

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY

RECEIVED AUG 6 1979

DATE ENTERED

NOV 14 1979

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

The Carriage Paths, Bridges and Gatehouses, Acadia National Park

AND/OR COMMON

2 LOCATION

STREET & NUMBER

CITY, TOWN

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Arcadia National Park + vicinity

STATE

VICINITY OF
CODE

COUNTY

CODE

ME

Hancock

3 CLASSIFICATION**CATEGORY** DISTRICT
 BUILDING(S)
 STRUCTURE
 SITE
 OBJECT**OWNERSHIP** PUBLIC
 PRIVATE
 BOTH**PUBLIC ACQUISITION** IN PROCESS
 BEING CONSIDERED**STATUS** OCCUPIED
 UNOCCUPIED
 WORK IN PROGRESS
 YES: RESTRICTED
 YES: UNRESTRICTED
 NO**ACCESSIBLE****PRESENT USE** AGRICULTURE
 COMMERCIAL
 EDUCATIONAL
 ENTERTAINMENT
 GOVERNMENT
 INDUSTRIAL
 MILITARY
 MUSEUM
 PARK
 PRIVATE RESIDENCE
 RELIGIOUS
 SCIENTIFIC
 TRANSPORTATION
 OTHER:**4 AGENCY**

REGIONAL HEADQUARTERS: (If applicable)

National Park Service, North Atlantic Region

STREET & NUMBER

15 State Street

CITY, TOWN

Boston

STATE

Massachusetts

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Carriage Paths wind throughout the eastern half of Mount Desert Island traversing 57 miles of woodland in a stunning landscape of mountains and sea. They were planned and constructed in company with the sixteen bridges by John D. Rockefeller, Jr. who was a summer resident of Seal Harbor during the second and third decade of the 20th c. The plans were reviewed and approved by Frederick Law Olmsted, Jr. Thirteen bridges are located within the park boundaries.

The Carriage Paths thread their way along the natural contours of the terrain at the eastern side of Mount Desert Island, maximizing wherever possible scenic vistas of the mountains, ponds, and bays that the area is noted for. Frequent rustic, weathered wooden signposts mark destinations at path junctures, mark path names, and indicate foot trails that entice one into further penetration of the dense forests.

The Carriage Paths are about 16 feet in width and are contoured with a mound in the center to allow proper drainage. They have been surfaced with gravel throughout, and recently the NPS provided one section with a finer grade of crushed stone to facilitate bicycle travel.

The Carriage Paths were constructed by a crew of local workers that Rockefeller hand picked for their skill at the outset of his project, one which he closely monitored for its two-decade duration.

As part of the network, he also had two massive gates constructed where the paths intersected motor routes at Jordan Pond and at Brown Mountain. These gate complexes, consisted of Gatekeepers' Houses and Carriage Houses and permitted Rockefeller and his neighbors to have an untroubled entry to the Carriage Paths while restricting outsiders' use at the same time.

The thirteen bridges within the park occur at various points in the Carriage Paths where a ravine or motor route dictated a crossing. Each bridge is a beautifully executed work, entirely constructed by hand of hand-hewn local granite.

They each have artfully conceived and individual design features that blend harmoniously with their surroundings and that, in many cases, take advantage of natural waterfalls, site contours and great heights to enhance the drama of the landscape. Frequently small viewer's platforms are designed into the bridges both the view and the handiwork of the bridge may be admired. In one case, a staircase leads to the valley floor so that the particularly spectacular three-span bridge may be seen from all vantage points. There are also chutes piercing the masonry to shed water and protect the structure from deterioration.

1. Small Stone Bridge Little Harbor Brook

The Small Stone bridge, built in 1919, carries a two lane gravel surfaced carriage path over Little Harbor Brook. The bridge is 40 feet long, relatively shorter than other bridges along the Carriage Paths, and has a main span twenty feet long and a

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deck twenty feet wide. The single round arch bridge is faced with random laid ashlar with a stone and mortar substructure.

2. Small Stone Bridge Jordan Stream

The Small Stone Bridge was completed in 1920 and is a compact and powerful 40-foot length with a 20-foot single segmental-arched span. Its two-lane, arched, gravel deck is flared at either end. The stone masonry substructure is surfaced in quarry-faced granite blocks which are laid both random and polygonally between the radiating voussoirs of the arch and orderly coping stones of the gently arched rail. The abutments are square, solid masses surfaced in random ashlar and with a flattened pyramidal capstone.

3. West Branch Bridge Jordan Stream

The West Branch Bridge is a very long, 170-foot structure which has a flared and skew approach to its two-lane gravel-surfaced deck. The bridge curves sharply over the ravine formed by Jordan Stream and has a small 6-foot stone arch span. The stone and mortar substructure is very simply clad in quarry-faced random laid ashlar and laid ashlar and lacks even copings on its side railings. It was built in 1931 and may have been begun several years prior.

4. Deer Brook Bridge

The Deer Brook Bridge, completed in 1925, is a two-lane structure that soars high above its namesake near the Jordan Cliffs. It is 140 foot long, two-lane bridge that has a gravel-surfaced deck and is flared at either end. The two-rounded arches are tall and narrow 8-foot spans, separated by a delicate pier and outlined by slender radiating voussoirs. The entire stone and mortar substructure is clad in quarry-faced random laid ashlar. Set into the spandrel of the arches is a plain, circular medallion into which has been carved the year 1925.

5. Hemlock or Maple Spring Bridge

The Hemlock Bridge, built in 1925, is a massive Gothic-arched structure crossing Maple Spring Brook. It is a very long 185 feet that curves back sharply in a flare at either end. The Gothic arch span is 30 feet across and is sharply outlined in radiating voussoirs. The stone and mortar substructure is entirely clad in quarry-faced random laid ashlar and the rail coping of large solid square of granite are similarly dressed.

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6. Waterfall or Hadlock Brook Bridge

The Waterfall Bridge, completed in 1925, carries the two-lane gravel-surfaced deck over Hadlock Brook. The structure is 125 feet in length and flares gently at the ends. The 20-foot span of its rounded arch is outlined by a firm row of quarry-faced radiating voussoirs. The stone and mortar substructure is clad in quarry-faced random laid ashlar and bold blocks of the same material form the railing copings. A pair of semi-circular viewing platforms bow out on either side to take advantage of the tread and deep ravine.

7. Small Stone Bridge: Hadlock Brook

The Lower Hadlock Brook Bridge, completed in 1926, is a small-scaled 40-foot length over a 20-foot span segmental arch. The rail of the bridge follows the line of the arch and flares out gently at either end. There are strong abutments with chinky rounded capstones. The stone and masonry substructure is clad in very rough, quarry-faced ashlar, laid random. The radiating voussoirs and rail copings are similar in texture and the two-lane deck is gravel surfaced. The bridge traverses the quiet Hadlock Brook.

8. Eagle Lake Bridge

The Carriage Path passes underneath the Gothic-arched Eagle Lake Bridge which carries Route 233 above. It was built in 1927 and is 118 feet in length. The refined Gothic arch spans 30 feet. The stone and mortar substructures are clad in quarry-faced random laid ashlar and the arch is outlined in radiating voussoirs of the same material. There is a two-lane deck of bituminous concrete with an asphalt surface that traverses the two-lane, gravel-surfaced Carriage Path. This bridge was the object of a 1974 widening project that expanded the upper deck to accommodate Route 233 traffic and which received engineering awards for the division, the separation move made on a system of ball bearings, and the excellent reseaming with the newly added masonry.

9. Chasm Brook Bridge

The Chasm Brook Bridge, completed in 1927, is a rustic and small-scaled 20-foot span that is 40 feet in length. It is built over Chasm Brook and has a stone and mortar substructure clad in quarry-faced random laid ashlar. The long, slender, radiating voussoirs and keystone of the segmental arch and the railing copings are also dressed in the same manner. The two-lane, gravel-surfaced deck is handsomely flared and terminates at pairs of rounded abutments which form pedestals for their gently peaked caps.

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10. Bubble Pond Bridge

The Bubble Pond Bridge, completed in 1928, is an elliptical-arched structure rustic in detail. It traverses a two-lane Carriage Path and carries two lanes, both of which are gravel surfaced. The 30-foot elliptic span is echoed in the railing arch which slopes outward beyond the opening to a more horizontal plane. The deck is a full 200 feet in length and flares gently at the end. The stone and mortar substructure are surfaced in rough-dressed random laid rubblestone. The uneven and rough-dressed radiating voussoirs form the graceful arch and the keystone block has been carved with the year 1928. The rail copings, too, are rough-dressed and jaggedly set, but still provide a strong horizontal element in this bridge's distinctive profile.

11. Amphitheatre Bridge

The Amphitheatre Bridge, built in 1928, is a long, 236-foot structure that traverses the deep Amphitheatre ravine and carries a two-lane Carriage Path. The gravel-surfaced deck flares broadly at either end. The 50-foot rounded arch span is constructed of rough-dressed, uneven radiating voussoirs and has a prominent keystone. The stone and mortar substructure is clad in quarry-faced random laid ashlar and incorporates large projecting blocks set in several discontinuous vertical rows. The railing copings are of heavy, rectangular blocks of rough-dressed granite with beveled edges and with a gently peaked stone in the center. The rows of ashlar are not completed to their outer edges and this stepped motif, together with the continuous railing coping their edges support, creates a series of triangular openings piercing the wall.

12. Duck Brook Bridge

The Duck Brook Bridge is a spectacular, three-arch structure which carries the two-lane Carriage Path over Duck Brook. Completed in 1929, there is a central 30-foot span flanked by smaller 20-foot spans, each of which has rough-dressed uneven radiating voussoirs with prominent keystones. The stone and mortar substructure is clad in quarry-faced random laid ashlar. The gravel-surfaced deck is 200 feet in length and flares at either end. The railing has dressed ashlar copings and there are pairs of rectangular openings piercing the railing above the lesser arches and three pairs above the main arch. Above the spandrels of the arches, corbelled semi-circular balconies extend into space from the deck to allow the traveller to absorb the scenic wealth from excellent vantage points. The copings on this bridge have been repointed.

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13. Cliff Side Bridge

The Cliff Side Bridge, completed in 1932, is a 232-foot-long structure that most closely resembles a medieval battlement. The two-lane gravel-surfaced Carriage Path curves out over a vast ravine. The stone and mortar substructure is clad in quarry-faced random laid ashlar. The 50-foot span segmental arch has a row of slender and tall radiating voussoirs. On either side of the arch are massive bayed abutments, battered at the base, which at the bridge deck become viewers' platforms. The railing of the bridge is crenelated by the upright placement of massive handhewn boulders at regular intervals. The viewers' platforms have the same ponderous crenelation, as well as finely dressed stone chutes set in the masonry to drain water from the structure.

Brown Mountain Gatehouse

Informally known as "the Lodge," Brown Mountain Gatehouse is located near Lower Hadlock Pond along Route 198. It guards the entry to Carriage Paths. John D. Rockefeller, Jr. commissioned New York architect Grosvenor Atterbury in association with John Thomkins to design the elaborate gatehouses and gatekeepers' residences for them in 1931.

Brown Mountain Gatehouse, built during the next year, is laid out in a half-hexagonal plan with the Gatehouse, the Lodge, the carriage house and the unifying fence bowing away from the auto route and forming the quadrilateral grounds scheme. They were built to control access to the carriage paths and to house the respective gatekeepers. Rockefeller even designed and had cast bells for each gate by which he could signal the gatekeeper when he wished to be let through.

The overall composition of these structures is tied into a whole by the use of horizontal polychrome bands running the full length of the quadrilateral plan. The entire western facade is a continuous surface from the Gates at the north to the Carriage House at the south, the three structures integrated by fences of the same materials. Atterbury used dressed rubble stone masonry from a locally-quarried granite which was laid random and interrupted by precise string-courses of contrasting red brick stretchers in horizontal bands at 15" intervals. An additional unifying feature is the roof material which is used on all three main structures as well as for the coping on the connecting stone and brick fences. It is a crudely made French shingle tile, similar to terra cotta, that comes in shades of brown, red and black.

The gates consist of two towers enclosing the cypress wood gates and a covered open-air passage set into the segmental-shaped opening. The towers are built in the banded granite and brick motif and are square in plan with chamfered corners giving them

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eight sides. They are each crowned by a steeply pitched, eight-sided spire with a copper finial. The gabled ridge between them has the same shingle tile for its coping as do the towers for their roofs.

Each tower roof has a four-sided, bayed, blind dormer above a round-arched window which is set into the masonry. These windows have prominent keystones and voussoirs and are filled with ornamental turned-wood spindles which reappear in window openings of the other two structures.

The two-and-one-half story Lodge is a picturesque rendering of a late-date Tudor Revival style. It is distinguished by half-timbering on its upper levels that reach up into the gable ends of a steeply pitched roof and also covers a dormered oriel window on the west facade. The predominantly vertical half-timbering is a composition of so-called pecky cypress that was burned and treated so as to appear a weathered grey. This framing is filled in with panels of softly variegated red brick laid decoratively in a primarily Flemish bond pattern.

The bellcast, gabled oriel of the west facade is flanked by hipped bay dormers. These window treatments have respectively two-and-three-light casement windows glazed in rows of decorative circular panes. Massive cypress brackets support the oriel and enclose a horizontal band of two-light casements below it. At the gable peak a pierced wood, round, floral decoration ventilates an attic.

The Lodge's entrance is oriented to the rear or eastern expanse of lawns, away from the autoroute. The entrance is protected by a projecting, gabled porch with half-timbering in its substantial gable end which in turn frames a ventilating opening to an attic that is filled with turned wood spindles. The west dormers similarly reappear on the east facade. The main entrance has rectangular side and toplights glazed with circular panes. There are original and decorative lead gutters, cachers and leaders.

At either gable end of the house are chimneys, slightly inset into the main block, and one is of the banded motif while the other is of granite blocks and randomly placed bricks. They have one and three terra cotta chimney pots respectively. The south chimney has undergone the only major structural alteration, during which an octagonal copper-roofed cupola, a weathervane and wooden wind shield were removed and the stepped stack with its projecting stone copings was built.

The immediate impact of the exterior is one of rich variation in texture, materials and ornament interspersed in a composition of strong horizontal and vertical design elements. The Lodge is almost whimsical in the quaint introduction it provides to the near-fantasy beauty of the Carriage Paths.

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The interior elements include a full basement and attic area. The first story has an entrance hall and staircase to the second floor, a vast living room, a dining room, a kitchen, laundry and pantry. The second floor has four bedrooms, a bath and several closet spaces. There is one fireplace in the living room and the second chimney supports the kitchen wood stove.

The Carriage House has a hipped and very steeply pitched roof with a gabled dormer on the east slope presenting a "suicide door" with a hoisting hook suspended above it. A square cupola with a bellcast, peaked spire boasts windows filled with turned wooden spindles ventilate the loft.

The rectangular plan structure carries through the banded granite and brick motif and on the west facade is a row of windows across which march turned wooden spindles between a long stone sill and cypress lintel.

The complex had undergone little alteration over the decades, is in good condition, and is presently used as a staff residence.

Jordan Pond Gatehouse

The Jordan Pond Gatehouse, near the Jordan Pond House, is located at the southwestern end of both the Acadia NP Loop Road and Jordan Pond and guards the entry to Carriage Paths.

The Gatehouse, built in 1932, is a linear complex of a Carriage House connecting to the Gatekeeper's House via an open-air passageway and a Gatehouse connected by a masonry fence. The Carriage Paths intersect the Loop Road at this point and lead to the Sargent Mountain Path among others.

The Gatekeeper's House is a late-date Tudor Revival structure of two-and-one-half stories in a rectangular plan with a small, gabled ell at the rear. The first story is of dressed ashlar laid random with a string course of cypress outlining the second story division. The second story is half-timbered with cypress which creates a narrow band on the lengths of the house but which on the widths sweeps up grandly into the gable ends of the steeply-pitched roof. The timbers are set vertically with crossbeams and diagonal braces and are filled with a softly-variegated red brick laid in decorative patterns, predominantly Flemish bond. The cypress has been burned and treated to give the appearance of a weathered grey.

The upper stories form a jetty supported by stone corbels which enclose grade level casement windows with circular panes of leaded glass. On this facade, too, are three hipped dormers with brackets and casement windows.

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The roof is covered with a crudely made French shingle tile, similar to terra cotta, that comes in shades of brown, red and black and which extends around to the gable end covering the peak. Set flush with the bottom edge of the tile is a horizontal band of six small windows and beneath them are centered two more longer windows. These apertures are filled with turned wood spindles which mask the ventilating louvres for the attic.

The grassy lawns at the rear of the house are thickly shaded and frame this less formally arranged elevation. An oriel projects over concrete corbels and has three-light casement windows with leaded glass circular panes. The one-and-one-half story, gabled rear kitchen ell is as steeply pitched as the main roof and they each sport a partially inset chimney. The stacks are of the same locally quarried, random laid ashlar as the house and all and both have decorative, triple terra cotta chimney pots with a chevron inbrication below the rim.

A porch, open on two sides, is set into the corner of the house underneath the front jetty with massive stone piers and a deep umbrage, which leads to the main entrance. The area in front of the house has been retained in a naturalistic state, crowded with shade trees and ferns.

The interior elements include, on the first floor, a living room with a corner fireplace, a foyer and Bessler staircase, a dining room with a window seat, a pantry and large kitchen. There are hardwood floors throughout the house. In the kitchen is an original wood-burning Clarion stove. The second floor comprises four bedrooms and a bath and there is also a full basement and attic.

The Carriage House, a rectangular plan structure with a steeply pitched and bellcast hipped roof, is built of dressed granite ashlar laid random and has massive double leaf, strap-hinged cypress doors. A large gabled dormer dominates the front roof slope with a triangular aperture at its peak filled with turned wood spindles. Beneath, a network of two rows of holes for a birdhouse has been incorporated into the design. The rear facade had four-paned windows, and a covered passage connects the Carriage House and workshop space to the residence. This walkway also opens to the rear lawns and is sheltered by a gabled superstructure covered by French shingle tiles. A small decorative cupola is perched on top with wood spindles in its window openings. The structure is supported by wood posts with span braces.

Similarly constructed masonry fences, which have peaked, coping stones along the ridge, lead in unbroken succession from the residence to the gatehouse. The gate towers, square in plan and imposing, are built of the same materials with the French shingle tile on their bellcast gabled roofs. Narrow, tall, round-arched windows are in each tower and a wooden gate between them.

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The Jordan Pond Gatehouse has undergone little structural alteration, is in good condition, and now functions as a staff residence.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input checked="" type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1919-1931

BUILDER/ARCHITECT

Grosvenor Atterbury

STATEMENT OF SIGNIFICANCE

Built by John D. Rockefeller, Jr. between World War I and the early 1930's, the Carriage Paths, bridges, and gatehouses are significant because of their historical association with the affluent summer colony which resided in the Mount Desert Island region in the early twentieth century. The bridges are significant because they are unique examples of skillful craftsmanship and engineering.

For about 25 years after 1890, Mount Desert Island was a major resort for the rich and socially prominent. Several members of families of prominent industrialists such as Rockefeller, Carnegie and Vanderbilt built summer residences in the area. In 1947, a disastrous fire destroyed many of the mansions along the eastern side of the island and obliterated many of the historic structures. The Carriage Paths and Bridges are physical evidence of the interests and activities which were part of the lives of indisputedly significant individuals who lived in the region and shaped its cultural heritage.

In 1905 the Maine legislature passed a law barring automobiles from Mount Desert Island. Many local permanent residents opposed the legislature and by 1913 the public roads of the town of Bar Harbor were opened to automobiles. Two years later the remainder of the island was opened to automobiles.

Upon the opening of the public roads John D. Rockefeller, Jr., who had a summer home on the southern end of the island, conceived the idea of constructing a series of horse and carriage roads where he and his friends could ride without encountering automobile traffic.

By the time the project was completed, Rockefeller constructed more than fifty miles of carriage roads and 16 bridges. Thirteen bridges and 47 miles of Carriage Paths are within the Acadia National Park jurisdiction.

The gatehouses were constructed at either end of the entrance to the Carriage paths to limit access to the paths and are therefore an integral part of the historic setting. Architecturally, they are excellent examples of Tudor-revival style.

Each bridge has an unique design and was constructed by hand of hewn granite. With the exception of Eagle Lake Bridge, which carries Route 233 and was widened in 1974, the bridges have not been altered. Although at the time of construction several residents opposed building the bridges because they seemed to deface natural beauty, the bridges now demonstrate how bridge construction can blend into a natural environment.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Lenard E. Brown, Acadia National Park, History Basic Data. NPS. 1971
Structural Inventory and Appraisal Sheets. Acadia National Park files.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

UTM REFERENCES

A	1,9	5,6,2	0,0,0	4,9	1,6	0,0,0	B	1,9	5,6,2	0,0,0	4,9	0,6	0,0,0	
	ZONE	EASTING	NORTHING		ZONE	EASTING		ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	1,9	5,5,7	0,4,0	4,9	0,4	0,5,0	D	1,9	5,5,5	0,0,0	4,9	1,2	0,0,0	

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
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STATE	CODE	COUNTY	CODE
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11 FORM PREPARED BY

NAME / TITLE

Bronwyn Krog, Preservation Historian

ORGANIZATION

North Atlantic Region

STREET & NUMBER

15 State Street

CITY OR TOWN

Boston

DATE

3/7/79

TELEPHONE

~~(617)~~ 223-3778

STATE

Massachusetts

02109

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES _____ NO _____ NONE _____

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National State Local

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

J. R. [Signature]

DATE

6/7/79

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Cecil D. Shall

DATE

11-14-79

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST:

Romer [Signature]

DATE

11/12/79

KEEPER OF THE NATIONAL REGISTER

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The Carriage Paths and Bridges are open to use by pedestrians, horse, bicycle and Park Service vehicular traffic. During the winter, cross country skiing is permitted and one section is open to snowmobiling.

Property THE CARRIAGE PATHS, BRIDGES AND GATEHOUSES

State Me (Hancock) Working Number 8.6.79. 1975.

TECHNICAL

Photos 30
Maps 3

a change
SHPO sign.?

CONTROL

RL
8.9.79

HISTORIAN

NETWORK SIGNIFICANT (1) BY ITS ARCHITECTURAL AND NATURAL INTEGRITY (2) AS EVIDENCE OF 20'S-30'S PENCHANT FOR RUSTICITY AND OF ~~HAER~~ A REACTION TOWARD THE AUTOMOBILE AND CONCERN FOR SCENIC PRESERVATION AND (3) ON THE HISTORIC IMPORTANCE OF PHILANTHROPIST CREATOR, JOHN D. ROCKEFELLER, JR.

ARCHITECTURAL HISTORIAN

DOCUMENTATION SHOULD HAVE INCLUDED A MORE LEGIBLE MAP OF NETWORK AND MORE COMPLETE DESCRIPTION AND/OR RESEARCH ON THE DESIGN TREATMENTS ~~ON~~ THE PATHS THEMSELVES AND FOR ANY RUSTIC SUPPORTING FEATURES SUCH AS SIGNS, MARKERS, OR 'ADJUSTMENT' OF THE NATURAL SETTING FOR VISUAL ENLIVENMENT.

ARCHEOLOGIST

ACCEPT - P. ALLEY 9-17-79

~~NOTE:~~ NOTE: ARCHITECTURE AND NATURAL SETTING ARE INSEPARABLE ~~IN~~ IN THE INTEGRITY OF THIS RESOURCE. ANY PART OF PARK VISIBLE FROM PATHS OR BRIDGES BECOMES AS MUCH AN INTEGRAL FEATURE OF THIS ARCHITECTURAL SCHEME AS ANY CONSTRUCTED ELEMENT OF THE NETWORK ITSELF.

OTHER

HAER

Inventory _____
Review _____

SLIGHTLY

THOUGH SOME ELEMENTS ARE LESS THAN 50 YEARS OLD THEY ARE ALL AN INTEGRAL PART OF THE NETWORK.

REVIEW UNIT CHIEF

ACCEPT
MK DEXTER
11/02/79

NOTE: I DO NOT BELIEVE THAT THE NAME AS SHOWN ON THE CONTROL CARD ACCURATELY DESCRIBES THE RESOURCE.

MOUNT DESERT ISLAND, OR AKADIA PARK SHOULD BE REFERENCED

BRANCH CHIEF

KEEPER

National Register Write-up _____

Federal Register Entry _____

2-5-80

Send-back _____

Re-submit _____

Entered NOV 14 1979

INT:2106-74



Cobblestone

The Carriage Paths, Bridges and Gatehouse
Hancock County, Maine

#

1/30

Cobblestone Bridge 1917

Photographer: Anthony P. Menziatti

ACADIA NATIONAL PARK

Cobblestone Bridge 1917
(outside park boundary)

Photographer: Anthony P. Menzietti

Date: January, 1979





Jordan Ridge

The Carriage Paths, Bridges and Gatehouse

Hancock County, Maine # 20130

Jordan Ridge - Cliffside Bridge 1932



Acadia National Park

Amphitheater Bridge 1931

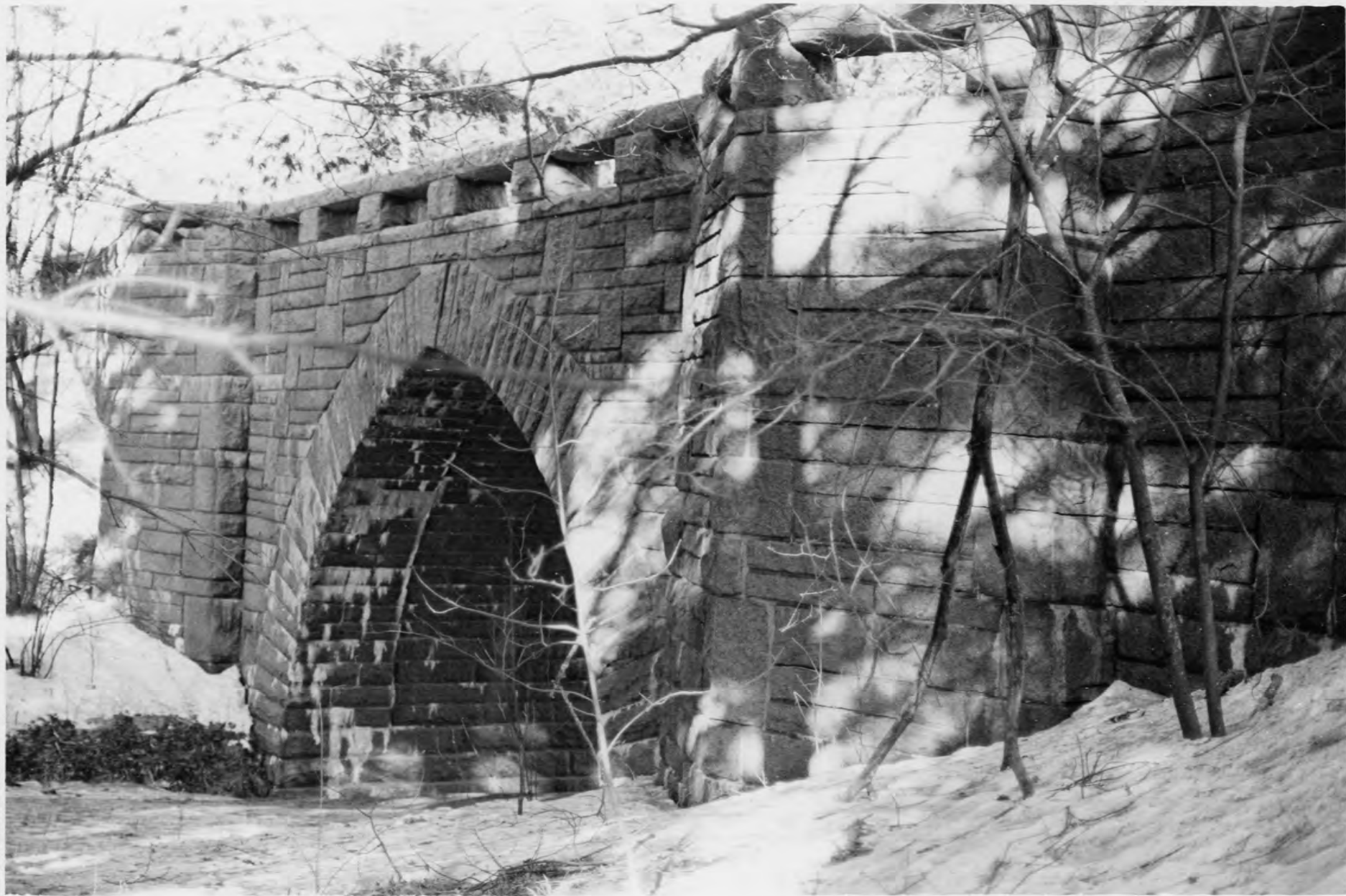
Photographer: Anthony P. Menzietti

Date: ^{COE} January, 1979

NOV 14 1979

AUG 6 1979

The Carriage Paths, Bridges and Gatehouse
Hancock County, Maine # 3 of 30



Acadia National Park
Eagle Lake Bridge on Route #233 1928
Photographer: Anthony P. Menziatti
Date: January 1979

AOE
NOV 14 1979

AUG 6 1979

*The Carriage Paths, Bridges and Gatehouse
Hancock County, Maine*

4/30



Acadia National Park
Small Stone Bridge - Jordan Stream 1920
Photographer: Anthony P. Menzietti
Date: January, 1979

^{doc}
NOV 14 1979

AUG 6 1979

The Carriage Paths, Bridges and Gatehouse
Hancock County, Maine

#5 of 30



ACADIA NATIONAL PARK

Waterfall Bridge 1925

Photographer: Anthony P. Menzietti

Date: January, 1979

NOV 14 1979

AUG 6 1979

The Carriage Paths, Bridges and Watchhouse

Hancock County, Maine

#6430



Acadia National Park

Maple Spring or Hemlock Brook 1924

Photographer: Anthony P. Menzietti

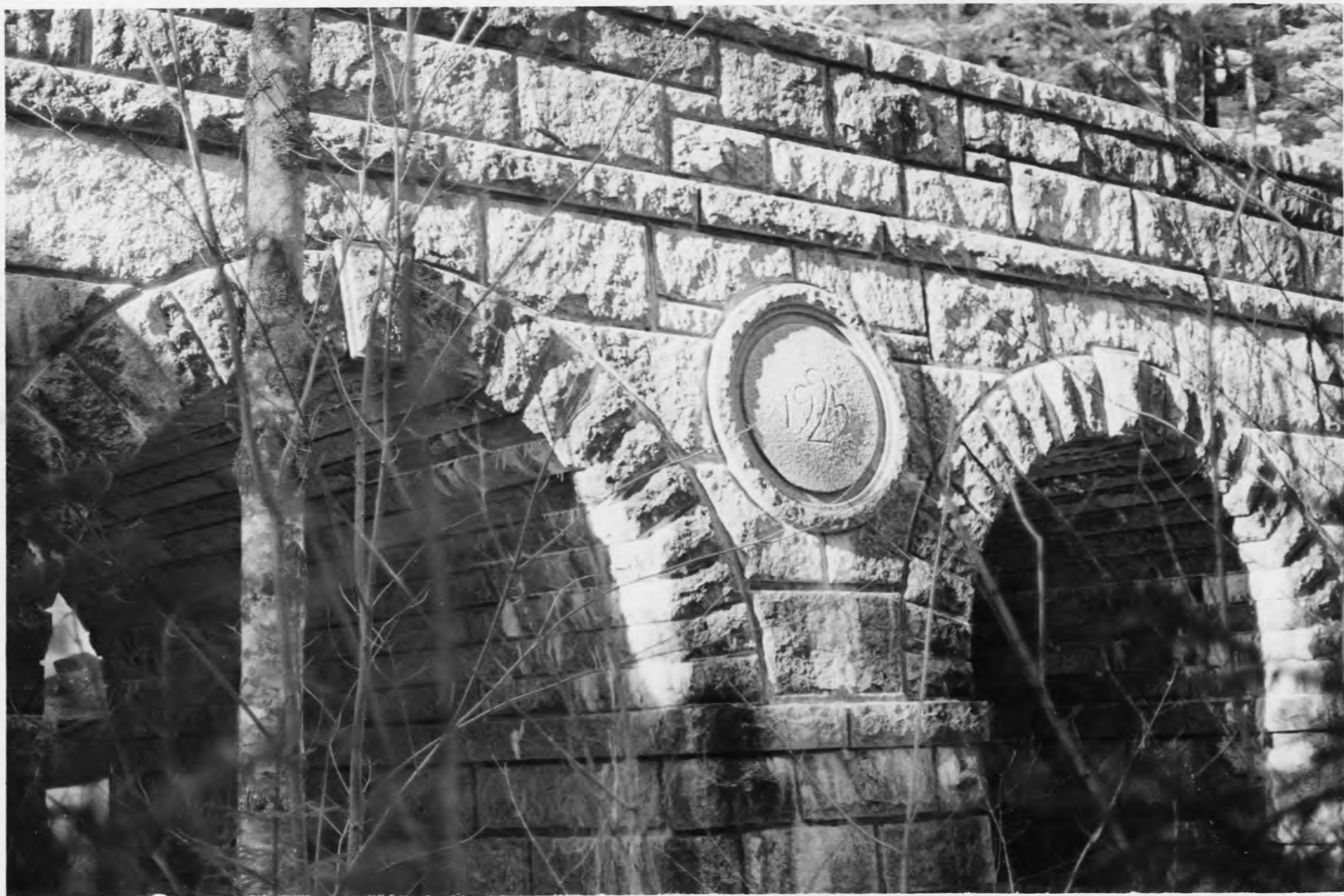
Date: January 1979

NOV 14 1979

POE
AUG 6 1979

The Carriage Paths, Bridges and Gatehouse
Hancock County, Maine

7 of 50



Acadia National Park
Deer Brook Bridge 1925
Photographer: Anthony P. Menzietti
Date: January, 1979

NOV 14 1979
DCE

AUG 6 1979

*The Carriage Paths, Bridges and Gatehouse
Hancock County, Maine # 8930*



Acadia National Park
Chasm Brook Bridge 1927-28
Photographer: Anthony P. Menziatti
Date: January, 1979

see
NOV 14 1979

AUG 6 1979

*The Carriage Paths, Bridges and Gatehouse
Hancock County, Maine*

9 of 30



Acadia National Park
Stanley Brook Bridge 1933
(outside park boundary)
Photographer: Anthony P. Menzietti
Date: January, 1979

NOV 14 1979

AUG 6 1979

PC

*The Carriage Paths, Bridges and Gatehouse
Hancock County, Maine*

10 of 30



Acadia National Park
Jordan Ridge - Cliffside Bridge 1932
Photographer: Anthony P. Menzietti
Date: January 1979

de
NOV 14 1979

AUG 6 1979

The Carriage Paths, Bridges and Gatehouse
Hancock County, Maine

II 118/30



Acadia National Park

Little Harbor Brook 1919

Photographer: Anthony P. Menzitti

Date: January, 1979

AUG 6 1979

NOV 14 1979
DOE

The Carriage Paths, Bridges and Gatehouse

Hancock County, Maine #12430



Deer Brook

The Carriage Paths, Bridges and Gatehouse

Hancock County, Maine

138/30

Deer Brook Bridge 1925

DEE

NOV 14 1979



Maple Spring

The Carriage Paths, Bridges and Gatehouse

Hancock County, Maine

14 of 30

Maple Spring or Hemlock Brook Bridge 1924

DOE

NOV 14 1979



Small Stone
Jordan Stream
The Carriage Paths, Bridges and Hatchouse

Hancock County, Maine

158/30

Small Stone Bridge - Jordan Stream 1920

ROE

NOV 14 1979

ACADIA NATIONAL PARK

Duck Brook Bridge 1929

Photographer: Anthony P. Menzietti

Date: January, 1979





Duck Brook

The Carriage Paths, Bridges and Gatehouse
Hancock County, Maine

16 of 30

Duck Brook Bridge 1929

~~DOE~~
NOV 14 1979



Eagle Lake

The Carriage Paths, Bridges and Gatehouse
Hancock County, Maine

17930

Eagle Lake Bridge on Route #233 1928

NOE

NOV 14 1979

ACADIA NATIONAL PARK

Eagle Lake Bridge on Route #233 1928

Photographer: Anthony P. Menzietti

Date: January, 1979





Bubble Pond

The Carriage Paths, Bridges and Gatehouse
Hancock County, Maine

184/30

Bubble Pond Bridge 1928

WCE

NOV 14 1979

ACADIA NATIONAL PARK

Bubble Pond Bridge 1928

Photographer: Anthony P. Menzietti

Date: January, 1979





Amphitheatre

*The Carriage Paths, Bridges and Gatehouse
Hancock County, Maine*

#197/30

Amphitheatre Bridge 1931

POE
NOV 14 1979



Jordan Pond
Seal Harbor

The Carriage Paths, Bridges and Ditchhouses
Hancock County, Maine

209/30

Jordan Pond - Seal Harbor 1932

ROE

NOV 14 1979

ACADIA NATIONAL PARK

Jordan Pond - Seal Harbor 1932
(outside park boundary)

Photographer: Anthony P. Menzietti

Date: January, 1979





The Carriage Paths, Bridges and Gatehouse

Hancock County, Maine

21 of 30

Carriage Path and bridge over Upper Hadlock
Stream

ROE

NOV 14 1979



Acadia National Park
Bubble Pond Bridge 1928
Photographer: Anthony P. Menzietti
Date: January, 1979

NOV 14 1979

DOE
AUG 6 1979

*The Carriage Paths, Bridges and Gatehouse
Hancock County, Maine*

22 of 30

DOE
NOV 14 1979



The Carriage Paths, Bridges and Gatehouse
Hancock County, Maine

230/30

Around the Mountain Carriage Path

DOE

NOV 14 1979

Around The Mountain Carriage Path
Acadia National Park

Photographer: Robert Rothe

Date: October, 1974

Negative filed at Park Headquarters





Little Harbor
Book

The Carriage Paths, Bridges and Waterhouse

Hancock County, Maine

24 of 25

Little Harbor Brook 1919.

DOE

NOV 14 1979



Chasm Brook

The Carriage Paths, Bridges and Gatehouse

Hancock County, Maine

#25430

Chasm Brook Bridge 1927-28

100E
NOV 14 1979



Small Store

Hadlock

1926

The Carriage Paths, Bridges and Gatehouse

Hancock County, Maine

26 of 30

Small Store Bridge - Hadlock Brook 1926

AOE

NOV 14 1979

ACADIA NATIONAL PARK

Small Stone Bridge - Hadlock Brook 1926

Photographer: Anthony P. Menzietti

Date: January, 1979





West Branch Jordan Stream

The Carriage Paths, Bridges and Gatehouse

Hancock County, Maine

270/30

West Branch Jordan Stream
Bridge 1931

DOE
NOV 14 1979

Acadia National Park

West Branch Jordan Stream Bridge 1931

Photographer: Anthony P. Menzietti

Date: January 1979





Waterfall

The Carriage Paths, Bridges and Gatehouse
Hancock County, Maine

28 of 30

Waterfall Bridge 1925

DOE

NOV 14 1979



Stanley Brook

The Carriage Paths, Bridges and Gatehouse
Hancock County, Maine

29 of 30
Stanley Brook Bridge 1933

NOV 14 1979
DOE



The Carriage Paths, Bridges and Gatehouse
Hancock County, Maine

30 of 30

Brown Mountain Gatehouse - Rt. 198

Brown Mountain Gatehouse - Rt. 198
Acadia National Park

Photographer: Robert Rothe

Date: October, 1974

Negative filed at Park Headquarters

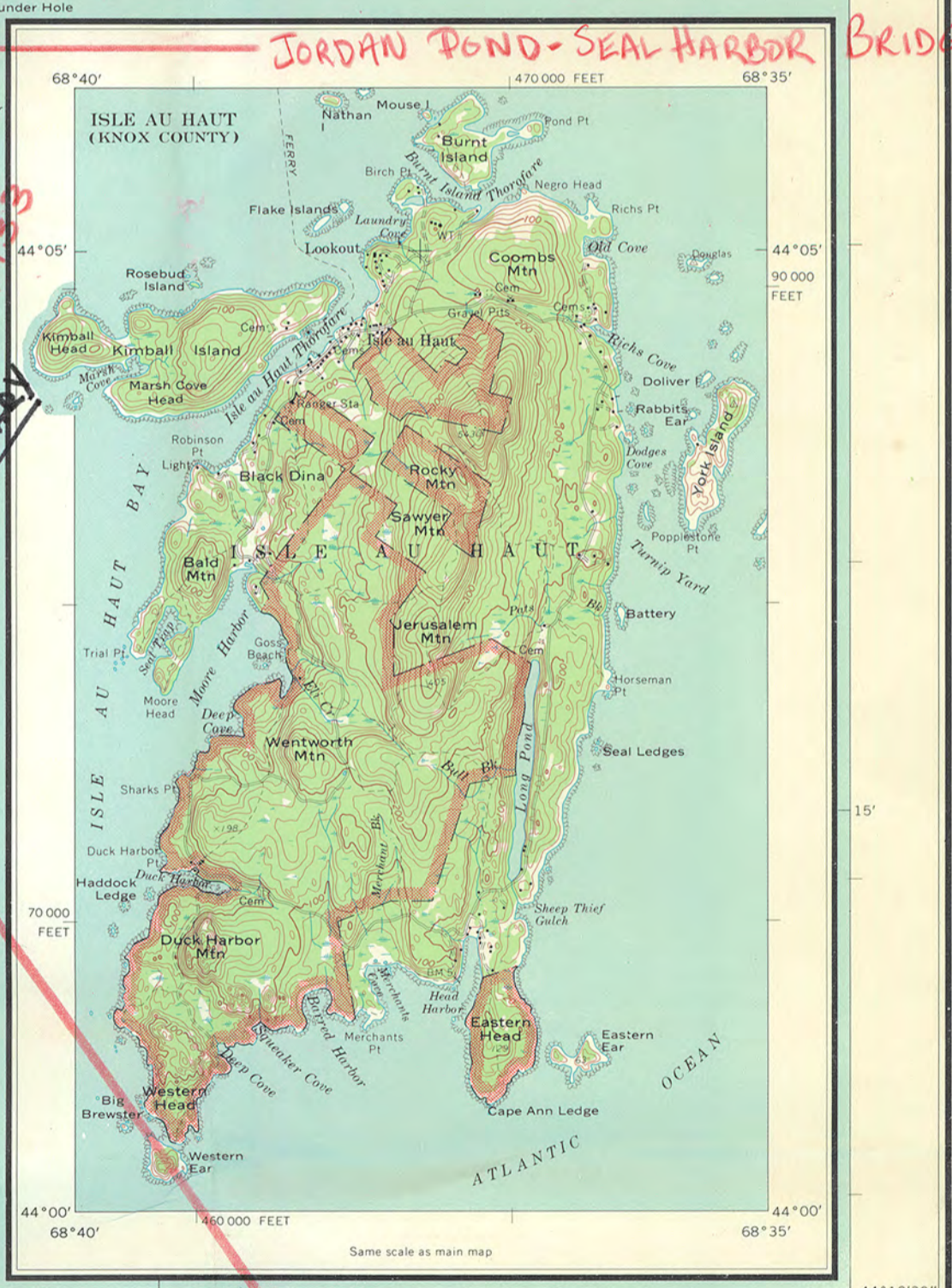
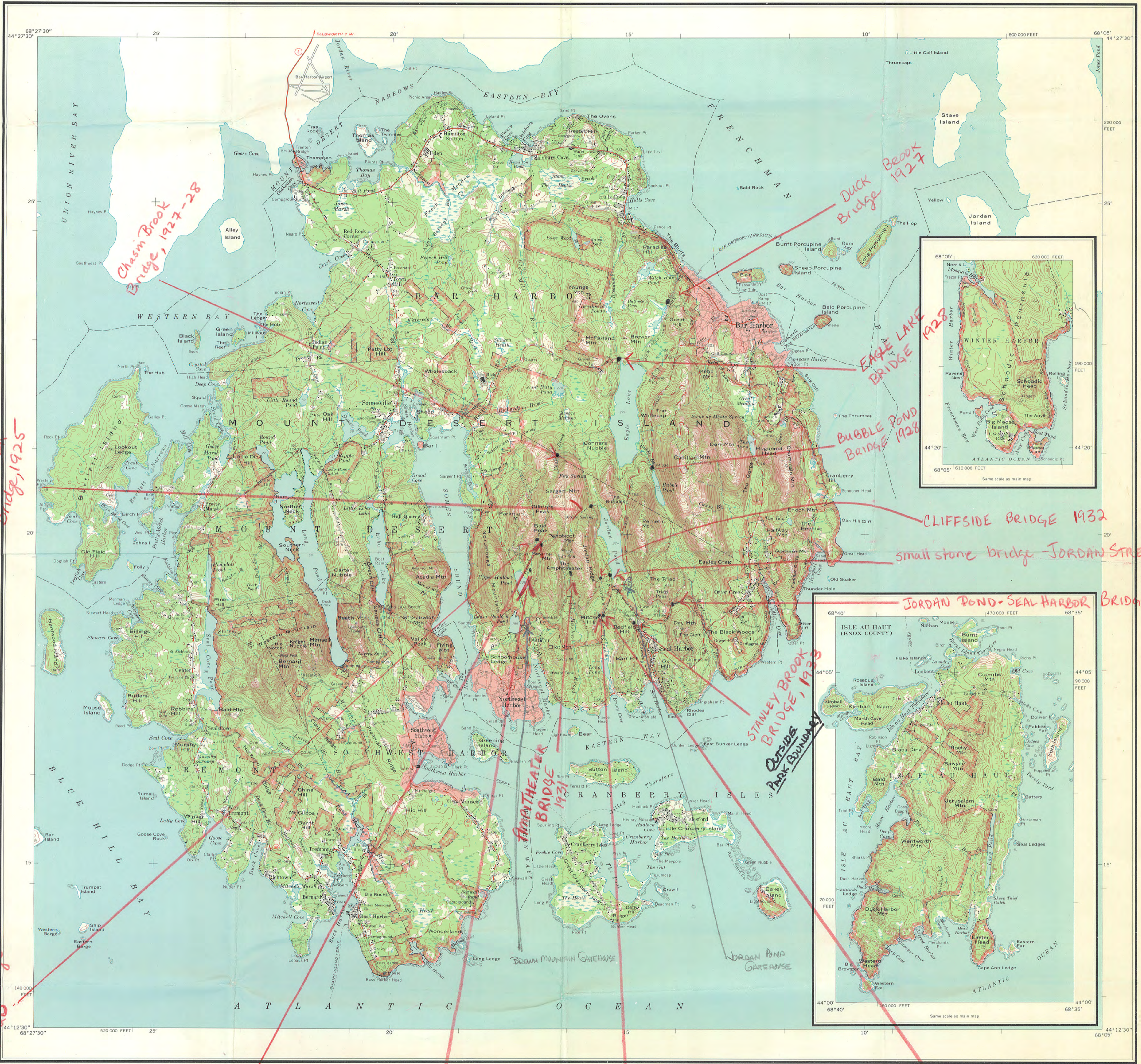


ROCKE FELLER BRIDGES

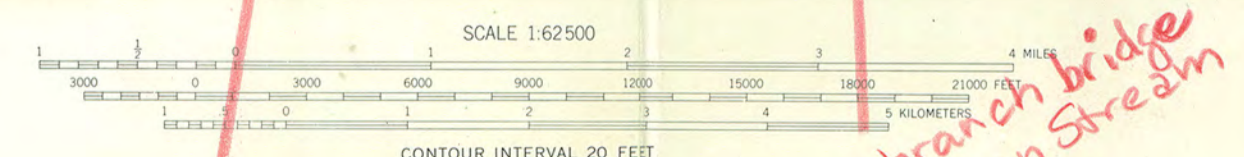
ACADIA NATIONAL PARK AND VICINITY

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

HANCOCK CO., MAINE



Mapped, edited, and published by the Geological Survey
Control by USGS and USCGS
Compiled from 1:62,500-scale maps dated 1942, 1943, and 1956. Revised from aerial photographs taken 1970. Field checked 1971.
Polyconic projection, 1927 North American datum
10,000-foot grid based on Maine coordinate system, east zone
Red tint indicates areas in which only landmark buildings are shown



ROAD CLASSIFICATION
Light duty
Medium duty
Unimproved dirt
Carriage Path
State Route



MR 5-9-79

NOV 14 1979

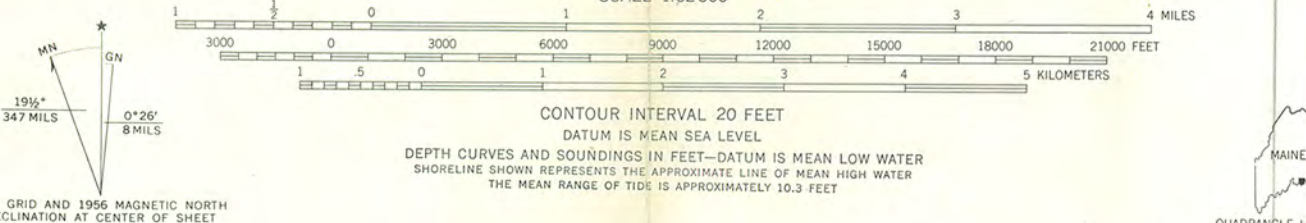


ACADIA NATIONAL PARK
CARRIAGE PATHS and BRIDGES
U.S.G.S. Topographic Map 15 min.
series, Bar Harbor Quadrangle—
Mount Desert Quadrangle

A	19 562 000	49 16 000
B	19 562 000	49 06 000
C	19 557 000	49 04 000
D	19 555 000	49 12 000

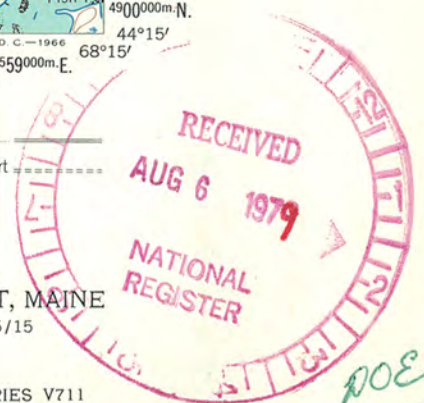
250

Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by planetable surveys 1934, 1935, 1939, and 1940
Revised 1956
Hydrography compiled from USC&GS charts 306 (1954), 307 (1956),
and supplementary information
Polycyclic projection. 1927 North American datum
10,000-foot grid based on Maine coordinate system, east zone
1000-meter Universal Transverse Mercator grid ticks,
zone 19, shown in blue



ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
State Route ○

QUADRANGLE LOCATION



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, WASHINGTON, D.C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

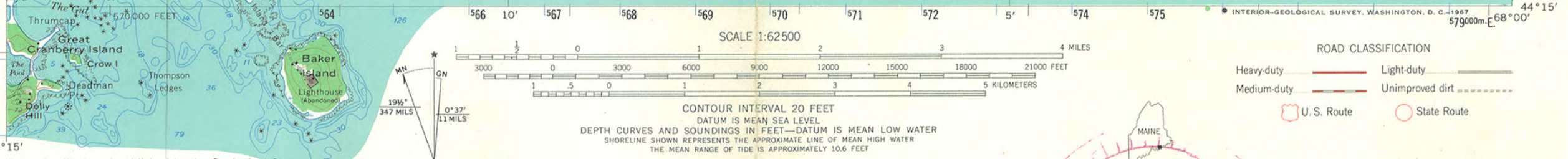
MOUNT DESERT, MAINE
N 4415—W 6815/15
1956
AMS 7372 IV—SERIES V711

NOV 4 1979



ACADIA NATIONAL PARK
CARRIAGE PATHS and BRIDGES
U.S.G.S. Topographic Map 15 mm.
series, Bar Harbor Quadrangle-
Mount Desert Quadrangle

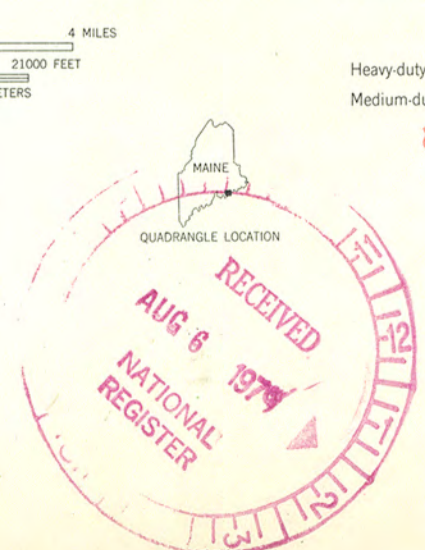
A 19 562 000 49 16 000
B 19 562 000 49 06 000
C 19 557 040 49 04 050 250
D 19 555 000 49 12 000



Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by planetable surveys 1934-1935 and 1939-1940. Revised 1956
Hydrography compiled from USC&GS charts 206, 306,
and 1202 (1956)
Polyconic projection. 1927 North American datum
10,000-foot grid based on Maine coordinate system, east zone
1000-meter Universal Transverse Mercator grid ticks,
zone 19, shown in blue
Red tint indicates area in which only
landmark buildings are shown

UTM GRID AND 1956 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

FOR SALE BY U.S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
U.S. Route State Route

BAR HARBOR, MAINE
N4415—W6800/15
1956
AMS 7372 I—SERIES V711

NOV 14 1973
REC



IN REPLY REFER TO:

H32
NAR(PC)

United States Department of the Interior

NATIONAL PARK SERVICE

NORTH ATLANTIC REGION
15 STATE STREET
BOSTON, MASSACHUSETTS 02109

July 24, 1979



DMH
565
C Karen Rehm

Memorandum

To: Assistant Director, Cultural Resources Management Division
Washington, DC

From: Associate Regional Director, Planning and Resource Preservation
North Atlantic Region

Subject: National Register Nominations

The North Atlantic Region requests that the following properties within Acadia National Park be nominated to the National Register of Historic Places:

1. Carriage Paths, Bridges and Gatehouses;
2. Elisha Gilley House; Baker Island Light Station and Keeper's House;
3. Islesford Historical Museum; Blue Duck Ships Store.

In addition to the original copies of the nominations, we are also transmitting the copies of the nominations as signed by the State Historic Preservation Officer for the state of Maine. His correspondence concerning his judgment of the significance of the properties has also been enclosed.

We request that all three nominations be submitted to the National Register for their consideration for approval. Thank you for your attention to this matter.

Charles P. Clapper

Enclosures

TELEPHONE REPORT

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

PROJECT: CARRIAGE PATHS, BRIDGES, & GATE HOUSES

TO/FROM: NPS- MARLENE ROCKSMOORE DATE: 9-14-79

ADDRESS: N. ATLANTIC REG. OFFICE PHONE:

STAFF MEMBER: ALLEY DIVISION: NR

REPORT:

- MARLENE STATED THAT PARK BOUNDARIES CLEARLY MARKED ON MAP. I CAN VERIFY AS ONLY 13 BRIDGES (AS STATED IN DOCUMENTATION) ARE INCLUDED WITHIN RED OUTLINES.

- SHE SAID THAT WIDTHS OF PATHS VARIED AND THAT A DETAILED VERBAL BOUNDARY DESCRIPTION WOULD BE IMPOSSIBLE - NOMINATION INCLUDES JUST PATHS, BRIDGES, } 2 LODGE HOUSES WITHIN PARK.

- I COMMENTED THAT CARRIAGE PATHS WERE DIFFICULT TO FOLLOW ON MAP } I WANTED TO BE SURE ALL PATHS ON MAP WERE PART OF HISTORIC NETWORK. SHE SAID THAT PATHS COULD NOT BE CLEARED AND THAT ALL PATHS ON MAP WERE INDEED PART OF NETWORK

- ENTIRE AREA WITHIN HAMCOCK COUNTY.

TELEPHONE REPORT

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

PROJECT: Carriage Paths, bridges, and Gatehouses, Acadia National Park

TO/FROM: Marlene Rockmore
NPS N. Atlantic Reg.

DATE: 9-17-79

ADDRESS:

PHONE:

STAFF MEMBER: Alley

DIVISION: NR

REPORT: Nomination includes:

- 1) structures described in documentation which form the Brown Mtn Gatehouse complex.
- 2) structures described in documentation which form the Jordan Pond Gatehouse complex.
- 3) 13 bridges on NPS property listed and described in documentation.
- 4) 47 miles of carriage paths on NPS property including any utilitarian or decorative treatments along shoulder or along edges of paths or any rustic wooden signposts which form part of the original late 1920's - early 1930's conception and execution of the scenic carriage paths network.

The above information, stating exactly what is included in this nomination has been read to Marlene Rockmore of NPS staff. She approved statement and requested that a copy be sent to Washington NPS Office.

Per telephone Ms. Rockmore provided the following information on 9-26-79 (which I had requested earlier):

Each of the two gatehouses includes the surrounding area of land, bounded on one side by the road and on the other sides by uneven tree lines. Thus this nomination includes the clearings around both gatehouses which in each case forms an area or lawn of less than one acre. (Rockmore had gotten this information from Bronwyn Krog, who had extensively surveyed the area and prepared the nomination.)

As I commented on the control sheet, regardless of the exact acreage and boundaries for this nomination, architecture and natural setting are inseparable in the integrity of this resource. Any part of the Park visible from paths becomes as much an aesthetic feature of this architectural scheme as any constructed element of the network itself.

(SEE ATTACHED PHONE REPORTS)
TAM ALLEY 9-28-79
ARCHITECTURAL HISTORIAN - NATIONAL REGISTER

TELEPHONE REPORT

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

PROJECT:

TO/FROM: MARLENE ROCKMORE
NPS - N. ATLANTIC

DATE: 9-19-79

ADDRESS:

PHONE:

STAFF MEMBER: ALLEY

DIVISION: 9-19-79

REPORT:

- REQUESTED ACREAGE FOR GATEHOUSES ~~1500~~
 - MARLENE CLAIMS THAT INFORMATION IMPOSSIBLE TO ASCERTAIN.
 - WILL BE DISCUSSING THIS ISSUE WITH THE HISTORIAN,
WHO IS REPLACING MARLENE, DWIGHT PITCAITHLEY.
-

TELEPHONE REPORT

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

PROJECT: CARRIAGE PATHS, BRIDGES, & GATEHOUSES
ACADIA PARK - NPS

TO/FROM: SHETTLEWORTH
ME SHPO

DATE: 9-18-79

ADDRESS:

PHONE:

STAFF MEMBER: AWEY

DIVISION: NR

REPORT:

I SUGGESTED THAT ME SHPOFFICE PICK UP &
NOMINATE THE SMALL PORTION OF THIS 1920'S-30'S
NETWORK ~~THAT DOES NOT~~ NOT INCLUDED WITHIN
NPS PROPERTY. #

HE SAID THE STAFF WOULD SOON BE IN
AREA & CONSIDER GETTING DOCUMENTATION.

ENTRIES IN THE NATIONAL REGISTER

STATE MAINE

Date Entered NOV 14 1979

<u>Name</u>	<u>Location</u>
The Carriage Paths, Bridges and Gatehouses	Acadia National Park and vicinity Hancock County

Also Notified

Honorable William S. Cohen

Honorable Edmund S. Muskie
Honorable Olympia J. Snowe
Mr. David F. Hales,
Deputy Assistant Secretary for
Fish and Wildlife and Parks
Mr. F. Ross Holland, NPS

State Historic Preservation Officer
Mr. Earle G. Shettleworth, Jr.
Director
Maine Historic Preservation Commission
242 State St.
Augusta, Maine 04333

NR Byers/bjr 11/16/79

For further information, please call the National Register at (202)343-6401.