. If I knew the area west of Somesville more intimately I would probably also include some of the ponds in that vicinity.

The Heath south of Salisbury Cove, the Great Meadow under Kebo Mountain, and the great swamps on Northeastern Brook are remarkable for their plant life and particularly valuable for their contrast with the mountains so near at hand. Especially rare plants are to be found in the swamps east of the Whales Back, near Aunt Betty’s Pond and behind the Radio Station at Seawall.

**Other Inland Areas**

A large area indicated on the map as proposed Park covers many acres in the vicinity of Brewer’s, Young’s, and McFarland Mountains. It is proposed for ultimate inclusion within the Park because it is known to be the haunt of much of the wild game on the Island. It is varied in topography and in scenery and in part, at least, is ideally suited as a “wilderness area.”

**Approaches to the Park**

The most important land purchases for the future Park are evidently in those areas where probable changes may in the near future destroy great opportunities or make difficult the acquisition of necessities. One such opportunity and necessity is a better land approach to the Park from Bar Harbor Village.

**Bar Harbor Approach**

From the steps of the Park Office facing the Athletic Field you can see the ridge of Cadillac (Green) Mountain through a notch in the intervening hills. The mountain lies within the Park. The notch or valley of Cromwell Harbor Brook is the evident route to take. There is the need and opportunity.

Beyond the Athletic Field the brook gurgles over a shallow bed with a steep bank on the east which rises to the Strawberry
THE FLYING SQUADRON

APPROACH TO LAFAYETTE NAT'L. PARK
BAR HARBOR MAINE

PROPOSED PARKWAY AND WILD GARDENS
TO ACCOMPANY REPORT TO PLAN COMMITTEE
BAR HARBOR VILLAGE IMPROVEMENT ASSOCIATION
BY CHARLES W. ELIOT 2ND LANDSCAPE ARCHITECT
OCT. 1907
Hill Road. On the west a triangular flat piece of ground is bounded by Ledgelawn Avenue, the Cromwell Harbor Road, and a narrow diagonal road which roughly parallels the stream. Some day this narrow road will be a parkway, swinging on a long curve from the Athletic Field to a junction with the Great Meadow Road just before the first bridge over the stream. The Triangular piece of land will no longer have old houses on it, only trees and shrubs and grass. Ledgelawn Avenue Extension will fork, leaving an island of planting in front of the houses on its western side and join again at the parkway.

Through the notch the parkway passes close to the cliffs on the west side of the present road and, like the present road, will twice cross the brook, but on stone bridges. The hemlocks will afford shade for a smooth footpath near the brook. The protection of this bit of scenic beauty requires that the steep hillside on either side of road and brook should be acquired for park use or carefully restricted.

Emerging from the constricted valley you again see the mountain ahead with increasing mass as the valley broadens. Where the Great Meadow Road now rises and turns just beyond two more brook crossings we will leave the line of the old road and strike out across the fields. At that point the view suddenly expands. Across the greens and fairways of the golf course rises a mass of majestic pines and above them in the distance is the whole north ridge of the mountain. With this splendid view on your right there is combined a new view ahead. We are heading for another notch between the hills,—this time the gorge between the Flying Squadron and Huguenot Head.

Suddenly at the Harden Farm Road the full scene is disclosed. The great mountain masses flank the gorge ahead and at your feet is the broad flat of the Great Meadow. The broad expanse for a mile’s extent is a waving sea of wild flowers—rhodora in spring, and asters, goldenrod and brilliant colored heaths in the fall. No more wonderful setting or impressive view of mountain scenery will you find on the Island. Skirting around the meadow to the east or through the woods to the west you go into this view and into the park.

But the Great Meadow and all of the land we have traversed from the Athletic Field to this point of vantage and of entrance is still in private hands. To bring the park into Bar Harbor and to approach the park from Bar Harbor through the valley of Cromwell Harbor Brook is the great opportunity of the moment.
The landscape advisors to the National Park Service have been over the ground and studied the possibilities. Mr. George B. Dorr, some years ago, bought the Great Meadow to prevent its being used as a dump ground. Later he bought other properties along the route of the future parkway. Still more lands should be bought and Mr. Dorr relieved of the burden he has so public spiritedly carried for many years. He has offered the fullest cooperation if funds can be raised to push the project through to completion, and I do not hesitate to recommend it as one of the outstanding needs of Bar Harbor and of the Park.

The Bridgehead

First impressions are lasting, and Mt. Desert cannot afford any but the best impression upon arriving visitors. That means that Thompson’s Island and the bridgehead at the highway approach to the Island should be protected against billboards, hot dogs, or other inappropriate uses. The surest protection is ownership.

Somes Sound

At the head of Somes Sound there is an unequalled opportunity for a “gateway” to the park in the form of a first view of the sea down the length of the fiord with its guardian mountains on either side. Such a view can now be obtained from Bar (Pryor’s) Island, but no corresponding view is available for the passing motorist from the land. A park purchase to secure such a view for the public for all time would make a noble memorial to some lover of nature, of man, and of this Island of Mt. Desert.

Summary

The areas proposed in the foregoing as desirable additions to the park are all selected from the “wild lands” of the Island. No “improved” property is included. While, at first glance, it may appear that a great deal of land would be removed from taxation, the fact is that an overwhelming proportion of the areas suggested are bare mountain ledges or swamps. The proposed additions are numerous and extensive and it is not supposed that they will be secured in a day, a generation or even several generations. This plan is intended as a guide rather than a program.
USES OF THE PARK

SECRETARY WORK in the "Official Policy Governing the National Parks” states that—

"This policy is based on three broad accepted principles:

First, that the National Parks and National Monuments must be maintained untouched by the inroads of modern civilization in order that unspoiled bits of native America may be preserved to be enjoyed by future generations as well as our own;

Second, that they are set apart for the use, education, health, and pleasure of all the people;

Third, that the national interest must take precedence in all decisions affecting public or private enterprise in the parks and monuments."

To some areas it is desirable to attract as many visitors as possible. Other areas should be reserved for the more intimate enjoyment of scenery and wild life which can only be fully appreciated on foot and in comparative solitude. In the first of these two kinds of areas, the problem is the location of necessary roads, camps, and other features to care for large numbers of people with minimum destruction of scenery. In the second kind of area, the problem is not one of development. The fewer roads and the less sign of civilization the better. For purposes of planning and discussion, therefore, the problem is divided into two—the Development Area and the Conservation Area.

Conservation or Wilderness Areas

For the preservation of existing scenic, historic, and wild life features of the park some cutting of trees to keep fine views, some construction of fire lines, broad trails or roads for access of firefighting apparatus, and some means of efficiently controlling poachers are necessary. The whole Island has been "man-handled," cut, and burned in the past so that the wilderness aspect of parts of the future park is entirely a matter of the extent, recentness, or evidentness of man's interference with the processes of nature. This is not to deny the beauty of some parts of the Island which are characterized by solitude and which are apparently wild and untouched or far from what most of us associate with civilization. This character of area is the most precious and most easily destroyed feature of the Island, and should therefore be guarded and administered as such.
Selection of Wilderness Areas

In order to select what may be termed "wilderness" areas to be governed by a special policy to preserve their character, a series of committees, composed of eminent scientists or scholars, were asked to indicate the most important areas from the point of view of the biologist, ecologist, botanist, ornithologist, geologist, and historian. The result of this attempt to select areas for purely scientific reasons was a scatteration of spots over the whole Island instead of grouping of indications such as resulted from a similar experiment by the National Capital Park and Planning Commission about Washington. This scatteration might be taken to mean that the whole Island or whole Park should be treated as a "Conservation" area. We are met with a condition, however, which requires selection of areas regardless of park boundaries.

On the accompanying map, No. 2, the areas indicated by the committees have been shown according to subject and indexed with a key (Appendix A) to record the reasons for the importance of each area. To this same map there has been added an indication of proposed wilderness areas which have been picked with reference to the reports of the Committees of the different "ologists" and also with some consideration of the psychological point of view.

The scientific arguments may help us to choose the future wilderness areas, but the basic reason for setting aside parts of the park for this purpose must be to preserve the characteristic scenery of the Island. It is not so much the rare plants or features as the typical scenery of the region that we want to care for. In addition to these purposes there are aesthetic considerations to be kept in mind. By aesthetic is not meant sentimental, but rather the appreciation of the value and place of beauty, solitude, remoteness, even romanticism. The choice of the areas proposed as future "wilderness" has therefore been based on such factors as the Committee reports, topography, existing or desirable locations for roads, trails, and centers of attraction:—all interpreted in the light of a lifelong intimacy with the peculiar beauties of the Island.

Ten Wilderness Areas are proposed. The first includes the mass of Champlain Mountain with Huguenot Head, Gorham Mountain, and the Bowl. The second and largest area combines three types of scenery—the bare ledges on Pemetic, on the Flying Squadron, and on the south ridge of Cadillac, the tree-covered mountains of the Triad, and the wild valleys of Hunters Brook.
and Otter Creek. Another similar area includes the lands enclosed by the horse-carriage road around Sargent Mountain with the open ledges and the beautiful amphitheatre valley. Beyond Somes Sound two similar mountain areas are suggested—one including St. Sauveur, Acadia, and Flying Mountains and the other comprising the wooded top and uplands of Western Mountain.

Other areas of marsh and pond type are suggested at Aunt Betty's Pond, at the Sunken Heath, and on the swamps of the Northeast Branch. More particularly, the swamps east of the Whale's Back and the region about Lakewood are recommended.

These areas are suggested as typical and as examples of the kind of "sanctuary" or "sacred area" which might well be established in many of our National Parks.

Policies Governing Wilderness Areas

The protection of these areas and their use as outdoor museums, requires that provisions be made for access to them, but the means of access should be of a type to attract only those sincerely interested,—people who are "wood-wise" and who can appreciate without destroying. The introduction of large-scale man-made objects such as buildings, roads, etc., should be avoided as far as possible. There can be no doubt but that walking is the best way to see and appreciate this kind of area and, therefore, footpaths and trails are the most suitable means of access.

The wilderness area should be protected not only against man-made objects, but also against the close cut effect which so many people associate with parks and speak of as "park-like." To a lesser degree, the thinning of woods by cutting of underbrush is to be avoided as destruction of cover for game and as interference with the normal development of the forest. Methods of administration which are applicable to a National Forest or to timberlands are not applicable to the Wilderness Areas of a National Park.

Development Areas

Centers

In the organization of any area for use or pleasure certain centers, goals, or attractions do or may control the arrangement of roads, trails, or other means of access to or enjoyment of the area.
The existing villages, hotels, stores, and cottages are just such centers. More strictly recreational goals are the mountain tops, swimming, golf, and tennis clubs, tea houses, historic sites, special views. It is from combinations of attractions of this sort that the recreational centers for concentrated use and administration of the Park and Island should be formed.

The existing horse-carriage roads and foot trails concentrate around the Jordan Pond House. Here is a center—a goal of scenic importance combined with Tea House, Stables, and other features. If the use of the horse-carriage roads and bridle paths is ever going to expand, as we may hope, additional space for stables and associated farm lands will be needed. Possibly, some day the Wildwood Farm may be used for that purpose. Pursuing the idea of "Centers" it is also possible that other activities might be developed in harmonious association with the existing uses of the tea house. A golf course, swimming pool, tennis courts, and similar facilities for active recreational enjoyment might be fitted in without destruction of the distinctive quality and beauty of the surroundings.

Similar centers are already partially existent in other parts of the Island. The Golf Clubs at Bar Harbor, Northeast Harbor, and Southwest Harbor, the Tennis and Swimming Club at Seal Harbor are illustrative. The expansion of the center at Northeast Harbor by provision of access to the Sound for boating and by adding a stable to serve as a riding and driving attraction would create a well-rounded recreation unit.

A future center which might be used in relation to Jordan Pond House is needed north of Eagle Lake. Possible locations for a center have been studied at MacFarland's, on the ridge south of MacFarland's, at Paradise Hill and at the New Mill Meadow. Stables and a tea house at one or another of these sites might serve as a concentration point for a system of horse-carriage roads in the vicinity of Bar Harbor. By joint operation of such an establishment with that at Jordan Pond it might be possible to arrange for horse-back riding or driving from one center to another for tea or refreshment. One could then ride back or leave the horses and return by regular bus or private motor over another route to the starting point. Another day the proceedings could be reversed.

At the top of Cadillac Mountain it is probable that with care a tea house could be provided which by location and architectural treatment could be made entirely invisible from the sea. When a concession is granted at that point, the greatest care should be
taken to secure an appropriate design and proper location for the buildings.

Camps

It has been the experience of the National Park Service in the West that the demands of the auto camper are increasing. They are no longer satisfied with just shelter and minimum sanitary facilities but want "housekeeping" camps, or what might better be called a small, cheap "cottage". In the west, the supply of groups of such cottages has proved a profitable business venture. The small amount of capital necessary to start such a camp means that almost any private holding with water supply may be turned over to such use. If we do not want a number of camps of this kind on the Island it will be necessary to have either some influential group of private citizens or the National Park Service establish one or two particularly fine, attractive and well equipped camps which will stall-off competition.

During the past few seasons a campground has been provided west of the Athletic Field in Bar Harbor. The space here is limited and when the Approach to the Park is developed as previously proposed, this site will be inappropriate to use as a camp site. The National Park Service has done some preliminary work towards opening a campground just south and east of the race track at Morrell Park. It is hoped that water and sanitary facilities can be supplied at this site for use this summer.

Neither the site by the Athletic Field nor the site behind Morrell Park offers a permanent solution of the problem. It may very well be that the problem will solve itself by the supply of reasonably priced lodgings at hotels or boarding houses. If such a happy result does not obtain, a location with good drainage, sanitary facilities, water supply and fairly level and not too rocky ground must be found. A well managed camp might bring a considerable business to the stores of a village and provide useful and gainful occupations for the permanent residents.

Laboratories and Museums

Some parts of the park or of areas associated with it, may properly be used as laboratories or museums. The Wild Gardens of Acadia, the Biologist Laboratory at Salisbury Cove, The University of Maine Camp, Dr. Abbe's Museum, Professor Sawtelle's Museum, and similar objects, should be encouraged. They should
be located in places easily accessible to the public and outside of the wilderness areas, though, perhaps, near them.

**Communications**

On the accompanying plan No. 3 the communication system of the Island has been shown, including automobile roads, horse carriage roads, bridle paths and the main lines of the elaborate system of foot-trails which cover the Island. On this same map the existing villages have been indicated as well as existing centers in order of importance.

**Automobile Roads**

For the motorist some of the finest views are easily accessible. The Ocean Drive and other town and county roads along the shore afford examples of the seashore and seascape scenery below Gorham Mountain, at the Champlain Monument, at Bracy’s Cove, Asticou, on the Sargent Drive along Somes Sound, at Seawall and near Hulls Cove. The recently opened Mountain Road above Eagle Lake and Jordan Pond gives the finest of the lake and mountain views in addition to the beautiful stretches in the Gorge between Hugenot Head and the Flying Squadron, between Norumbega and Parkman, along Echo Lake or at many other points on the older system of automobile roads that covers the Island. The proposed road up Cadillac Mountain will supply the crowning feature to this system and give the motorist access to all of the types of scenery to which this kind of recreational use of the Island may be reasonably entitled. Further construction, beyond minor improvements of re-alignment, grade, short pieces of village streets or approaches from the villages can only be made at the expense of some other equally proper use of the areas concerned. No additional major scenic automobile roads should be constructed.

This is not to say, however, that more improvements should not be undertaken for the benefit of the motorist. Much can be done and should be done in the way of opening the views from the existing motor roads and improving the appearance of the roadsides.

"The habits of the Mount Desert road-makers were formed when the roads had to be made and repaired at the least possible cost. The spare stones, which were many, were thrown out upon
the roadside, where they defaced and made barren what ought to have been the green borders of the road. The bridges were never thought of as possible objects of beauty, the only question being how the brook or gully could be spanned in the cheapest manner. When a bank beside the highway afforded some dirt comparatively free from stones, it was dug into in the most expeditious way, and left so steep that it could not clothe itself again with green. The roadides, therefore, frequently exhibit ugly scars. The grades and surfaces of the roads have been greatly improved during the last twenty years; but as yet little attention is paid to the beauty of the roadsides."

A very moderate expenditure of money on grading and planting of the many raw banks and on attention to the guard rails and gutters would enormously increase the attractiveness of the motor roads. Selective cutting of trees and shrubs along the way might open up many fine views which would make some of the older highways vie with the new mountain road as scenic routes.

The most serious handicap of the older roads in this competition with the park motor road is the telegraph and light or power pole. The double line of poles on most of the main highways obstructs the views. When the poles and wires do not follow the road as through the Brown Mountain Pass or along the Cooksey Drive, one cannot fail to notice the increased attractiveness of the highway. The age of many of the poles (particularly on the telephone lines) and the varied angles at which they lean would indicate that a considerable replacement program is not far ahead for the telephone company. When the time comes for active work let us hope that more of the lines may be put underground or put on poles which are set far enough from the roadside to allow for the healthy growth of a screen of trees between the poles and the road. If neither of these possibilities are practicable at this time, at least it should be possible to combine all wires on a single line of poles.

The removal of the pole lines from the edge of the road may be facilitated by the provision of sidewalks along some of the highways. The pedestrian on the narrow roads of the Island is in danger of his life and is himself a danger to motorists. No one wants to see city sidewalks along these roads; that is not what we need. The need is for a reasonably smooth walk three or four feet wide running roughly parallel to the highway and varying in distance from it as existing trees and ledges may suggest. The

*From the "Right Development of Mt. Desert," by President Charles W. Eliot, 1903.
path along the Schooner Head Road is an excellent example. In some places the walk might be within the lines of the highway, in others just outside. The use of trails over private property without establishment of rights has become so familiar a matter on the Island that a sidewalk which departed occasionally from the straight and narrow path within the highway lines need cause no concern. The provision of sidewalks separated from the dust and hurry of the roadway by intervening trees and shrubs might solve the problem of easy access to a pole line similarly set back from the road. If any considerable sections of new sidewalks are constructed the opportunity might be taken to locate the wires under the sidewalk and to care for the roadside appearance all at once.

All persons interested in Mt. Desert must feel concerned over the increase of gas stations on the principal roads. It is not that gas stations are objectionable per se, but that the screaming color and often the accompanying hot dog stand are inappropriate to their surroundings. If the Island is spotted with "hot-dogs" and billboards as so much of the finest scenery of New England has been spotted, we shall lose both in property values and in business.

Through the interest of Mrs. J. D. Rockefeller, Jr., the Art Center in New York has undertaken a study and campaign to improve the Gas Station and hot dog stand. That campaign may have some effect on the existing or future stands on Mt. Desert Island. More stringent control over new stations is needed, however, and no better method of control has yet been found than zoning.

The town of Mt. Desert at a recent Annual Meeting received a report by a Special Committee on Building Ordinances which advocated a limited form of zoning for the township. That report, since printed for general distribution, suggests the establishment of use-zones to differentiate between business and residence areas with a building permit system of control. The by-law suggested by the Committee is capable of improvement as to technical phraseology, but its general intent is altogether praiseworthy. It is by zoning that billboards, gas station, and hot dog stands can be kept out of residential areas and given their proper place in business areas.

Finally in connection with the motorist is the problem of road surfacing. The demands of the visiting motorist are likely to be in excess of the local taxpayers' ability or willingness to provide. If the motor roads are to serve particularly as scenic drives in connection with the Park, and if the Park is to grow and thus
reduce the lands subject to taxation, it would seem as though there were more than the usual arguments for state and Federal road aid on the Island of Mt. Desert. The State has already indicated its willingness to cooperate by adoption of the highway from the Bridge to Hulls Cove as a State Road. Federal aid in this case might well take the form of assumption of road maintenance on certain sections of road where the Park controls the frontage on both sides of the highway.

**Horse Carriage Roads**

The extensive system of carriage roads constructed by Mr. John D. Rockefeller, Jr., and open to the public on horseback or in horse-drawn vehicles, whether on his private property or in the park, constitutes a second means of recreational enjoyment of the Island. The more leisurely speed of movement, the narrower right of way and the sharper curvature of road make this method of access more suited to intimate enjoyment of beauty with less destruction than in the case of automobile roads.

The horse roads already constructed form a rather complicated system in the southern part of the Island with more extensive branches around Sargent Mountain and north to the Eagle Lake Road. The use of these roads appears to be growing, but as yet is very slight. The inauguration last summer of a buckboard service is an encouraging sign of a possible increased use and of the development of a kind of activity which might be made a distinctive feature of the Park and Island. Just as in Cornwall, England, the thing to do is to go on a tally-ho, so some day at Mount Desert the buckboard may regain its former popularity.

The offer of Mr. Rockefeller to build more carriage roads in the vicinity of the Witch Hole, through the Bubble Pond Valley, and around the head of Eagle Lake has raised anew questions as to the desirable extent of the carriage road system in relation to the foot trail system and the wilderness areas.

The arguments in favor of more carriage roads are briefly these: (1) The roads make it possible for those who cannot or will not walk to see and enjoy a greater number and variety of the scenic beauties of the Island. (2) The roads are useful in the administration of the Park to control fire and poaching. (3) The roads, being open only to horses, horse-drawn vehicles and pedestrians, may encourage riding and driving in contrast to motoring. (4) The work involved in construction of more roads means
employment during the slack season for large numbers of persons on the Island. (5) The National Park Service considers itself morally bound to allow Mr. Rockefeller, to whom the Park is indebted for the motor road, to continue the construction of those horse-carriage roads which were approved by the Park Service in 1924 when the motor road was under discussion.

The arguments against more carriage roads are usually directed against specific projects but are based on the following theories: (1) That a carriage road, as a man-made object, destroys the wilderness character or solitude of the area through which it is constructed. (2) That the scars already made on the mountain sides will not cover for a generation and that no more should be added. (3) That a carriage road to the same point or along the same route as a foot trail mitigates the pleasure of walking because it destroys one of the reasons for walking,—to reach a point now otherwise inaccessible. It is contended that since walking is admittedly the best way to see and enjoy the Island, nothing should be done to discourage the walker. (4) That the very slight use of the existing carriage roads indicates no need of further construction at least until the value and usefulness of the existing roads are proven. (5) That although built for horse-drawn vehicles, the carriage roads are potential motor roads and that motoring on these roads would be not only dangerous to the motorist but destructive to the scenic values. (6) That the construction of too many roads will destroy the “scale” of the Island and Park; that the mountains are low though bold, and that a road by which you can quickly pass from end to end or ascend their heights will reduce, as a measuring stick, their apparent size. (7) Finally the opponents of more roads quote from the “Official Policy Governing National Parks” previously referred to, and which includes a statement that “the over-development of parks and monuments by the construction of roads should be zealously guarded against.”

A basis for a general plan has been suggested which, if adopted by the Park Service, would safeguard “Wilderness Areas” and allow a small amount of additional road construction in connection with “Centers.”

**Bridle Paths**

The Island is honeycombed with old wood roads which, with very little care, could be made into excellent bridle trails. In general, it is desirable to use such old roads instead of building new
trails. Some connections, however, are needed. One such is a path around the head of Eagle Lake and another is a connection between Morrell Park and the west. Lack of control over land on the east side of Kebo Mountain prevents the opening of this second route.

Foot Trails

It is probably true that no park or wild land in this country is so thoroughly covered by foot trails as is the eastern part of Mt. Desert Island. It would seem as though there might be enough. There is, however, one kind of trail which is insignificantly represented in the system and which might be further developed. The automobile road on Cadillac Mountain and the carriage road on Sargent Mountain have made the high points easily accessible to those who cannot climb mountains. Many of these people, however, can and would walk on levels. A fairly smooth trail, pursuing a fairly level way high upon the mountain side would tempt these people to see the beauty of the Island in the way it can best be appreciated—and without great physical effort.

For the interest of walkers and to promote hiking, the placing of maps on the top of Cadillac, Sargent, and Beach Mountains is suggested. An inconspicuous stand with a map under glass and a circular sketch to identify the distant hills and objects on the horizon has been used by the U. S. Forest Service for years on various peaks in the West and in the White Mountains. I also call attention to the new book on trails,* which should further stimulate walking on the Island.

If there are those who suppose that walking at Mount Desert is a thing of the past, I can testify to the contrary. On one morning last September I met over twenty people on one trail on Sargent Mountain. They were scattered in groups of two or four and ranged in age from 12 to 40 years. The trails are used.

Other Activities

The Island abounds in ponds and streams which, if stocked, would supply the most enthusiastic angler with all the fun he could wish. Combine that with deep-sea fishing possibilities and what more could a fisherman ask? The sport of hunting with a camera should also be encouraged. It has most of the fun of ordinary hunting without the killing. Finally there is the sport of sailing which happily has had a new birth in recent years with the activity of the Bar Harbor Yacht Club and the Northeast Harbor Fleet.

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PART III

VILLAGE IMPROVEMENTS

Bar Harbor

The most pressing need in the way of physical improvements has already been discussed in this report—i.e., an adequate and dignified relationship between the Town and the Park. The proposed parkway is the major recommendation for Village Improvement at this time.

The waterfront situation near the steamboat wharf is unworthy of the Town. Some day a radical change will be made in the area between the wharf and the Swimming Pool. Detailed plans for the improvement of that section should be prepared.

Northeast Harbor

In 1925 the Northeast Harbor Village Improvement Society received a report by Mr. Charles S. Frost on the appearance of the Village. Among the suggestions was a proposal for a Village Green which was submitted by your landscape architect.

"The accompanying plan shows a Village Green or Common at the junction of Asticou Way, Main Street, and Summit Road. A triangular park would be formed by the extensions of Sea Street, the road to the harbor, across Main Street to connect with the road that goes by the Union Church to the Tennis and Golf Clubs.

Sites are indicated on the plan for new stores and a new theater on the south of the Green, facing Asticou Way, to replace the existing stores and theater which would have to be removed. Bain’s Store, the Pastime Theater, Tracy’s Paint Shop, and Mr. Herrick’s house would be among the properties involved.

It is generally agreed that the appearance of the village street, and particularly the approach from Asticou, Somesville, and Seal Harbor is not attractive, nor in keeping with the beauty of the Island. The first impressions of summer residents and of tourists visiting the National Park, are closely related to the business which such people bring to the community. There is no inclination to stop in an uninteresting or unattractive village; rather tourists avoid or hurry through such places.
THE APPROACH FROM BAR HARBOR LOOKING TOWARDS BAR HARBOR
The plan suggests an attractive Village Center, a small park with elm trees, and the possibility of new, up-to-date, and attractive shops in the colonial style of architecture.

The proposal or some modification of it is not impracticable of realization. A private corporation composed of the owners of property involved and other public-spirited citizens could buy the land and erect new stores. If this corporation presented the land for a Village Green to the Town, the Town might undertake the construction of the Sea Street Extension and the planting of trees, as its share in the work. It is suggested that if the owners of property involved would exchange their property for preferred stock in the corporation, other townspeople and summer residents might buy common stock to make up the total amount necessary for the Park.

From the point of view of the landowners, the transactions and the improvement would be a strictly business proposition to provide themselves with better stores on better sides. Those who bought common stock would help to improve the appearance of the village. The Town would gain in the relief of traffic confusion and probably in increased valuations or in assessments. But most important of all, Northeast Harbor Village would be a more attractive place to live in, to do business in, and to visit on vacation."

The Town Engineer has prepared plans for the widening of Main Street. I have not given detailed study to his proposals, but strongly recommend the widening of the street.

At the last meeting of the Village Improvement Society, Mr. Vance McCormick suggested a new road roughly parallel with Main Street along the harbor’s edge with a park between the new street and the water. The idea is an excellent one and combines the possibility of providing a traffic by-pass of the congestion on the main street with provision of an attractive water approach to the Village. The recent action of the Northeast Harbor authorities in favor of this improvement is most encouraging.
**APPENDIX A**

**POINTS OF INTEREST**

*Key to Letters or Figures on Map*

A—BOTANIC

1—Ancient Hemlocks and White Pines. “One of the best examples of nearly pure white pine forest (74% by numbers) on the island.”

2—“Luxuriant Marsh vegetation on neutral substratum in direct contact with strongly acid bog.” Rhodora, Sweet Colts Foot and Wood Ferns.

3—Only colony of Kalmia Latifolia (mountain laurel) known.

4—“Small remnant of fir type, of interest because of its resemblance to the upper slopes of northern New England, and New York Mountains.”

5—“Small body of virgin red spruce forest, unlike the spruce forest close to the sea, and resembles more nearly the inland spruce forest on rocky slopes.”

6—Rock Maiden Hair Fern.

7—Specially rich variety.

8—Only known Pinus Banksiana on Island.

9—Stove pipes.

10—Bog Orchid.

11—Great Wood Fern Area.

12—“Spruce forest of old stunted trees with a forest floor of Gladonia lichens. An example of an intense struggle against unfavorable conditions.”

13—Columbines.

14—Arrow Grass, Arctic Iris, Baked Apple Berry.

15—Gold Heather, Skunk Cabbage, “interesting bog, the only known location on the island of the baked apply berry (Rubus chamaemors). Abundant growth of the broom cranberry (Corema conradu) and good examples of plant succession.”

16—Rose Root and Woodsia Fern.

17—“The only spot on the island where bear oak (Quercus ilicifolia) grows, also its northernmost station. Its abundance here, and absence elsewhere on the island is a scientific mystery.”

18—“Very old, perhaps virgin, stand of red spruce mixed with hemlock.” “Virgin forest of beech, yellow birch, sugar maple and red spruce, with a little hemlock mixture. This is representative of the northern hardwoods—spruce forest which covers hundreds of square miles in Maine and the Adirondacks, but is rare near the sea coast. This spot is one of the scientific treasures of the island.”

19—White Cedar swamp containing trees about 100 years old. None of the virgin white cedar remains on the island, and this bit seems as old as any. There is also a spring with water which has been known to give an alkaline reaction—very unusual for the island.”

20—Reverting Bog.

21—“Bog, good example of succession from open water to forest, the intermediate stages well represented.” Showy lady slipper.

22—Arbutus.

23—Only place for chain fern, “Large old white pines.”

Special acknowledgment is made for help of Mr. Edgar T. Wherry.

* All quotations in this section from report of Committee (Barrington Moore, chairman).
24—Gaywings, Nodding Trillium, Grape Fern.

25—Gaywings.

26—"Invasion of salt marsh (alkaline substratum) by bog vegetation, creating an acid substratum."

27—Snake Tongue.

28—Tufted yellow loss stripe.

29—"Virgin red spruce with thick mossy forest floor."

30—Professor Duncan S. Johnson's station for the study of intertidal vegetation.

B—ORNITHOLOGIC—MR. REGINAL C. ROBBINS, CHAIRMAN.

1—Winter Wren.

2—Red Breasted Nut Hatches.

3—American Bald Eagles.

4—Rough legged Hawk, Blackburnian Warbler, Cape May Warbler, Canadian Warbler, Morning Warbler, Wood Duck, Ruby Crowned Kinglet.

6—Sandpipers and other shore birds.

7—8—Olive sided Fly Catcher.

9—Alder Fly Catcher.

10—Variety.

11—Ditto.

12—Acadian Chicadee.

C—BIOLOGIC—FROM REPORT BY MR. WILLIAM PROCTOR, CHAIRMAN.

C-1—Takes in the section of Great Hill west to the Norway Drive and south of the main road, and is without doubt the most valuable area for many reasons. It has Duck Brook, Witch Hole Pond, Breakneck Ponds, Lakewood, and the brooks, with a hill and valley contour that should not be disturbed.

C-2—Is the section east of the Whale's Back and is swampy and particularly interesting from the standpoint of the microscopic life.

C-3—Takes in the section of heaths back of Salisbury Cove and the northeastern branch extending toward the Narrows and presents an ecological situation that is unique.

C-4—Is a flat country running into marshy with a southwest exposure and is the most interesting area on the island from the standpoint of insects.

C-5—Is very much in the position of Area No. 2, but with entirely different exposures. It would be most unfortunate if any of the region between Hodgdon Pond and Long Pond was ever disturbed.

C-6—Is the Bowl and its immediate surroundings. This area is unique, inasmuch as it is a high pond without an inlet, and this region and that along the brook running to Otter Creek are of interest.

D—GEOLOGIC.

1—"Schooner Head Series" Sedimentary rocks.

2—Work of the sea—caves and cliffs.

3—Erosion and breaking off.

4—Processes of granatic intrusion.

5—Barrier Beach.

6—Earlier volcanic structures shown in cliffs.

7—Granatic dike.

8—Volcanic breccia—broken lava.

9—Dike.

10—"Erratics"—glacier born boulders from afar. Balanced Rock.

E—HISTORIC.

1—Landing Place of First Settlers—French Jesuits—under Father Baird.

2—Oldest Indian Village Site.

3—Skirmish, War of 1812.

4—Wreck of the Grand Design.

5—Champlain Monument.

6—Dr. Abbe's Museum.

7—First Permanent Settlement.

8—Grave of Mme. de Gregoire.

9—Town of Gov. Bernard.

10—Sawtelle Museum.
Gifts of land and money or bequests to help to carry on the work outlined in this report may be made to either

The Hancock County Trustees of Public Reservations

or

Bar Harbor Village Improvement Association