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United States Department of the Interior  
National Park Service

### National Register of Historic Places Registration Form

This form is used in nominating or requesting determinations of individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (Form 10-900-a). Use a typewriter, word processor or computer to complete all items.

New Submission  Amended Submission

#### 1. Name of Property

historic name: Schoodic Peninsula Historic District  
other name: n/a

#### 2. Location

street & number: 1.5 miles south of Route 186  not for publication  
city or town: Winter Harbor (Park Headquarters - Rte 233, Eagle Lake Rd., Bar Harbor)  vicinity  
state: Maine code: ME county: Hancock code: 009 zip code: 04693

#### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Joe Wallis 5-18-07  
Signature of certifying official/Title Date  
National Park Service  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

Edward J. [Signature] S.H.P.O. 10/18/05  
Signature of commenting official/Title Date  
Maine Historic Preservation Commission  
State or Federal agency and bureau

#### 4. National Park Service Certification

I hereby certify that the property is:

<input checked="" type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	<u>[Signature]</u>	<u>6/29/2007</u>
<input type="checkbox"/> determined eligible for the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain)	_____	_____

Historic Resources of Acadia Multiple Property Listing

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply)

- private
- public – local
- public – State
- public - Federal

**Category of Property**

(Check only one box)

- building (s)
- district
- site
- structure
- object

**Number of Resources within Property**

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
3	2	buildings
8	1	sites
3	5	structures
1	0	objects
15	8	TOTAL

**Name of related multiple property listing**

Historic Resources of Acadia Multiple Property Listing

**Number of contributing resources previously listed in the National Register:**

0

**6. Function or Use**

**Historic Functions:**

Recreation and Culture/outdoor recreation  
 Landscape/park  
 Landscape/natural feature

**Current Functions**

Recreation and Culture/outdoor recreation  
 Landscape/park  
 Landscape/natural feature

**7. Description**

**Architectural Classification**

Other: National Park Service Rustic Design Style

**Materials**

**foundation**  
 granite, concrete  
**walls**  
 board and batten, shingle, plywood, concrete  
**roof**  
 wood, asphalt  
**other**  
 earth, stone, wood, iron, asphalt

**Narrative Description**

See Continuation Sheets, Section 7, Pages 1 - 14

**8. Statement of Significance**

**Applicable National Register Criteria**

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important to prehistory or history.

## Historic Resources of Acadia Multiple Property Listing

**Criteria Considerations**

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance**

architecture, community development, conservation, engineering, landscape architecture, recreation, transportation, other (philanthropy)

**Cultural Affiliation**

n/a

**Period of Significance**

1929 to 1941

**Significant Dates**

1929, 1931-1941

**Significant Person**

John D. Rockefeller, Jr.

**Architect/Builder**

National Park Service

**Narrative Statement of Significance**

See Continuation Sheets, Section 8, Pages 15 – 26

**9. Major Bibliographic References****Bibliography**

See Continuation Sheets, Section 9, Pages 27 - 30

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey
- recorded by Historic American Engineering Record
- Local government

**Primary location of additional data:**

- State Historic Preservation Office  
Maine Historic Preservation Commission,  
Augusta ME
- Other State agency  
Maine State Archives, Augusta ME
- Federal agency  
Acadia National Park, Bar Harbor ME  
National Archives and Records Administration  
Waltham MA, and College Park, MD
- University  
Fogler Library, University of Maine, Orono ME
- Other  
Maine Historical Society, Portland ME  
Rockefeller Archive Center, N. Tarrytown NY  
Winter Harbor Historical Society, Winter Harbor  
ME  
Gouldsboro Historical Society, S. Gouldsboro ME  
Winter Harbor Library, Winter Harbor ME  
Dorcas Library, Prospect Harbor ME

**10. Geographical Data****Acreage of Property:** 1,083 acres

Historic Resources of Acadia Multiple Property Listing

**UTM References**

<b>A</b>	<u>19</u>	<u>573575</u>	<u>4913928</u>	<b>C</b>	<u>19</u>	<u>573941</u>	<u>4913803</u>
	Zone	Easting	Northing		Zone	Easting	Northing
<b>B</b>	<u>19</u>	<u>574091</u>	<u>4913958</u>	<b>D</b>	<u>19</u>	<u>574184</u>	<u>4912007</u>
	Zone	Easting	Northing		Zone	Easting	Northing

See Continuation Sheet, Section 10, Page 31

**Verbal Boundary Description**

See Continuation Sheet, Section 10, Page 31

**Boundary Justification**

See Continuation Sheet, Section 10, Page 31

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**11. Form Prepared By**

<b>name/title:</b>	Lee Terzis/Historian updated by Nancy J. Brown/Historical Landscape Architect	<b>date:</b> Sept 27, 2001 July, 2005
<b>organization:</b>	National Park Service, Olmsted Center for Landscape Preservation	
<b>street &amp; number:</b>	99 Warren Street	<b>telephone:</b> 617 566-1689
<b>city or town</b>	Brookline	<b>state:</b> MA <b>zip code:</b> 02445

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**Additional Documentation**

**Continuation Sheets**

- Section 7: Description of Present and Historical Physical Appearance, Pages 1 - 14
- Section 8: Statement of Significance, Pages 15 - 26
- Section 9: Bibliography, Pages 27 - 30
- Section 10: Geographical Data, Page 31

**Maps**

USGS 7.5' Schoodic Head and Winter Harbor quadrangles, showing boundaries of district  
Six GIS maps of district showing contributing and non-contributing resources

**Photographs**

List of photographs on continuation sheet, and 36 black and white photographs

**Data Sheets**

Table of countable resources and associated features

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**Property Owner**

<b>name:</b>	National Park Service, Acadia National Park		
<b>street &amp; number:</b>	Rte. 233, Eagle Lake Road	<b>telephone:</b> (207) 288-0374	
<b>city or town</b>	Bar Harbor	<b>state:</b> Maine	<b>zip code:</b> 04609

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.)

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 120 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, D.C. 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, D.C. 20503.

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DESCRIPTION OF PRESENT AND HISTORIC PHYSICAL APPEARANCE

**Summary**

Schoodic Peninsula is a rocky, wooded headland that juts into the Atlantic at Winter Harbor, Maine. Five miles to the west across Frenchman Bay lies Mount Desert Island and the main part of Acadia National Park. Local activities to both protect and provide public access to the scenic peninsula led to its addition to Acadia in 1929. Although geographically separate, Schoodic Peninsula shares with the rest of Acadia not only a common history, but also the same tradition of design in its constructed features. This linkage is readily apparent on the landscape. Initial development by the National Park Service (NPS) in the 1930s, including the construction of a new park road and a naval facility, were begun largely at the behest of John D. Rockefeller, Jr. These and subsequent NPS projects provided public facilities compatible with the natural environment as expressed through a rustic design vocabulary. The Schoodic Peninsula Historic District encompasses 1,083 acres, along the shore line and the south-east portion of the peninsula within the 2,125-acre park boundary. The historic resources include the curvilinear route of the perimeter loop roadway system, hiking trails, a Civilian Conservation Corps-era truck trail, garage, restroom and maintenance buildings, and a commemorative plaque

The Schoodic Peninsula Historic District is associated with the multiple property listing Historic Resources of Acadia National Park, and covers resources within park boundaries on Schoodic Peninsula and Big Moose Island. Two historic contexts developed in the multiple property listing are relevant to the historic resources included in this district. They are: John D. Rockefeller, Jr. and the Development of the National Park System, and Rustic Design. The latter includes a sub-theme Rustic Design in the National Park Service, which is applicable to the majority of resources evaluated in this nomination.

Schoodic Peninsula also contains numerous archeological resources, clustered primarily in the Frazer Point area. These include prehistoric Native American sites and small homesteads and settlements occupied by later settlers of European or African American descent. Although these resources predate the period of significance and thus are not included in this nomination, they may be eligible for listing in the National Register

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under Criterion D. Such resources will be evaluated within the framework of these early settlement historic contexts as they are developed.<sup>1</sup>

### General Description of District

#### Topography

Schoodic Peninsula is a dramatic product of geological upheavals, glacial scouring, and inundation by the sea. The bedrock of the peninsula and most of the surrounding islands consists of fine-grained pinkish granite, a type also found on Mount Desert Island. This granite was used extensively in various park construction projects, and numerous quarries are scattered around Frenchman Bay, particularly on Mount Desert Island and Schoodic Peninsula. On the peninsula, huge fractures have occurred in the granite along the shoreline, creating gigantic slabs and blocks which are mainly visible at Raven's Nest and Schoodic Point.<sup>2</sup> Within some of these fractures are black basalt dikes, the product of intrusive, solidified magma. These dikes measure up to twenty-five feet thick, and are very prominent at Schoodic Point. Wave action has eroded the softer basalt material in many spots, resulting in deep narrow chasms.<sup>3</sup> In contrast to these large geological formations, numerous cobble beaches fringe the eastern shoreline.

Schoodic Head, at 440 feet above sea level, is the highest point on the peninsula. Another geological promontory known as The Anvil lies to the southeast near Blueberry Hill. There are several small creeks that flow west from the peninsula's interior to feed the numerous wetlands and ponds. The largest of these is Frazer Creek, which drains to

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<sup>1</sup> Historic contexts for Native American and other early settlements at Acadia National Park were among those outlined in Stephen J. Hornsby et al, "Cultural Land Use Survey of Acadia National Park." (Prepared by the University of Maine, Orono for Acadia National Park, 1999). These historic contexts and their associated cultural resources will be addressed in subsequent additions to the multiple property listing. See the following for a listing of historic contexts identified for resources at Acadia National Park: Lauren Meier and Lee Terzis, "Historic Resources of Acadia National Park Multiple Property Listing [Draft]." (Prepared by the Olmsted Center for Landscape Preservation for Acadia National Park, June, 2001).

<sup>2</sup> Officially, the name "Schoodic Point" refers to the southern tip of Little Moose Island located a half mile to the east, and is depicted as such on most maps. However, this name is commonly used by local residents and the NPS to refer to the southernmost tip of Big Moose Island, and that usage will be followed here.

<sup>3</sup> Richard A. Gilman et al., *The Geology of Mount Desert Island* (Augusta: Maine Geological Survey, 1988), 19.

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the northwest into Mosquito Harbor at Frazer Point. There are at least two springs on the peninsula, one in the vicinity of Schoodic Head and another on Big Moose Island. Big Moose, the largest of the islands surrounding the peninsula, is located on the southern tip, separated from the mainland by a small brackish marsh at West Pond Cove. Among the numerous smaller islands, two of them, Pond and Little Moose, can be reached from the mainland at low tide.

### **Vegetation and Wildlife**

Until recently, the Schoodic Peninsula region remained relatively undeveloped due to a number of factors including isolation, lack of good topsoil, and distance from any navigable river. Although the landscape bears traces of past activities such as logging, farming, lobstering, and shellfish gathering, overall it retains a wild, rugged quality. The peninsula's cool, moist maritime climate mimics conditions of a more northern region, and provides an environment suitable for sub-arctic plants.<sup>4</sup> Forest communities include maritime spruce and fir, common along the coast, as well as jack pine woodland and northern white cedar seepage, the latter two being relatively rare in Maine. Mosses, liverwort and sphagnum are the common ground covers. Also prevalent are numerous species of blueberry and cranberry shrubs, grasses, ferns, and wildflowers.

The forests provide food and protection for many species of wildlife, including moose, bobcat, deer, fox, coyote, fisher, bat, beaver, weasel, vole, shrew, squirrel, and hare. Ninety-six species of migrating and breeding birds were counted in studies conducted on Schoodic Peninsula between 1995 and 1996, including cormorant, osprey, eider, heron, gull, and many small woodland birds. Ponds and wetlands are abundant, providing habitats for amphibians and reptiles such as salamanders, frogs, peepers, and snakes.<sup>5</sup>

### **Spatial Organization**

The Schoodic Peninsula contains four sites within park boundaries: Frazer Point, Schoodic Head, Schoodic Point, and Blueberry Hill. All are linked by a u-shaped road

<sup>4</sup> Glen Mittelhauser et al., "Biological Inventory of Acadia National Park and U.S. Navy Lands on the Schoodic Peninsula, Maine." (Acadia National Park, 1995), 8, citing A.F. Hill, "The Vascular Flora of the Eastern Penobscot Bay Region, Maine." (Proceedings of the Portland Society of Natural History, 1919) 3:199-304.

<sup>5</sup> See the following for recent biological inventories of Schoodic: Mittelhauser et al., 1995; Hawley and DeHayes, 1993; Glanz and Connery, 1999. For complete descriptions of natural communities see Maine Natural Heritage Program, 1991.

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that hugs the rugged shoreline of the peninsula. Although these areas provide varying types of visitor amenities, they are all situated to take advantage of the dramatic ocean views. As noted in the following text, these vistas are considered character-defining features of the loop road and the developed areas. With the exception of Frazer Point, all have remained largely unaltered since their initial construction. Schoodic Head is located at the heart of the peninsula, and is comprised of a summit loop, trailheads, and ranger station facilities. Schoodic Point, a scenic parking area with restroom facilities at the southern tip of Big Moose Island, provides both dramatic ocean vistas and access to the glacially carved shoreline. Blueberry Hill is a small parking loop situated at the southeastern edge of the peninsula on a small cove. It offers more intimate views of nearby islands. The fourth, Frazer Point, is a scenic picnic area. It is located near the park entrance on the western edge of the peninsula overlooking Frazer Creek and Lower Harbor.

### **Circulation**

Access to park lands on Schoodic Peninsula is limited to a paved road that begins on the north side of Frazer Creek, becomes one way after Frazer Point Picnic Area, and continues south to Big Moose Island. From the island, it heads north along the eastern shoreline to the town of Gouldsboro at Wonsqueak Harbor. Due to the large amount of undulating terrain and exposed bedrock, the road is cut through granite and basalt outcroppings in some places, while in others it is banked with fill or bridged to accommodate ponds and wetlands.

With the exception of Schoodic Head, all of the developed areas are served by short, paved entrance roads. Schoodic Head is reached by a gravel-topped graded road that extends east off the park loop road into the interior. There are also three short service roads located at the northeast edge of the park at Wonsqueak Harbor. A Civilian Conservation Corps (CCC) road partially follows a powerline corridor through the interior of the peninsula.

The peninsula has four hiking trails, all with trailheads on Schoodic Head. Three of these trails extend east and down slope, terminating at the park loop road on the eastern side of the peninsula. The fourth connects the scenic overlook at the summit of Schoodic Head with the entrance road to the ranger station complex.



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### Description of Resources

The Schoodic Peninsula Historic District has remained essentially unchanged since the early 1940s. Contributing resources consist of the Schoodic loop roadway system, Schoodic Head roadway, CCC truck trail, hiking trails, three buildings, a commemorative plaque, and sites developed for visitors and park staff. The three developed areas include Schoodic Head, Schoodic Point, and Blueberry Hill. The principal circulation systems, which consist of the roads and hiking trails, have been subject to little or no rerouting or excessive widening. Each contributing resource in this group has retained its historic alignment and relationship to the natural topography.

### Circulation Systems

#### Roadways Systems and Roads

Contributing resources consist of the **Schoodic loop roadway system, Schoodic Head roadway, and CCC truck trail (#5K)**. Features associated with the Schoodic loop roadway system are the **loop road (#5A), pullouts (#5B-G), and three service roads (#5L-N)**. The system also includes the **Schoodic Point entrance road (#3A), and parking area (#3B) and service road (#3E)**, and the **Blueberry Hill entrance road and parking area**. The features associated with the Schoodic Head roadway are the **entrance road (#2A), summit loop (#2B), and retaining wall (#2E)**. The only non-contributing resource is the Frazer Creek Bridge (#5O).

The largest historic circulation system is the **Schoodic loop roadway system**. At its heart is a 5.8-mile **loop road (#5A)**, built as a collaborative effort by the National Park Service (NPS) and the Bureau of Public Roads (BPR). The loop road begins at the northwestern boundary of the park at Frazer Creek and ends at Wonsqueak Harbor. The road has changed little since its initial construction between 1933 and 1935. Now a one-way route, it was initially constructed as a two-way road. It was built in two segments along the western and eastern shorelines of the peninsula. These are also known respectively as Moore Road or the Winter Road, and Wonsqueak Road or the Summer Road. The alignment from the Frazer Creek bridge south to Big Moose Island likely

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follows in part its predecessor—a road built by summer resident John G. Moore in 1897.<sup>6</sup> After crossing Frazer Creek it extends south, crosses a salt marsh to Big Moose Island. At a small triangle intersection, a spur off the park road extends further south where it becomes a two-way road. This spur serves as the access road to both the Naval Security Group Activity (NSGA) Winter Harbor facility and the Schoodic Point parking area. The one-way park loop road continues from the intersection north across a small cove along the eastern shoreline of the peninsula. Based on historic maps, it is possible that the Wonsqueak segment also incorporated parts of an earlier roadbed, although to what extent is not currently known.

A harmonious mix of local materials, engineering and subtlety, the road was designed primarily to take advantage of the dramatic ocean views. Vista clearing was an important element in the construction process. The design specifications included the use of spiral transition curves, consistent maximum seven percent grade, and a narrow eighteen or twenty foot roadway with a bituminous asphalt surface.<sup>7</sup> The roadbed has had few subsequent alterations and resurfacing episodes, perhaps due to a relatively low volume of visitors. There are regulatory (traffic) and NPS signs, although the age of the NPS signage is unknown. Some resurfacing episodes have occurred on the park loop road, but these have not compromised its rustic feeling. With the exception of the Frazer Creek Bridge, associated structures and objects have not been altered.

Taken in its entirety, the road is a series of gentle, curvilinear segments that follow the natural contours of the land. Curbing is virtually absent. The subtlety of the design is exceptionally well executed in areas where the road passes through bedrock or at the edge of a cobble beach or granite shoreline. In some instances, particularly on the Wonsqueak side, the route passes between rocky ledge and shoreline, separated from these features by only a small shoulder or swale. Road shoulders and ditches are typically left in their natural, vegetated state. Historically, the bituminous road surface was uniformly pink; the color of the locally quarried granite used in the aggregate (gravel) mix. The road surface was treated more recently with a similar process but using a modern, fine-grained

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<sup>6</sup> The precise alignment of the original Moore Road is still unknown, although most maps place it along the coastline in close proximity to the alignment of the current park road.

<sup>7</sup> See H. Eliot Foulds, *Historic Motor Road System, Acadia National Park*. Compliance Documentation and Rehabilitation Guidelines for FHWA Project #PRA-ACAD-4A10., ed. Lauren G. Meier. Cultural Landscape Publication No. 9. (Boston, MA: National Park Service, Olmsted Center for Landscape Preservation, 1993, Reprinted in 1996 with epilogue), for a description of the engineering specifications of Acadia's park roads.

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“hot-mix” of aggregate. The resulting smoother surface has a less rustic appearance, and bears no evidence of the pink granite.

There are some smaller elements that, taken together, are important character-defining features of the loop roadway system. Among these are the boulder guardrails locally known as “Rockefeller’s teeth.” These are patterned after John D. Rockefeller, Jr.’s use of coping stones in the design and construction of Mount Desert Island’s carriage roads.<sup>8</sup> However, on the peninsula, angular stones appear more frequently, as opposed to the rectilinear stones prevalent on Mount Desert Island. Ranging in size from one to four feet in diameter, these roughly cut stones are strategically placed to frame the ocean vistas, in addition to serving as guardrails. Another character-defining roadside element is the stone armor on the embankments. In some places along the park road these road bank revetments flank a sequence of angular roadside coping stones. Typically, these embankments are composed of a high quality material such as granite, and the stones are arranged with care. The result is a seamless blend of the road’s constructed features with the giant slabs and cobble beaches that are characteristic of the shoreline. The drainage elements on the loop road are typically culverts made of concrete or metal pipe, or in some cases, of stone. Some of the inlets and outlets have stone headwalls, generally constructed of granite or other locally available stone. Although mortar is used in some instances, the majority of the walls are dry-laid. Rustic stone slab steps are also used effectively as a subtle transition from pavement to the natural attractions in proximity to the loop road, such as the cobble beaches.

Other character-defining features of the loop roadway system including small paved and gravel pullouts, retaining walls and drainage elements.<sup>9</sup> These features are relatively subtle and unobtrusive, thus adding to the rustic character of the system. The pullouts are situated to provide a vantage point for scenic views or vistas along the shoreline or wooded areas, and as such serve as small scenic overlooks. These features are not highly contrived, but instead are subtly executed so as not to detract from either the viewshed or the rustic feeling of the road. A typical pullout overlook consists of a semicircular paved or gravel area, sometimes separated from the roadbed by a grassy median, with coping stones of varying size placed around the perimeter.

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<sup>8</sup> See William D. Rieley and Roxanne S. Brouse, “Historic Resource Study for the Carriage Road System Acadia National Park Mount Desert Island, Maine.” (Charlottesville, Va.: Prepared by Rieley and Associates for National Park Service, North Atlantic Regional Office, Boston, May 1989).

<sup>9</sup> Foulds, *Historic Motor Road System*, 74-86.

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Visitors who travel to Schoodic Peninsula are treated to many classic Maine coast vistas, which are considered character-defining features of the loop road and its associated pullout. These vistas are to the south and west along Moore Road, and east and north along the Wonsqueak segment. Looking west from Moore Road, the visitor sees several islands (Norris, Ned and Turtle) and the Mark Island lighthouse. Mount Desert Island is visible in the distance across Frenchman Bay. The approach to Big Moose Island provides views of the island, a salt marsh and a tidal estuary. On the Wonsqueak section, visitors view nearby islands (Schoodic, Little Moose, Rolling) to the east and north, and numerous cobble beaches on the shoreline.

The three largest pullouts (**#5B-D**) are actually small road segments along the western section of the loop road. They typically extend from the road to the edge of the shoreline and back, although some are lengthy and meander through wooded areas. Most of these are probably vestiges of the old Moore road, but they now function as informal scenic overlooks or picnic spots.

The loop roadway system also includes associated contributing features that are part of the developed areas. The **Schoodic Point entrance road (#3A)** is a two-way road, but otherwise, is consistent in design with the loop road. It contains many of the same rustic elements such as coping stones and culverts. The road skirts the eastern edge of the former naval installation, hugging the shoreline of Big Moose Island and passing by large basalt and granite outcroppings. The **parking area (#3B)** is situated on a slight downslope from north to south. Constructed in about 1934, it was executed to take advantage of the dramatic vistas and at the same time, remain relatively unobtrusive when viewed from the shoreline. This feature consists of two parking tiers contained within a loop. A grade change reinforced by retaining walls separates the tiers from each other. These walls consist of groupings of large, angular granite boulders placed informally together. The retaining walls are character-defining features of the parking area, and serve as a prelude to the granite shoreline for approaching pedestrians. The grade separation and boulders also help to camouflage the parking area when viewed from the shoreline. Among the boulders, there are two sets of rustic granite steps that allow pedestrian access to and from each parking tier. There are two smaller sets of steps leading visitors from the edge of the parking loop to the granite shoreline. The two parking tiers are contained by curbing, and there are coping stones placed at the edge of the pavement. The overall effect is both elegant and subtle. However, in some places, subsequent resurfacing episodes have somewhat altered the original relationship between the pavement and curbing by diminishing the curb reveal. Drainage elements in the

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parking areas consist primarily of pre-cast concrete drop inlets with iron grates. The restroom is accessed by a short **service road (#3E)**. It is a graded gravel-topped road typical of roads constructed in the CCC era.

At Blueberry Hill associated features consist of a paved **entrance road (#4A)** and small **parking area (#4B)**. The parking area is a simple paved loop around a grassy area, bordered by coping stones on the east side. Rock outcroppings and low-growing shrubs border the western edge of the parking area. The informal footpaths created by visitors that radiate from the parking area are non-contributing resources.

Three **service roads (#5L-N)** were constructed in the 1930s by the NPS under various work relief programs of the New Deal, including the Civilian Works Authority (CWA) and the Civilian Conservation Corps (CCC). The service roads are located at the northeastern boundary of the park. Park correspondence refers to two service roads constructed to allow access to non-park holdings in the interior of the peninsula, although it is unclear to which roads it refers. Two have the original 1930s pink granite surface, a defining characteristic of Acadia's roads. One (**#5L**) is a banked and elevated roadbed that extends south from the northern park boundary. The pink granite surface material on this road is intact; it is an important resource to preserve from encroaching vegetation and repaving. The second service road (**#5M**) is located off the park loop road south of Wonsqueak. Designed as a semicircle, it loops inland before reconnecting to the park road. Although the surface of the road has eroded in places, the original pink granite is still visible. There is also an old stone wall of uncertain age in the immediate vicinity. A third service road (**#5N**) also near Wonsqueak, is a typical gravel-topped road which extends due west from the park loop road along the park's northern boundary line. Begun in 1934, this road was apparently finished in 1937.<sup>10</sup>

The only non-contributing structure associated with the loop roadway system is the Frazer Creek Bridge. Although compatible in design with the road, it was constructed in the 1950s by the NPS and BPR and has subsequently undergone at least two episodes of extensive repair and/or alteration in the 1970s and 1990s. It is a steel-reinforced concrete single-span structure faced with stone.

<sup>10</sup> Civilian Conservation Corps (CCC) records for Schoodic indicate that in 1934, Civilian Works Authority (CWA) crews began construction of at least one road along the northern park boundary that was completed in 1937 by the CCC. National Archives and Records Administration - Waltham, MA, Record Group 79, Box 16, Plans and Designs.

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The **Schoodic Head roadway** is the second circulation system that is a contributing resource. **The entrance road (#2A)** extends east from the park loop road on the western shore of the peninsula. The entrance is generally closed to visitors off-season using a modern brown-painted steel pipe gate, typical of those used elsewhere in the park. The road splits at a "Y" intersection, one spur extending north to the summit and the remaining spur continuing east to the Schoodic ranger station complex. The spur leading to the summit contains steep pitches and sharp curves to accommodate the undulating terrain. Exposed lichen-covered outcroppings surrounded by dense thickets of spruce and fir dominate the landscape. This NPS summit road appears to follow the same alignment as an earlier road, probably the one constructed by Moore in the late 1890s. An extension of this roadbed continues east to the loop road and is now marked and maintained by the NPS as the Alder Trail.

Although the Schoodic Head road is not as highly crafted as the peninsula loop road, it does share a number of the same character-defining features. These include rustic drainage elements, headwalls, and coping stones. The drainage features are also similar to those used on the loop road, and typically consist of metal pipe culverts, some with headwalls at inlets or outlets. These headwalls are of two types, one slightly more formal in design. This version consists of mortared or dry-laid cut granite blocks set closely together in a regular pattern. The more rustic type of headwall is simply a stack of cobbles or boulders placed over the pipe at the inlet or outlet. Coping stones at Schoodic Head, as elsewhere, are generally small irregular boulders rather than formal cut stone. Rustic timber guardrails, another character-defining feature of the road, are placed where the shoulder of the road drops off steeply into a culvert or ditch. Typically, these wooden rails are approximately three and a half feet in height and consist of two horizontal cedar timbers supported by cedar uprights. The timber used to construct these rustic guardrails consists of weathered, peeled logs now approximately three to six inches in diameter. The overall effect is subtle and graceful. The largest of these guardrails extends the entire length of the retaining wall near the summit, and measures approximately sixty-five feet long. Iron loops anchored to granite blocks support the rail segments at each end. The longer guardrails create a bridge-like effect, particularly when flanked by steep roadside ditches or culverts.

The **Schoodic Head retaining wall (#2E)** is located on the Schoodic entrance road near the summit. The wall lines the downslope side of a steep switchback on the road. It is approximately sixty feet long and ten feet high and consists of dry-laid granite blocks. Although deteriorated in places, the wall is well constructed and essentially intact. It was

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probably completed in the early-to-mid 1930s in conjunction with CCC and CWA projects at Schoodic Head, although a precise date is currently unknown. However, the quality and manner of construction are indicative of CCC-era work.

**Schoodic Head summit loop (#2B)** consists of a simple gravel loop measuring approximately sixty feet in diameter surrounded by spruce and pine. Visitors wishing to stop may pull their vehicles off slightly on the edge of the gravel, as there is no formal parking area. From a large granite ledge on the north side, there are westerly views of Cadillac Mountain, the tallest peak on Mount Desert Island, and other smaller islands on Frenchman Bay. These vistas are character-defining features of the summit. Gnarled conifers inhabit the ledge, adding to the feeling of windswept isolation. On the north side of the loop is a rustic cedar sign pointing to the trails. This short connector trail ascends an exposed ledge to trailheads for the Schoodic Head, Anvil, and East trails.

The third contributing circulation structure is the **CCC road (#5K)**. It is one of the roads constructed under work relief programs of the New Deal, including the Civilian Works Authority (CWA) and the Civilian Conservation Corps (CCC). The CCC road was built around 1937 as a fire trail to provide access to the interior of the peninsula. The graded roadbed is approximately fifteen feet wide and extends east from the park loop road along the bank of Frazer Creek. Another short segment continues further east along the southern bank of Frazer Creek, but this road may pre-date the park. The CCC road veers south and follows the same alignment as a powerline, extending approximately 1.8 miles. Unlike the powerline corridor, it terminates before reaching the entrance road to Schoodic Head.

### Hiking Trails

Hiking trails are another important circulation system on Schoodic Peninsula. These include the **Anvil Trail (#6A)**, **Alder Trail (#6B)**, **East Trail (#6C)**, **Schoodic Head Trail (#6D)**, and **Schoodic Point Trail (#3G)**. All of these trails illustrate their historic objective—to provide access to scenic vistas on the island. Each has maintained its historic alignment, including the trailhead location and destination. The Alder trail is an old roadbed that predates the park. The three CCC trails—Anvil, East and Schoodic Head—were built in the 1930s to NPS specifications and exhibit a high quality of workmanship, particularly in the stone work. Drainage and erosion control were accomplished using features such as switchbacks and rock drains. Scenic vistas and associated natural features are all principally intact. Despite some erosion, manifested

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primarily as exposed tree roots on steep slopes, many of the engineering features are still visible. Some of the small drainage features on the hiking trails show minor degradation. However, most of these features are intact, and the basic rustic character of the trails has not been compromised. Minor changes were made by the NPS in a few places, for example, the addition of "bogwalks" or walkways to traverse wet areas.<sup>11</sup> Character-defining features of the system include the spectacular scenic ocean vistas mainly to the east (with the exception of the Schoodic Head Trail, which has views to the west), often glimpsed through a spruce-fir canopy. Intrusive visual elements such as roads and buildings are virtually absent. Small-scale engineering elements are also character-defining features and include drainage features, stone steps, riprap and retaining walls.

Of the three CCC-era trails on the peninsula, the half-mile-long **Schoodic Head Trail (#6D)** has the fewest constructed features. Built in approximately 1937, it is initially a ledge hike offering panoramic views of Frenchman Bay and Mount Desert Island to the west. As the trail descends, it becomes a woodland hike on pine tread through a glacially carved ravine of spruce and fir, passing by moss-covered granite and thick stands of fern. It terminates at the entrance road to the ranger station.

The **Anvil Trail (#6A)** was built by CCC crews in about 1937 and exhibits a high quality of workmanship. It is one mile in length and begins as a ledge hike at the summit and descends quickly, offering spectacular views east and south to nearby islands. The steep descent has required the use of switchbacks along the route, some of which contain slab steps and retaining walls. In some places, steps were cut through the bedrock. This trail also has numerous drainage features such as log water bars and stone culverts, although the water bars appear to be modern. It skirts along the southern edge of The Anvil before terminating at the park loop road north of the Blueberry Hill parking area.

The **East Trail (#6C)** extends northeast from Schoodic Head, descending steeply for approximately one half mile before terminating at the park loop road west of Rolling Island. This trail, although probably built before 1941 under one of the New Deal programs, was completed sometime later than the others.<sup>12</sup> It contains numerous

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<sup>11</sup> For a glossary of trail terminology see Margie Coffin, "Historic Hiking Trail System of Mount Desert Island [Draft], Volume I: History, Existing Conditions and Preliminary Analysis." Draft Report. National Park Service, Olmsted Center for Landscape Preservation, Brookline, MA, Feb., 1999, Appendix B.

<sup>12</sup> Benjamin Breeze's 1941 master plan for Schoodic Peninsula, which was actually drafted sometime in the mid-1930s, depicts all trails except the East trail.



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switchbacks with steps and offers panoramic ocean views east to Rolling Island and north to Wonsqueak harbor.

The **Alder Trail (#6B)** is the only route that clearly pre-dates the CCC era, and is an old roadbed now maintained by the NPS that extends east from the entrance road to the ranger station at Schoodic Head. From the trailhead the route goes into a gradual descent for slightly more than one-half mile and terminates at the park loop road across from the Blueberry Hill parking area. The trail tread now consists primarily of mowed grass. It offers ocean and island views to the east and south.

The **Schoodic Point Trail (#3G)** provides access to the restroom. It has a gravel tread edged with coping stones, and offers views of the ocean and rocky shoreline.

### Developed Areas, including Buildings

Four sites were designed and developed by the NPS for use by visitors and park staff. Three of them—**Schoodic Head**, **Schoodic Point**, and **Blueberry Hill**—are contributing resources and have remained remarkably unchanged since their completion in the 1930s and 1940s, and were constructed with labor or funding from the New Deal programs. Each retains sufficient integrity of location, setting, and design to convey its historic use, including the principal circulation system and site organization. Most of the historic buildings are in their original locations, and maintain their historic relationships with associated structures and objects. Generally speaking, buildings and structures exhibit integrity of materials and workmanship. Associated landscape features and principal vistas are also intact. Character-defining features include the scenic views of Schoodic Peninsula, out to the water, and to nearby islands; boulder outcroppings; forest cover; and other natural features in proximity to these sites. The fourth site, Frazer Point picnic area, was constructed by the NPS in the mid-1960s and is a non-contributing resource.

### Schoodic Head

The **Schoodic Head site (#2)** has two clusters of constructed features consisting of a ranger station complex and a summit loop/overlook with trailheads. The summit area retains a wild, remote quality due to the small number of visitors and relatively few constructed features. The ranger station complex, located to the southeast, has a more utilitarian feel and consists of a small cluster of buildings and structures situated at the

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edge of a cleared, level area.<sup>13</sup> At the Schoodic Head site, the **garage (#2D)** is a contributing building. Non-contributing resources consist of the ranger station (#2C), a weather station (#2F), radio tower (#2G), and two pumphouses (#2HI). The weather station, radio tower and pumphouses were all constructed recently.

The **Schoodic Head garage (#2D)** was constructed in 1934 in the NPS rustic design style. It is a rectangular wood-framed building on a granite foundation. It is largely intact and retains its original board and batten exterior.

The Schoodic Head ranger station (#2C) was constructed in 1931, also in the NPS rustic design style. However, the building was altered sometime after 1984, when the original board and batten siding was removed and replaced with gray-stained plywood. The ranger station is a non-contributing resource because it has lost integrity of design, feeling and workmanship, evident in the historic exterior material.

### Schoodic Point

**Schoodic Point (#3)**, a parking area and scenic overlook, is the main destination for most park visitors traveling to the peninsula. Contributing buildings associated with the site consist of a **restroom (#3C)** and **pumphouse (#3D)**. The NPS completed the entrance road and parking area in 1935, in concert with the nearby naval installation. The restroom and pumphouse, constructed five years later, are unobtrusively nestled in woodland settings north and east of the parking loop. The vistas considered character-defining are to the west to Mount Desert Island, and south to the granite shoreline and open sea. The placement of the parking area allows visitors unobstructed views of the pounding surf without visual distraction. Lacking the protection of barrier islands, the exposed headland receives the full force of wave action on its shore, a vista that is particularly dramatic in the aftermath of a storm. At the shoreline, giant granite slabs with black basalt dikes are accessible to pedestrians, but a walk out on the rocks can be treacherous for the unwary. Non-contributing resources include wayside signage and remnants of an

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<sup>13</sup> Surrounding these NPS buildings and structures are scattered remnants of fields and foundations associated with at least one historic farm site. Local histories and 19<sup>th</sup> century maps indicate the Arey and Pendleton families resided at Schoodic Head. For a good summary of historic maps for Acadia, see Nancy A. Kandoian, "Supreme and Distinctive" on the East Coast: The Mapping of Acadia National Park" in *Exploration and Mapping of the National Parks*, J. M. Johnson, ed. Occasional Paper no. 4, Map and Geography Round Table of the American Library Association (Winnetka, Ill: Speculum Orbis Press, 1994). Also see Nathalie White Hahn, *A History of Winter Harbor, Maine*, (Winter Harbor: privately printed, 1974), (Reprint, Winter Harbor Historical Society, 1995), 22-24.

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old chain link boundary fence erected by the Navy, and a number of informal footpaths worn by curious visitors east and north of the parking area.

The **Schoodic Point restroom (#3C)** was constructed in about 1940, and is one of the few surviving Works Projects Administration (WPA) buildings at the park. The restroom lies east of the parking loop in a small clearing surrounded by evergreens. It has the rustic board and batten siding and a granite ashlar foundation. An asphalt bellcast hip roof with louvered shed dormers tops the building. This type of hip roof is a signature of the NPS rustic style of Acadia.<sup>14</sup>

The **pumphouse (#3D)**, a WPA building constructed in 1940 along with the restroom, is also a rustic board and batten structure with an asphalt bellcast hip roof. Unlike the restroom, it has a concrete foundation. The pumphouse is situated on a rocky ledge north of the parking loop.

### Blueberry Hill

**Blueberry Hill** is situated at the northern edge of East Pond Cove. There are no contributing buildings at this site: contributing resources consist of a paved **entrance road (#4A)** and small **parking area (#4B)** previously noted as part of the loop roadway system. This developed area was constructed sometime between 1935 and 1940, although the precise date is unknown. The site was a destination for picnicking and berry picking for years prior to its current function, although Blueberry Hill as a place name does not appear to pre-date the park.<sup>15</sup> However, a 1930 road plan shows an existing road (now the Alder Trail) descending from Schoodic Head east to the Blueberry Hill area. Character-defining features include close-up views of Schoodic and Little Moose islands to the south and east, and a glimpse through an evergreen canopy of the former naval installation with its distinctive French Norman revival building to the west.

### Frazer Point

Frazer Point picnic area (#1), a non-contributing site, was constructed in about 1964. This developed area was completed under the Mission 66 program, a plan initiated by the

<sup>14</sup> See the Historic Resources of Acadia multiple property listing for a discussion of the evolution of the Acadia rustic design style.

<sup>15</sup> A photograph taken in 1916 shows local residents gathered in the vicinity, as noted by the caption, to pick cranberries or "bog berries." Connee Jellison, *Hancock County, A Rock-bound Paradise*, (Norfolk, VA: The Donning Co., 1990), 207.

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NPS in the 1950s to upgrade park facilities. The picnic area is situated on an open, grassy point of land on the western shore of the peninsula. Frazer Creek borders it to the north, and an inlet from Mosquito Harbor lies to the south and west. There are views across Mosquito Harbor (also known as Lower Harbor) to the village of Winter Harbor, and west across the bay to Grindstone Neck and Mount Desert Island. A thicket of trees flanks a marshy area along the southern banks of Frazer Creek at the edge of the picnic area. Looking northeastward, a small spit of land extending from the park loop road into the creek is visible, as is nearby Norris Island. In addition to archeological remains, remnant historic landscape features in the picnic area pre-dating the period of significance, which begins in 1897, include an old roadbed, apple trees and lilac bushes.<sup>16</sup>

The paved entrance road provides access to a small cluster of visitor facilities that surround a parking loop. Visitor amenities at Frazer Point also include numerous fire pits and picnic tables scattered along the shoreline and around the perimeter of the grassy area, many connected by informal footpaths with a tread of mowed grass. All of the resources at the site are non-contributing, including the entrance road (#1A), parking area (#1B), restroom (#1C), pumphouse (#1E), and pier (#1F). The entrance road and parking area were constructed between 1963 and 1964. Both the pumphouse and restroom were constructed within the past few years. The date of construction of the pier is unknown, although the stone footings probably date to the 1930s. However, due to its exposed location, the wooden pier is subject to storm damage, and has undergone at least one episode of extensive repair or alteration within the past twenty years.

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<sup>16</sup> Approximately fifty people settled in the vicinity of Frazer Point beginning about 1790. The site also contains remnants of earlier Native American occupation. On Frazer Creek, a lobster pound operated during the 1930s and 1940s. The concession was originally operated by W. Sargent, followed by J. Harmon in 1938. The facilities were managed by George Delaney and his family until the mid-1940s (Harland Delaney, personal communication, May, 2000). In 1947, the pound was leased to the State of Maine's Department of Sea and Shore Fisheries for lobster planting experiments. The pound facilities were demolished sometime in the 1950s.

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**Commemorative Plaque**

There is one contributing object located at Schoodic Point. The **John Godfrey Moore memorial plaque (#3F)**, although probably cast earlier, was erected in late 1936 or early 1937. Paid for by the Hancock Trustees, the granite boulder-embedded bronze marker is dedicated to John Godfrey Moore, who purchased much of the peninsula and built a road in 1897.

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STATEMENT OF SIGNIFICANCE

Summary

The Schoodic Peninsula Historic District was conceived and designed as a park and recreation area beginning in the late nineteenth century. John G. Moore, a Maine native and Wall Street financier, purchased much of Schoodic Peninsula beginning in the 1880s with the intent to construct a hotel with the grounds for guests and for the summer colony at Grindstone Neck. He constructed the first scenic road on the peninsula, but died before he realized his plans to construct the hotel. Later conservation efforts by local citizens and the Hancock County Trustees of Public Reservations resulted in the addition of Schoodic Peninsula to Acadia National Park in 1929. Largely due to efforts by John D. Rockefeller, Jr., the National Park Service (NPS) initiated a rush of major construction in the 1930s to accommodate the relocation of a naval installation from Bar Harbor to the peninsula. The park resources on Schoodic were built in collaboration with the U.S. Department of Agriculture Bureau of Public Roads using the signature NPS rustic style, and are representative of the design standards developed by the NPS during this period. These plans were implemented primarily using labor and funding from the New Deal programs. The developed areas on Schoodic Peninsula illustrate the major contribution made by these programs, particularly the Civilian Conservation Corps, in the shaping of the park landscape. The roads and hiking trails are excellent examples of the NPS mission to provide public access while seeking to conserve the natural beauty of the parks. These resources exhibit a careful selection and placement of routes to provide dramatic vistas with minimal impact on the landscape. Related structures and engineering features were constructed of local or natural materials to enhance the overall harmonious effect. The park road is also significant as an example of the design elements used on the carriage roads on Mount Desert Island. These elements include use of vistas, gentle grade and curve alignments, and coping stones.

The site's significance is based on two of the three contexts outlined in the Historic Resources of Acadia National Park Multiple Property Listing. They are: John D. Rockefeller, Jr. and the Development of the National Park System (1913-1958), and Rustic Design (1890-1958). The latter includes a sub-theme Rustic Design in the National Park Service, which is applicable to the resources evaluated in this nomination. Some of the eligible properties are associated with more than one historic context. The period of significance in the Multiple Property document is 1890-1958. Therefore the period of significance for Schoodic Peninsula is 1930-1941, the period of

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construction. Properties associated with John D. Rockefeller, Jr. and the Development of the National Park System are locally significant according to Criterion B for the period 1930 to 1935.

The period begins with Rockefeller's lobbying efforts to relocate the Otter Cliffs radio station from Mount Desert Island to Schoodic Peninsula, and ends with the completion of the park road and the new naval base on Big Moose Island. The areas of significance include conservation, recreation and other (philanthropy). The loop roadway system is the eligible resource associated with this context.

Properties eligible under the Rustic Design context are locally significant as representative of the NPS rustic design style, under Criteria A and C. The period of significance for the NPS rustic design sub-theme include projects completed on the peninsula between 1930-1941, according to the design standards developed by NPS landscape architects and implemented by the New Deal Programs. The areas of significance include architecture, conservation, engineering, landscape architecture, recreation, and transportation. The majority of the resources in the district are associated with this context, including three developed areas, hiking trails, a commemorative plaque, and most of the other roads. The roads include the loop roadway system, Schoodic Head roadway, and the CCC truck trail. The eligible hiking trails are the Alder, Anvil, East, Schoodic Head, and Schoodic Point. Located at the developed areas—Schoodic Head, Schoodic Point, and Blueberry Hill—are three contributing buildings: Schoodic Head garage, and Schoodic Point restroom and pumphouse.

#### Historical Development of Schoodic Peninsula

##### **Early Settlements**

Humans have occupied Schoodic Peninsula for more than a thousand years, and the landscape bears traces of this past use.<sup>17</sup> Archeological evidence reveals that Native Americans occupied the peninsula and other locales around Frenchman Bay at least seasonally to gather shellfish and other marine resources. A local history mentions that Wabanakis visited the peninsula for berry picking, clam digging, and gathering

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<sup>17</sup> As stated in Section 7, Schoodic Peninsula contains significant archeological resources and extant landscape features associated with earlier settlements, which predate the period significance of this nomination. However, these will be assessed within the framework of the appropriate historic contexts as they are developed.

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sweetgrass. It further suggests that the name Schoodic comes from a phrase that means "place of big fire," possibly accounting for fires that were set to enhance the growth of the berry bushes prevalent on the peninsula.<sup>18</sup>

By the mid-seventeenth century, French and English settlers also occupied the Frenchman Bay region. The region's residents—Wabanakis, Acadians and New Englanders—formed alliances and trade relationships that were periodically interrupted by sporadic fighting and warfare. However, with the signing of the Treaty of Paris in 1763 and English dominion over the region, many of the Native American and Acadian settlers were removed or dispersed. Some families in southern New England who were economically marginalized or seeking new opportunities migrated north to settle in Maine. The newest residents to the Schoodic region made a living through a combination of fishing, farming, lumbering, and shipbuilding.<sup>19</sup>

The first recorded settlement of what is now park land by non-Native Americans was in approximately 1790. A Gouldsboro census of that year lists Thomas Frazer, an African American, as living at Frazer Point. Frazer had a large family and ran a salt works on the creek until the early 1800s, when he disappeared from the records. By the mid-nineteenth century, approximately fifty people were living at Frazer Point. Schoodic Head, Schoodic Point, and the Wonsqueak Harbor areas were also inhabited historically, as were some of the nearby islands.<sup>20</sup>

<sup>18</sup> Fieldwork conducted in the 1970s and 1980s confirmed the existence of sites near Frazer Point, Pond Island, and Blueberry Hill. See Johnson and Sanger 1977; Sanger 1981. It is unclear which of the Native American groups living in the region occupied the lands now encompassed by Acadia National Park, although various sources have suggested Maliseet, Passamaquoddy, and Etchemin. See Eckstorm 1941; Speck 1940; Bourque 1989; Smallidge, 1994: 5 – 6. Pollen studies completed near Frazer Point indicate a fire episode occurred on Schoodic approximately 800 years ago, although it is unknown if it was intentionally set or occurred naturally. Molly Schauffer, "Paleoecology of Coastal and Interior *Picea* (Spruce) Stands in Maine." (Ph.D. dissertation, University of Maine, Orono, 1998), 77.

<sup>19</sup> Stephen J. Hornsby et al., "Cultural Land Use Survey of Acadia National Park," (Prepared by University of Maine for Acadia National Park, 1999), 18-30.

<sup>20</sup> Frazer Point was initially cleared for timber or agricultural use around 1800, and early photographs and pictures of the area show a small settlement barren of trees. Other areas were likely cleared for similar usage. However, by the early 20<sup>th</sup> century, most of Schoodic Peninsula was covered by a canopy of spruce and pine, broken only sporadically by remnants of small hardscrabble farms and a few roads.



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**Community Development and the Addition of Schoodic Peninsula to Acadia  
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By the end of the nineteenth century, the Frenchman Bay area had become a popular vacation destination for the middle and upper classes from Boston, New York, and Philadelphia. Winter Harbor, including most of Schoodic Peninsula, was incorporated as a separate town in 1895 to take advantage of the increased tax base brought about by an influx of summer residents. Among them was John Godfrey Moore, a Maine native and Wall Street financier. Moore became one of the principal investors of a summer colony in Winter Harbor at Grindstone Neck, a picturesque spit of land west of Schoodic Peninsula. Moore and his partners hoped that the newly platted resort would attract investors seeking a more tranquil experience than Bar Harbor, albeit with the same class of amenities. A prospectus for the project extolled the virtues of spending summers at Grindstone, with access to fishing, boating and sightseeing on Schoodic Peninsula.<sup>21</sup>

By the early 1890s, John Moore had purchased most of Schoodic Peninsula now within park boundaries. He constructed a scenic road on the peninsula that extended south from Frazer Creek to West Pond Cove and east to Schoodic Head. Moore died in 1899 shortly after its completion, but before realizing his dream of building a resort hotel on the summit. However, in succeeding years, Moore Road proved to be popular with both local residents and summer visitors, who traveled to the peninsula to picnic, pick berries, or simply to enjoy the scenery. In addition to the Schoodic Head summit, other favored destinations included West Pond Cove and Blueberry Hill. The Moore Road and the old roadbed now maintained as the Alder Trail provided access to these areas.<sup>22</sup>

Meanwhile, events taking place across Frenchman Bay would have a profound effect on the future of Schoodic Peninsula. Increased pressure from development and logging on Mount Desert Island led to the formation of the Hancock County Trustees of Public Reservations in 1901. In addition to prominent Bostonians Charles Eliot and George Dorr, the original founders included other summer residents, as well as local merchants, professionals, and naturalists. In 1916, Dorr, Eliot and others successfully lobbied for the

<sup>21</sup> *The Gouldsboro Land Improvement Co.*, prospectus for Grindstone Neck Colony, 1890. Document on file at the Maine Historical Society, Portland.

<sup>22</sup> Nathalie White Hahn, *A History of Winter Harbor, Maine*, (Winter Harbor: privately printed, 1974). (Reprint, Winter Harbor Historical Society, 1995), 22-24; Allan Smallidge, *A Summering Place: Winter Harbor, Maine: The Early Years*. (Winter Harbor: privately printed, 1994), 199-120.; Connee Jellison, *Hancock County, A Rock-bound Paradise*, (Norfolk, VA: The Donning Co., 1990), 208.

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creation of a national monument in order to protect the lands held by the Trustees. Dorr served as its first superintendent while remaining active with the Trustees.<sup>23</sup>

Although the group was initially established to preserve an extensive, well-crafted network of scenic paths on Mount Desert Island, properties on surrounding islands and headlands also became a concern. Schoodic Peninsula was the focus of conservation efforts from at least the early 1920s, mainly because it had become valued as a scenic retreat for local residents and visitors seeking respite from the crowds at Bar Harbor. The Trustees sought to preserve Moore's conception of the peninsula as a park and recreation area. They also wanted to preserve scenic viewsheds from Mount Desert Island and Grindstone Neck. In 1922, Louise Moore Leeds, John Moore's widow, expressed interest in donating her one-third interest in Schoodic Peninsula to the park. The following year, Charles Eliot wrote a letter to Dorr, urging him to add the scenic headland to the park. Eliot urged preserving the "geologic formation and forest decoration" on Schoodic Head, also noting the scenic vistas, which he believed to be the finest on the Atlantic coast.<sup>24</sup> However, Lafayette National Park, as it was then called, was not authorized to accept land donations outside of Mount Desert Island. Therefore, Dorr elected to pursue the matter on behalf of the Hancock Trustees.

To further complicate matters, Mrs. Leeds died suddenly before she was able to follow through with her intentions, and the land passed to her heirs. At the urging of Mrs. Frank Noyes, a Grindstone Neck resident, Dorr contacted Moore's daughters, who owned the remaining two-thirds interest in the peninsula. The sisters, Ruth Moore Lee and Faith Moore, agreed to donate their interest in Schoodic Peninsula, conditional upon the acquisition of the remaining third from Mrs. Leeds' estate. They stipulated that the land be used as a park or for other public purposes, in keeping with their father's vision of the peninsula as a recreation area. They also wanted a memorial to their father established.<sup>25</sup>

<sup>23</sup> Charles Eliot was president of Harvard University, and George Dorr a Harvard graduate trained to practice law. Together, they were responsible for initiating most of the land acquisitions on behalf of the Trustees and the park. Sieur de Monts National Monument was created in 1916. In 1919, it became Lafayette National Park.

<sup>24</sup> Letter from Charles Eliot to George Dorr, dated September 14, 1923. Contained in the George Dorr papers, William Otis Sawtelle Collections and Research Center, Acadia National Park.

<sup>25</sup> Initially, the marker was intended to be placed somewhere in the vicinity of Frazer Creek. Noted landscape designer Beatrix Farrand drafted a plan for the memorial that met with the Moore sisters approval. However, after much discussion, the bronze marker was cast and the memorial was actually installed at Schoodic Point. Grindstone Neck residents wanted the point renamed for John Moore, but this idea was vetoed by Dorr. NARA - College Park, MD, Record Group 79, Entry 6, CCF 1933-39, Box 803, Acadia General 604, Folder 608, Memorials—see correspondence in the fall of 1936.

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Mrs. Leeds' second husband was reluctant to donate the property to the Trustees, but after some negotiation appeared willing to sell it.

Dorr received financial assistance from a number of socially prominent Grindstone Neck residents, including Frank Noyes and Samuel Henderson, which enabled the Trustees to acquire the Leeds property. Henderson controlled the Winter Harbor Improvement Company and Noyes was a major investor.<sup>26</sup> Both were also members of the Hancock County Trustees. Through their efforts, the deed of the parcel held by the three owners was transferred to the Trustees in 1927. The following year, Dorr convinced Congressman Cramton of Michigan to support a bill authorizing the acquisition of Schoodic by the park. Cramton was Chairman of the House Appropriations Committee on the Department of the Interior, and a supporter of the park. The 1929 legislation subsequently passed by Congress also changed the name of the park to Acadia. This gesture was made to appease Moore's daughters, who as Francophobes objected to the name Lafayette. However, so keen was Dorr to acquire the peninsula he offered to form a separate unit bearing the name of Schoodic National Monument.<sup>27</sup>

**John D. Rockefeller, Jr. Initiates Park Development**

Two years after its acquisition by the NPS, development of Schoodic Peninsula began in earnest. The first priority was the building of a new park road to accommodate the impending relocation of a naval radio station from Bar Harbor to Big Moose Island. John D. Rockefeller, Jr. and his supporters were largely responsible for initiating the transfer of this installation, and the subsequent flurry of construction.

Rockefeller was a major supporter of conservation projects, donating over \$40 million for state and national parks. More than \$5 million went to Acadia.<sup>28</sup> It is likely that his

<sup>26</sup> From the late 19th century, a number of investors held lands in Winter Harbor through companies such as the Gouldsboro Land Improvement Company, the Winter Harbor Improvement Company, and the Young Orchard Company. Many of these lands were later sold or donated to the Hancock Trustees or Acadia. Noyes was also president of the Associated Press, and the owner of John G. Moore's summer retreat at Grindstone.

<sup>27</sup> George B. Dorr, *The Story of Acadia National Park*. 3rd ed. (Bar Harbor, Maine: Acadia Publishing Company, 1997), 104-109. Also see pages 53-59 of the George Dorr papers, William Otis Sawtelle Collections and Research Center, Acadia National Park. Ironically, Acadia is the historic name for North American lands claimed by France in the seventeenth century.

<sup>28</sup> In addition to Acadia, many parks in the national park system were beneficiaries of Rockefeller's largesse, including Mesa Verde, Yosemite, Yellowstone, Crater Lake, Great Smoky Mountains, Shenandoah, and Grand Teton. Barry Mackintosh, "Philanthropy and the National Parks," unpublished essay (Washington

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initial involvement with the park was due to his interest in building an extensive network of carriage roads on Mount Desert Island, which he began in 1913 after establishing a summer residence there. The intent of Rockefeller's carriage road system was to create a pathway on which users of the land could experience this extraordinary landscape and therefore feel restored by nature. The distinctive features of the system strongly influenced the architectural and landscape architectural character of Acadia, including Schoodic Peninsula.<sup>29</sup> In addition to the carriage roads, Rockefeller envisioned an integrated motor road system on Mount Desert Island that would wind through the park, allowing visitors to see its diverse scenery from their vehicles. He offered to contribute funding for the design and construction of a system.<sup>30</sup>

The execution of the two park road projects---one on Mount Desert Island and the other on Schoodic Peninsula---shared a number of common elements. Both systems were constructed as a collaborative effort between the National Park Service and the Bureau of Public Roads. In both cases, Rockefeller played a key role in developing the conception and advocating for their completion. However, unlike the Mount Desert Island project, the project at Schoodic did not benefit from design input either directly from Rockefeller or through the work of the Olmsted firm. However, even without a hands-on approach by Rockefeller, the park road at Schoodic shares the same design characteristics as its counterpart on Mount Desert Island.

In the early 1930s, Rockefeller saw an obstacle to the implementation of his roads plan on Mount Desert Island—a small naval installation located in the path of a proposed section along the shore at Otter Cliffs in Bar Harbor. Established in 1917, the Otter Cliffs radio station was financed and built by Alessandro Fabbri, scion of a wealthy family and

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D.C., National Park Service, History Division, July 1998), 1-2; Raymond B. Fosdick, *John D. Rockefeller, Jr. A Portrait*, (New York: Harper & Brothers, 1956), 307; Mary Shivers Culpin, "Multiple Property Listing: Historic Resources of Yellowstone National Park," (Washington, D.C.: National Park Service, March 1995), Section F, 16; Joseph W. Ernst, *Worthwhile Places: Correspondence of John D. Rockefeller, Jr., and Horace M. Albright*. (New York: Fordham University Press, 1991), 163.

<sup>29</sup> The Historic Resources of Acadia multiple property listing traces the design influences of Rockefeller's architects and designers, Olmsted and others on Acadia's roads and buildings. For information on the carriage roads, see Rieley and Brouse "Carriage Road System," and Ann Rockefeller Roberts, *Mr. Rockefeller's Roads: The Untold Story of Acadia's Carriage Roads and Their Creator*. (Camden, Maine: Down East Books, 1990).

<sup>30</sup> After engaging the Kidde Construction Company and several engineers, he approached the Olmsted firm for design expertise. Rockefeller's idea of separate circulation systems across the same terrain using different routes was patterned after Frederick Law Olmsted Sr.'s design at Central Park. Foulds, *Historic Motor Road System*, 10.

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an amateur radio operator filled with patriotic fervor. The new station quickly became the premier transatlantic receiving center for the Navy for the duration of WWI, earning Fabbri a commission as lieutenant and a Navy Cross. In 1919, the Navy acquired the station at Otter Cliffs, along with a remote transmitter at Seawall located a few miles to the southwest. In the 1920s, the station also provided radio direction-finder services and meteorological reports, in addition to receiving radio communications from Europe.<sup>31</sup> By 1930, however, many of the station buildings had fallen into disrepair, and Rockefeller wanted the unsightly installation moved.

After two years of feasibility studies and negotiations, the Navy agreed to transfer the Otter Cliffs station to Big Moose Island on Schoodic Peninsula. One of the stipulations made by the Navy for the project was the construction of an adequate access road to Big Moose Island from Winter Harbor. Through personal expenditure and subscriptions from other summer residents, including Noyes and Henderson, Rockefeller acquired the necessary tracts of land along Frazer Creek to ensure the construction of a new access road to the naval base. This road would also function as the main park road. The parcels acquired by Rockefeller were later donated to Acadia, some by way of the Hancock County Trustees. Rockefeller also paid anonymously for a long distance signal reception study by two Harvard physics professors on the suitability of Schoodic Peninsula and several other sites. He also financed the cost of drilling several wells to ensure the availability of fresh water on Big Moose Island.

Rockefeller utilized the talents of some very capable individuals for his projects at Acadia, many of whom also represented his interests on Schoodic Peninsula. New York architect Grosvenor Atterbury and his partner John Thompkins designed two gatehouses to delineate the entrance into Rockefeller's carriage road system in 1932, a project which met with public acclaim. Consequently, the NPS commissioned Atterbury to design the new radio station facility on Schoodic Peninsula. Engineers Paul Simpson and Walters G. Hill supervised the construction of the park road on Mount Desert Island, and provided expertise on the construction of the Schoodic Peninsula loop road. They also kept Rockefeller apprised of all development activities related to the peninsula.<sup>32</sup> Bar

<sup>31</sup> Louis Berger & Associates, "Cultural Resources Survey Naval Security Group Activity Winter Harbor, Maine. Manuscript submitted September, 1999. (On file at Northern Division, Naval Facilities Engineering Command, Lester, PA, and NSGA Winter Harbor, ME), 15-16.

<sup>32</sup> Young Paul Simpson assumed responsibility for the Acadia road project upon the death of his father, engineer Charles P. Simpson. Charles had worked closely with Rockefeller and other summer residents for many years. The Grindstone Neck colony in Winter Harbor was platted under his supervision by Nathan Barrett in the early 1890s.

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Harbor attorneys Albert Lynam and Serenus Rodick quietly represented Rockefeller's legal and real estate interests. Lynam and Rodick were also members of the Hancock County Trustees.

The NPS received a \$250,000 appropriation in 1932 to construct the new park road at Schoodic to provide access to the new radio station in 1932. BPR engineer Leo Grossman supervised construction with assistance from engineer Ken Foster. The Kelleher Corporation of Turner's Falls, Massachusetts built the first segment of the road. Finished in November of 1933, it extended from the north side of Frazer Creek to Big Moose Island, and incorporated segments of the old Moore road. The Lane Corporation of Meriden, Connecticut completed the final segment of the new road in early 1935. It extended from Big Moose Island north along Arey Cove to Wonsqueak Harbor on the eastern shore of the peninsula. Initially, investors in lands along the right-of-way at Wonsqueak held by the Winter Harbor Improvement Company were initially reluctant to donate it to Acadia. This was an example of the conflicted attitude of local residents, who were generally supportive of the mandate of the park but also feared the specter of federal encroachment. However, with the full support of NPS Associate Director Arthur Demaray, Superintendent Dorr persevered in obtaining the land, explaining that he wanted to maintain a "parkway character" on the peninsula, free of potential commercial development.<sup>33</sup>

The road from Winter Harbor to Big Moose Island was completed by 1934, allowing for the construction of the new naval installation. Plans were drafted based on Navy requirements for one large housing and administration building, in addition to signal reception facilities. Initially, there were several different sites on the island considered by the Navy in the design phase, but ultimately, the footprint for the new station was placed on the eastern side of Big Moose Island. This decision allayed Rockefeller's fears to some extent because the installation would not be visible from Bar Harbor.

Although most of the island remained heavily wooded, the area immediately surrounding the apartment building was designed under the supervision of Charles E. Peterson and George B. Gordon, NPS landscape architects. Grosvenor Atterbury's plans for the new installation received close scrutiny by NPS officials and Rockefeller. The new radio station buildings were designed in the same distinctive French Norman Revival style as

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<sup>33</sup> Letter from Samuel Henderson to George Dorr February, 1934. Sawtelle Collections and Research Center, Acadia National Park.

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the carriage road gatehouses, a style chosen for Acadia stemming from Atterbury's tour of many of the western national parks.<sup>34</sup> Upon completion, the striking hip-roofed granite and brick apartment building was surrounded by native plantings, a scene reminiscent of the carriage road gatehouses at Acadia. The new 26-acre facility, officially known as U.S. Naval Radio Station, Winter Harbor, was commissioned in February of 1935. The legislation authorizing the transfer also gave the Secretary of the Interior the right to approve the design of buildings and structures added to the new station "in the interest of protecting scenic values."<sup>35</sup> The newly completed station consisted of a two-story apartment house, receiving building, radio compass building, powerhouse, and a pumphouse. Two steel radio towers stood nearby.<sup>36</sup> Originally intended to be 300 feet high, at the request of the NPS they were shortened to 210 feet to lessen the impact on scenic viewsheds from the park. (Separate National Register documentation has been prepared for the apartment building and power plant, both designed by Grovsnor Atterbury.)

In the coming years, the expanding role of the Navy as a leader in global communication and cryptography was manifested on the Schoodic landscape. World War II caused the new radio station to expand its infrastructure and its footprint on Big Moose Island. With approval from the NPS, the Navy built a number of structures outside of the base on park land, including three antenna arrays. Each array consisted of several poles connected by wires and grounded by heavy cable. Although the NPS was initially reluctant to authorize clearing vegetation around the antennas, it was critical to optimize the performance capabilities of the radio station. Subsequently, the Navy removed some trees and placed a perimeter fence around the naval facility. To accommodate the *de facto* expansion of the radio station during the war, legislation was enacted in 1947 authorizing the transfer of an additional 152 acres on the island from the NPS to the Navy, bringing the base to a total of 178 acres. The language also stipulated that, should this property become surplus to the needs of the Navy, it would revert to the Department of the Interior. In the Cold War years, the rhombic antenna system was expanded to encompass most of the acreage on Big Moose Island. These large groupings of poles and cables created a porcupine-like effect when viewed from a distance. More recently, the

<sup>34</sup> The Atterbury apartment building and its powerhouse were determined eligible for the National Register, and the Navy is currently preparing a nomination of these buildings.

<sup>35</sup> 49 Stat. 795 enacted August 24, 1935. Initially, the Secretary of the Interior reviewed the Navy plans, but to expedite the process, the responsibility was transferred to the Superintendent of Acadia. NARA College Park, MD Record Group 79 Entry 6, Central Classified Files 1933-39, Box 805, Folder 620.

<sup>36</sup> Bar Harbor Times, 12/26/34.

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Navy added many new facilities for administration and housing. The large antenna system was subsequently dismantled. In 1977, Congress passed legislation authorizing the transfer of 81 acres from the Navy back to the NPS, leaving the NSGA Winter Harbor facility with 97 acres, the size of the base today. Although some of the base facilities are occasionally glimpsed from locations along the park road (i.e. the Rockefeller Building from Blueberry Hill), the most conspicuous visual impact from the park is a recently constructed water tower.<sup>37</sup>

### National Park Service Rustic Design and the New Deal Programs

Most of the visitor facilities on Schoodic Peninsula were constructed in a signature NPS rustic design style using labor and funding from the New Deal programs. From 1916 to 1942, landscape architects and landscape engineers worked to ensure that park projects respected the dual mission of the NPS, to both preserve natural scenery and provide for public use. The result was a distinctive NPS rustic design, a style that characterized park development for the first half of the twentieth century. Rustic design principles consisted of the following: protection and preservation of natural scenery; presentation of scenic overlooks and vistas; avoidance of right angles and straight lines in the design of roads, trails, or landscape structures; use of natural materials including native plants, wood, and local granite; and use of rustic construction techniques and methods.<sup>38</sup>

Benjamin Breeze, the first landscape architect at Acadia, arrived in 1933 prepared to utilize the master planning standards developed by NPS Chief Landscape Engineer Thomas Vint. With Acadia's Deputy Superintendent Benjamin Hadley, Breeze oversaw the construction of park facilities on Schoodic Peninsula until 1943. Breeze's 1941 master plan for Acadia, which he prepared in the mid-to-late 1930s, also included a plan for the peninsula. Breeze saw the peninsula loop road as the unifying element, providing the visitor not only with access to all of the facilities, but also to the numerous scenic viewsheds on the peninsula. A number of revisions to the 1941 plan show that the location of the pullout on the park loop road were carefully considered. Aside from the park road, Schoodic Point was the focus of most of the planning efforts based on the site plans from this period. Other areas received less attention. At that time, Frazer Point

<sup>37</sup> Berger and Associates, "Cultural Resource Survey NSGA Winter Harbor," 1999, 18-19.

<sup>38</sup> These criteria are adapted from the multiple property listing "Historic Park Landscapes in National and State Parks" by Linda McClelland. Also see *Building the National Parks* by McClelland. Typical designs for park features are well documented in Albert Good's *Park and Recreation Structures* (1938) which includes ideal and prototypical examples the rustic style.



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was not conceived as a prime destination for visitors, but as a boat landing for NPS use. Schoodic Head was primarily intended to provide support for park operations and maintenance. However, the park incorporated pre-existing scenic destinations in the planning effort, including the Schoodic Head summit and the Blueberry Hill area.<sup>39</sup>

Several New Deal programs provided the opportunity to construct visitor and park facilities to NPS rustic design standards. Beginning in 1933, Superintendent Dorr and his staff capitalized on this influx of labor and funding to complete projects on Schoodic Peninsula. The first Civil Works Administration (CWA) project was initiated in conjunction with the construction of the new park road. Crews opened vistas, cut trees for fire hazard reduction, graded banks, and obliterated parts of the old Moore Road. Additional road work included construction of culverts and headwalls. However, the two programs that had the most impact on park development were projects administered through the Public Works Administration (PWA) and the Emergency Conservation Works Act (ECW).<sup>40</sup> The ECW program proved so successful that it was extended and renamed the Civilian Conservation Corps (CCC). As the park landscape architect, Breeze supervised the ECW and CCC workers. Many projects were completed on the peninsula by these crews, including construction of road culverts and headwalls, roadside cleanup, surveying, fire hazard reduction, maintenance, landscaping, and construction of visitor facilities and hiking trails. PWA projects provided funding for work on the Schoodic Head road in 1934, at which time crews also constructed the ranger station garage. In 1937, CCC crews cleared a truck or fire access trail along the new powerline in the peninsula's interior, and constructed gates to the radio station. A CWA fire access road left uncompleted on the northern boundary was also finished at this time. Near the close of the New Deal era, some projects at Schoodic were completed using Works Projects Administration (WPA) funds, a mechanism to provide work for skilled labor. In 1940, both the restroom and pumphouse at Schoodic Point were built as WPA projects.<sup>41</sup>

<sup>39</sup> Unexecuted schemes for the peninsula in the 1930s included: 1) a plan to dam Frazer Creek for use as a lake, and 2) an additional parking loop on Big Moose Island just outside the naval installation. See NARA - College Park MD, Record Group 79 Entry 6, Box 804, Folder 611. Also see memorandum to the NPS director from Charles Peterson dated October 27, 1931, Rockefeller Archive Center, Offices of Monsieurs Rockefeller, Homes-Seal Harbor, Box 84.

<sup>40</sup> McClelland, *Building the National Parks*, 327-8. Also see NPS Denver Technical Information Center (TIC) files for Acadia National Park.

<sup>41</sup> NARA - Waltham, MA, Record Group 79, Box 16, Plans and Designs, Box 13, General Authority 1933-34; Box 4, Camp Files Schoodic Side Camp 1934-37; Box 3 "Report of CWA Projects at Acadia National Park." Also see Coffin, *Hiking Trail System*, 179, and Meier and Terzis, *Historic Resources of Acadia*.

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The development of Schoodic Peninsula was important enough to warrant the establishment of a special CCC side camp. The War Department typically authorized the establishment of these side camps for construction of fire breaks, extension of trails, installation of fire lookouts, control of tree diseases, and establishment of emergency fire details. The regulations stated that the side camp could not exceed fifty men, and the total number of men at the main camp could not dip below one hundred. The normal duration of a side camp was six months.<sup>42</sup>

Beginning in 1934, park officials began officially making requests for a CCC side camp on Schoodic Peninsula. At the onset of the CCC program in 1933, there were two camps established at Acadia on Mount Desert Island, NP-1 and NP-2. Although set up to work primarily at state parks, personnel at Camp SP-1 in nearby Ellsworth were also periodically detached to assist with projects at Acadia, including Schoodic. A Schoodic side camp was eventually formed from Camp SP-1.

Initially, approval for the CCC side camp was granted in 1934, although there was no money available for camp supplies. Although the circumstances are unclear, Superintendent Dorr allowed work to proceed on Schoodic Peninsula, dispatching men from Ellsworth. A few months later, work on the peninsula was temporarily halted because Dorr had apparently violated the rules governing side camps.<sup>43</sup> After months of bureaucratic wrangling between the Army and the NPS, permission was granted a second time for a side camp in mid-1935. Once again, the lack of funding and supplies created a major obstacle. For many months, Acadia park officials persisted in their requests.

The Schoodic side camp was finally re-established in the summer of 1936 using personnel from the Ellsworth camp. Thus, in addition to Chief Radioman Max Gunn and eleven other men at the naval radio station, Big Moose Island was home to approximately fifty CCC enrollees. The CCC campsite, which consisted of approximately twelve

<sup>42</sup> Side camps began on a trial basis in 1933. Initially, only twenty men could be detached from the main camp at one time. It was appropriate to set up a side camp as long as there were conditions affecting accessibility, such as distance, road conditions, or bad weather, or any situation that would inhibit supply or evacuation of personnel. NARA - Waltham, MA, Record Group 79, Box 4, Folder 24.

<sup>43</sup> Dorr received letters in November from Colonel W.P. Ennis in Boston, the first, stating that the parent camp could not be reduced below one hundred men. A second letter stated that at the request of P. Boylan, assistant to Ellsworth CCC Camp Superintendent E. E. Smith, the Schoodic camp was closed. NARA - Waltham, MA, Record Group 79, Box 4, Folder 4.

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buildings and structures, was located north of the radio station in a cleared field.<sup>44</sup> The Schoodic side camp operated until its closure in the fall of 1937. The NPS granted the Navy permission to remove the abandoned camp on Big Moose Island in 1941, and the structures were subsequently demolished by WPA crews.<sup>45</sup>

After Breeze's departure in 1943 and the end of the New Deal programs, few additions were made to the Schoodic landscape. At the end of the New Deal era, the second epoch of major design work for the park occurred during the Mission 66 period, which extended from the end of WWII to the mid-1960s. On Schoodic Peninsula, only a few projects were completed at this time. These included the "permanent" Frazer Creek Bridge, constructed in the mid-1950s, and the Frazer Point picnic area, constructed in 1964 under the Mission 66 program.<sup>46</sup> With few exceptions, the peninsula remains as it was in the early 1940s.

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<sup>44</sup> Although the men were initially housed in tents, the extension of the camp through the winter months required construction of a barracks. Applications list a messhall, kitchen, recreation hall, shower room, and latrines. There was a spring and at least one artesian well nearby, in addition to electricity, telephone, excellent drainage, and a paved road. Correspondence from Superintendent Dorr suggests that at least some of the camp buildings, were constructed using lumber from the decommissioned Otter Cliffs radio station in Bar Harbor. See CCC camp applications, NARA Waltham, MA, Record Group 19, Box 4, Folder 24.

<sup>45</sup> A 1941 letter from Max Gunn to the public works officer at the First Naval District in Boston mentions that one newly constructed building at the Schoodic radio station, a garage (building #223), was constructed of lumber salvaged from the deserted CCC camp. NARA – Waltham, MA, Record Group 79, Box 4 Camp Files.

<sup>46</sup> In anticipation of the fiftieth anniversary of the National Park Service in 1966, the agency undertook a major program, beginning in the mid-1950s, to upgrade park facilities throughout the system. Many of the Mission 66 projects focused on developed areas, in order to add additional restrooms, improve access, or upgrade utilities. Many large projects were pushed to meet the 1966 deadline, resulting in greater uniformity of design and materials, and loss of site and regional specificity. H. Eliot Foulds, *Cultural Landscape Report for Blackwoods and Seawall Campgrounds, Acadia National Park, History, Existing Conditions, Analysis & Treatment Recommendations*. Cultural Landscape Publication No. 11. (Boston, Mass.: National Park Service, Olmsted Center for Landscape Preservation, 1996), 39.

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**National Register of Historic Places  
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Schoodic Peninsula Historic District

Historic Resources of Acadia Multiple  
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## **National Register of Historic Places Continuation Sheet**

Schoodic Peninsula Historic District  
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Property Listing  
Hancock County Maine

### **Boundary Description**

The boundary line is indicated on the USGS map.

### **Boundary Justification**

Acadia National Park owns 2,366 acres on Schoodic Peninsula. The Historic District encompasses 1,083 acres along the shore line and the south-east portion of the peninsula and includes all of the constructed resources. The remaining 1283 acres on the peninsula consists of the 178 acre former naval reserve property, and 1105 acres that remain in a natural state.

The 5.8 mile, u-shaped park loop road extends from the north side of Frazer Creek south to Big Moose Island and north along Arey Cove to Wonsqueak Harbor on the eastern shore of the peninsula. A segment off the main loop provides access to the former navy base on Big Moose Island and terminates in a turn-around. The boundary of the historic district extends from the point where the inland edge of the constructed road bed meets the original grade, to the coastline, with the exception of the portion of the road between Schoodic Head Road and the juncture of East Trail with the loop road. Along this segment, the inland boundary extends to the northern edge of Schoodic Head Road and East trail. In addition to Schoodic Head Road and East Trail this area includes Schoodic Head, and Anvil and Alder trails, together with the intervening natural area.

The 1.8 mile long and 15' wide CCC truck trail departs from the loop road just after Frazer Point Bridge and terminates in a dead end. The boundary is defined as the point where the constructed feature meets the original grade.

Although park development and the establishment of the naval base had their origin in the same event, they have distinct histories of use and management. Established in 1934, the 178 acre former Naval Base, located on Big Moose Island was transferred in the NPS in two parcels. Initially 81 acres were transferred in 1977, followed by the remaining 97 acres in July, 2002, when naval base was decommissioned in 2002?

The buildings, structures, and landscape at the Naval Security Group Activity on Big Moose Island were evaluated in consultation the Maine State Historic Preservation Officer. In a letter dated December 8, 1999, the State Historic Preservation Officer concurred with the Navy's findings that only the Buildings 1 and 2, designed by Grovnsner



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Continuation Sheet**

Schoodic Peninsula Historic District  
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Historic Resources of Acadia Multiple  
Property Listing  
Hancock County Maine

Atterbury, were eligible for listing in the National Register. Documentation has been prepared and reviewed by the Maine State Historic Preservation Officer. National Register listing is pending.

**Boundary, UTM Coordinates, cont'd**

<b>E</b>	<u>19</u>	<u>574783</u>	<u>4911056</u>
	Zone	Easting	Northing
<b>F</b>	<u>19</u>	<u>575313</u>	<u>4911480</u>
	Zone	Easting	Northing
<b>G</b>	<u>19</u>	<u>575919</u>	<u>4911854</u>
	Zone	Easting	Northing
<b>H</b>	<u>19</u>	<u>576523</u>	<u>4912816</u>
	Zone	Easting	Northing
<b>I</b>	<u>19</u>	<u>576660</u>	<u>4912849</u>
	Zone	Easting	Northing
<b>J</b>	<u>19</u>	<u>576343</u>	<u>4912374</u>
	Zone	Easting	Northing
<b>K</b>	<u>19</u>	<u>576135</u>	<u>4910444</u>
	Zone	Easting	Northing
<b>L</b>	<u>19</u>	<u>576149</u>	<u>4909860</u>
	Zone	Easting	Northing
<b>M</b>	<u>19</u>	<u>574780</u>	<u>4909239</u>
	Zone	Easting	Northing
<b>N</b>	<u>19</u>	<u>575015</u>	<u>4909398</u>
	Zone	Easting	Northing
<b>O</b>	<u>19</u>	<u>575209</u>	<u>4909865</u>

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National Park Service

**National Register of Historic Places  
Continuation Sheet**

Schoodic Peninsula Historic District  
Section 10, page 38

Historic Resources of Acadia Multiple  
Property Listing  
Hancock County Maine

	Zone	Easting	Northing
<b>P</b>	<u>19</u>	<u>574906</u>	<u>4910324</u>
	Zone	Easting	Northing
<b>Q</b>	<u>19</u>	<u>573638</u>	<u>4910824</u>
	Zone	Easting	Northing
<b>R</b>	<u>19</u>	<u>573504</u>	<u>4913281</u>
	Zone	Easting	Northing

United States Department of the Interior  
National Park Service**National Register of Historic Places  
Continuation Sheet**Schoodic Peninsula Historic District  
AddendumHistoric Resources of Acadia Multiple Property Listing  
Hancock County, Maine**LIST OF PHOTOGRAPHS**

With the exception of # 3, all photographs were taken by the Olmsted Center for Landscape Preservation, National Park Service. Photo #3 was reproduced from a print courtesy of the Rockefeller Archive Center, North Tarrytown, New York. Negatives for the remaining photographs are archived at Acadia National Park, P.O. Box 177, Bar Harbor, ME 04609.

Photograph #	Date	Subject	View
1A	May 2000	Frazer Point entrance road and covered water fountain	NE
1C	August 2001	Frazer Point restroom	SE
1E	May 2000	Frazer Point pier	W
2A	May 2000	Schoodic Head entrance road showing rustic guardrail	N
2B	May 2000	Schoodic Head summit loop	S
2C	May 2000	Schoodic Head ranger station and radio tower	NW
2D	May 2000	Schoodic Head garage	NW
2E	May 2000	Schoodic Head retaining wall and rustic guardrail	E
2F	August 2001	Schoodic Head weather station	NW
2H	May 2000	Schoodic Head pumphouse (replica of earlier WPA structure)	N
2I	May 2000	Schoodic Head modern pumphouse	W
3	ca. 1933	Schoodic Point granite shoreline	E
3A	May 2000	Schoodic Point entrance road	NE
3B(1)	May 2000	Schoodic Point parking area	SE
3B(2)	May 2000	Schoodic Point parking area slab steps and retaining walls	N
3C	May 2000	Schoodic Point WPA restroom	W
3D	May 2000	Schoodic Point WPA pumphouse	N
3E	May 2000	Schoodic Point service road to restroom	E
3F	May 2000	Schoodic Point memorial plaque honoring John G. Moore	N
3G	May 2000	Schoodic Point trail to restroom	E
3H	May 2000	Schoodic Point wayside signage	S
4A	May 2000	Blueberry Hill entrance road	E
4B	May 2000	Blueberry Hill parking area	SW
5A(1)	May 2000	Schoodic loop road and coping stones (Wonsqueak segment)	S
5A(2)	May 2000	Schoodic loop road and typical paved pull-off	N
5D	August 2001	Gravel pull-off	SW
5H(1)	May 2000	West Pond causeway to Big Moose Island	S
5H(2)	August 2001	View of marsh from West Pond causeway	E
5J	August 2001	East Pond causeway culvert	SE
5K	May 2000	CCC road and typical NPS gate and signage	E
5L	August 2001	Service road	S
5O	May 2000	Frazer Creek bridge at park entrance	S
6A	May 2000	Anvil/East Trails – typical vista to the east	E
6B	May 2000	Alder Trailhead	E
6C	May 2000	East Trail	W
6D	May 2000	Schoodic Head Trailhead	S

**Schoodic Peninsula Historic District**  
National Register District Data Sheet  
Non-Contributing Resources

NAME	NR PROPERTY TYPE	DATE	LCS ID#	MAP/PHOTO NUMBER
<b>BUILDINGS -2</b>				
Ranger Station at Schoodic Head	Building	1931, altered post-1984		2C
Restroom	Building	2000		1C
<b>SITES -1</b>				
Frazer Point Development Area	Site	ca. 1963		1
<i>Non-historic Associated Features</i>				
<i>Entrance Road</i>				1A
<i>Parking Area</i>				1B
<i>Pier</i>		footings 1930s; repairs 1981		1E
<i>Frazer Creek Bridge</i>		1933; altered 1990		5O
<b>STRUCTURES - 5</b>				
Weather Station	Structure	post-1958		2F
Radio Tower	Structure	post-1958		2G See also 2C
Pumphouse	Structure	post-1984		1D
Pumphouse	Structure	1970s		2H
Pumphouse	Structure	1990s		2I
<b>TOTAL NON-CONTRIBUTING RESOURCES - 8</b>				

**Schoodic Peninsula Historic District**  
National Register District Data Sheet  
Contributing Resources

NAME	NR PROPERTY TYPE	DATE	LCS ID#	MAP/PHOTO NUMBER
<b>BUILDINGS - 3</b>				
<b>Schoodic Head Garage</b>	<b>Building</b>	<b>1934</b>		<b>2D</b>
<b>Schoodic Point Restroom</b>	<b>Building</b>	<b>ca. 1940</b>	<b>41088</b>	<b>3C</b>
<b>Schoodic Point Pumphouse</b>	<b>Building</b>	<b>ca. 1940</b>	<b>41087</b>	<b>3D</b>
<b>SITES - 8</b>				
<b>Schoodic Head</b>	<b>Site</b>	<b>ca. 1930</b>		<b>2</b>
<b>Schoodic Point</b>	<b>Site</b>	<b>ca. 1930</b>		<b>3</b>
<b>Schoodic Point Trail (to restroom)</b>	<b>Site</b>	<b>ca. 1940</b>		<b>3G</b>
<b>Blueberry Hill</b>	<b>Site</b>	<b>ca. 1935</b>		<b>4</b>
<b>Anvil Trail</b>	<b>Site</b>	<b>ca. 1937</b>		<b>6A</b>
<b>Alder Trail</b>	<b>Site</b>	<b>pre-1930</b>		<b>6B</b>
<b>East Trail</b>	<b>Site</b>	<b>ca. 1933</b>		<b>6C</b>
<b>Schoodic Head Trail</b>	<b>Site</b>	<b>ca. 1937</b>		<b>6D</b>
<b>STRUCTURES - 3</b>				
<b>Schoodic Loop Road System</b>	<b>Structure</b>	<b>1933</b>		<b>3A,B,E; 4A,B; 5A,D,H, J,I,O</b>
<i>Historic Associated features</i>				
○ <i>Loop Road</i>		<i>1933-35</i>		<i>5A</i>
○ <i>Pullouts</i>		<i>1935</i>		<i>5D</i>
○ <i>Schoodic Point Entrance Road</i>		<i>ca. 1934</i>		<i>3A</i>
○ <i>Schoodic Point Parking Area (including steps and retaining walls)</i>		<i>ca. 1934</i>		<i>3B</i>
○ <i>Schoodic Point Service Road</i>		<i>post-1933</i>		<i>3E</i>
○ <i>Blueberry Hill Entrance Road</i>		<i>ca. 1935</i>		<i>4B</i>
○ <i>Service Road</i>		<i>ca. 1935</i>		<i>5L</i>
○ <i>Service Road</i>		<i>ca. 1935</i>		<i>5M</i>
○ <i>Service Road</i>		<i>ca. 1935</i>		<i>5N</i>

NAME	NR PROPERTY TYPE	DATE	LCS ID#	MAP/PHOTO NUMBER
<b>Schoodic Head Roadway</b>	<b>Structure</b>	<b>ca. 1930</b>		<b>2A,B,E</b>
<i>Historic Associated features</i>				
○ Entrance Road				2A
○ Summit Loop				2B
○ Retaining Wall				2E
<b>CCC Truck Trail</b>	<b>Structure</b>	<b>ca. 1937</b>		<b>5K</b>
<b>OBJECTS – 1</b>				
<b>John Godfrey Moore Memorial Plaque</b>	<b>Object</b>	<b>ca. 1937</b>	<b>41362</b>	<b>3F</b>
<b>TOTAL CONTRIBUTING RESOURCES 15</b>				

Winter Harbor

Frazer Point  
Site 1

Map 2

GOULDSBORO

Schoodic Head Site 2

Map 3

Former  
Navy Base

Blueberry Hill  
Site 4 Map 5

Schoodic Point  
Site 3 Map 4

Roads

Trails

Acadia National  
Park Boundary

Contour (10 ft)

NR Boundary

# National Register District

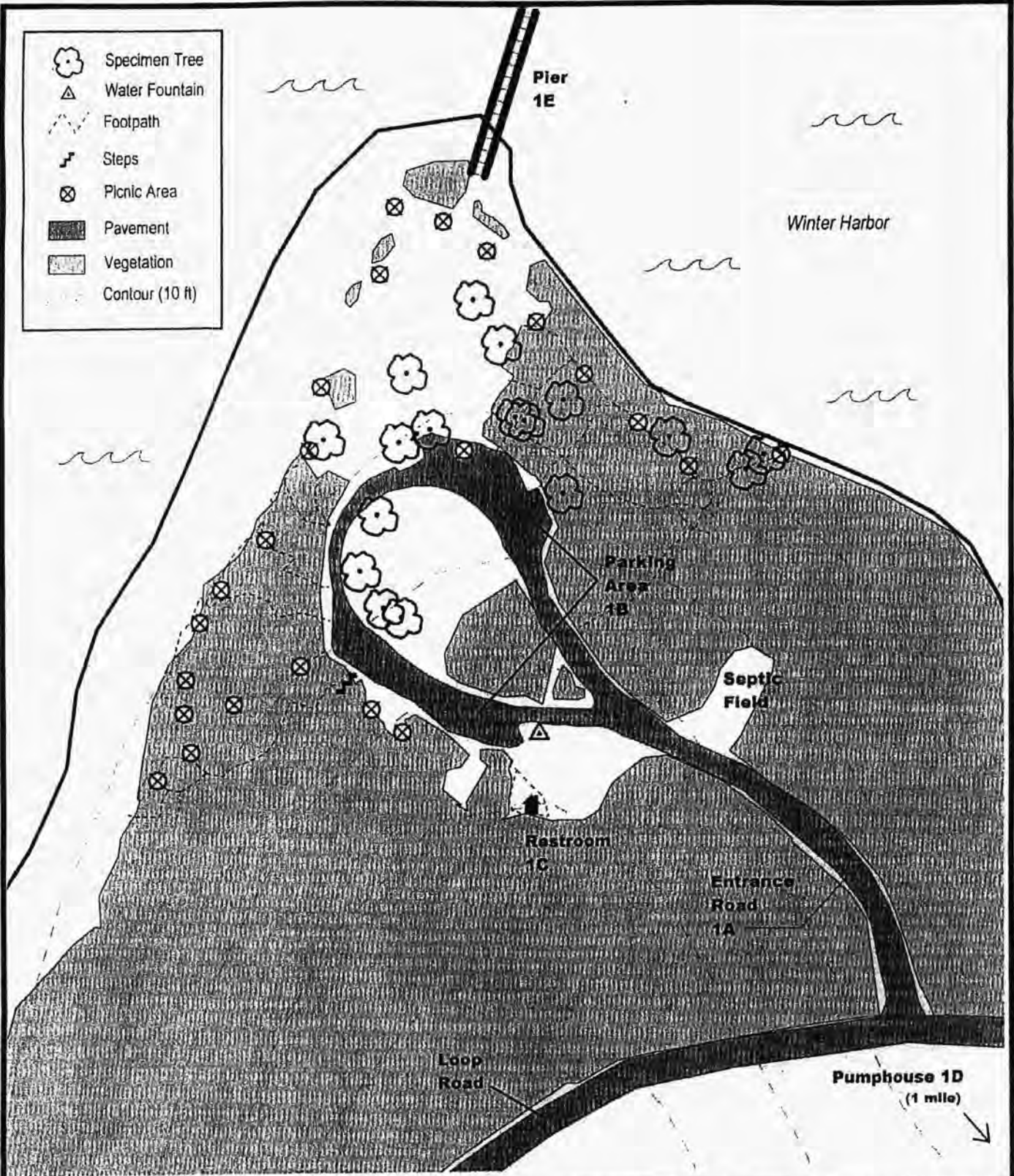
## Sites

Schoodic Peninsula Historic District  
Acadia National Park, Maine

0 0.2 0.4 0.6 0.8 Miles

Map 1

-  Specimen Tree
-  Water Fountain
-  Footpath
-  Steps
-  Picnic Area
-  Pavement
-  Vegetation
-  Contour (10 ft)








# Frazer Point (Site 1)

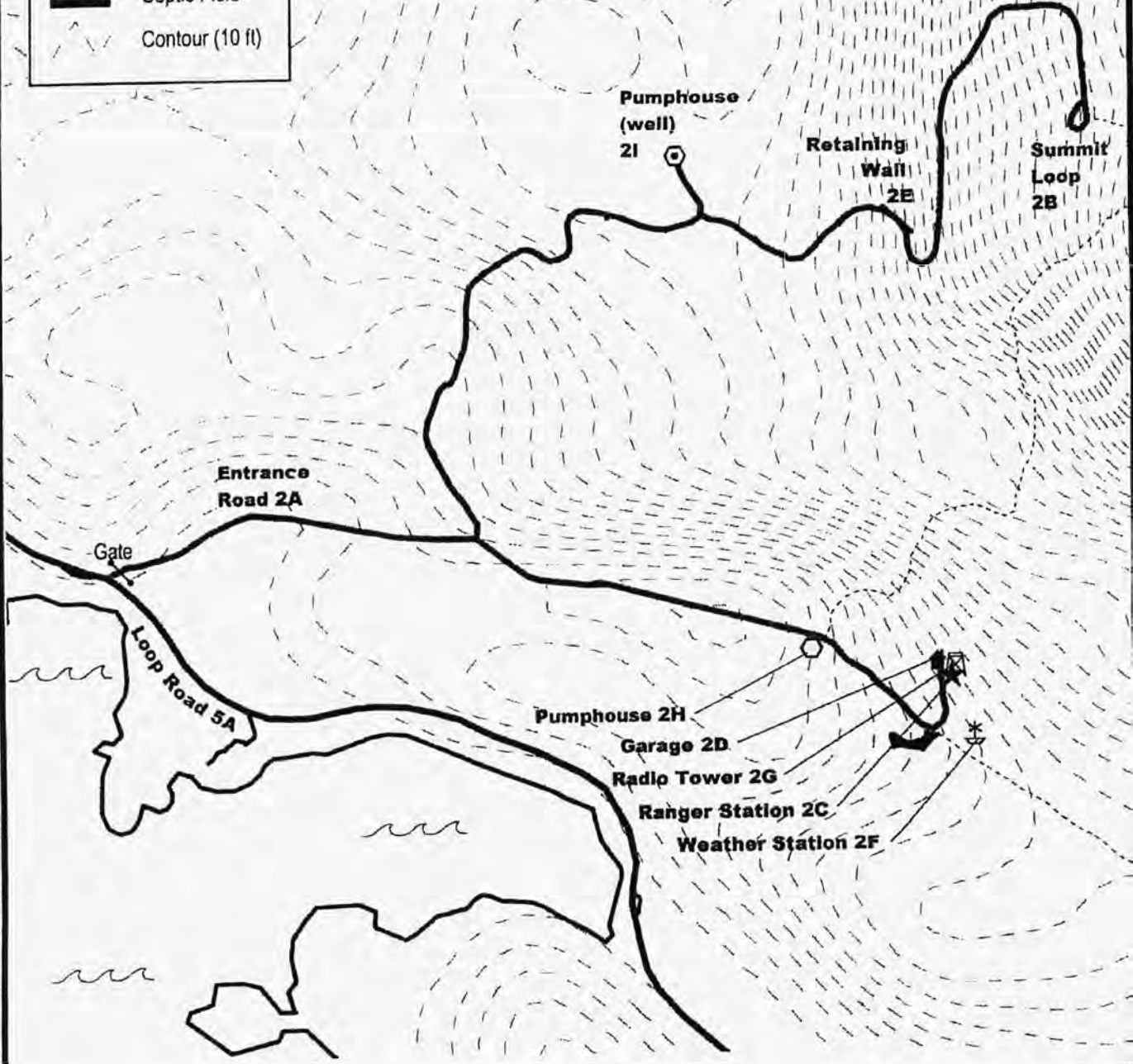
Schoodic Peninsula Historic District  
 Acadia National Park, Maine



Map 2



-  Gravel Road
-  Paved Road
-  Trails
-  Septic Field
-  Contour (10 ft)

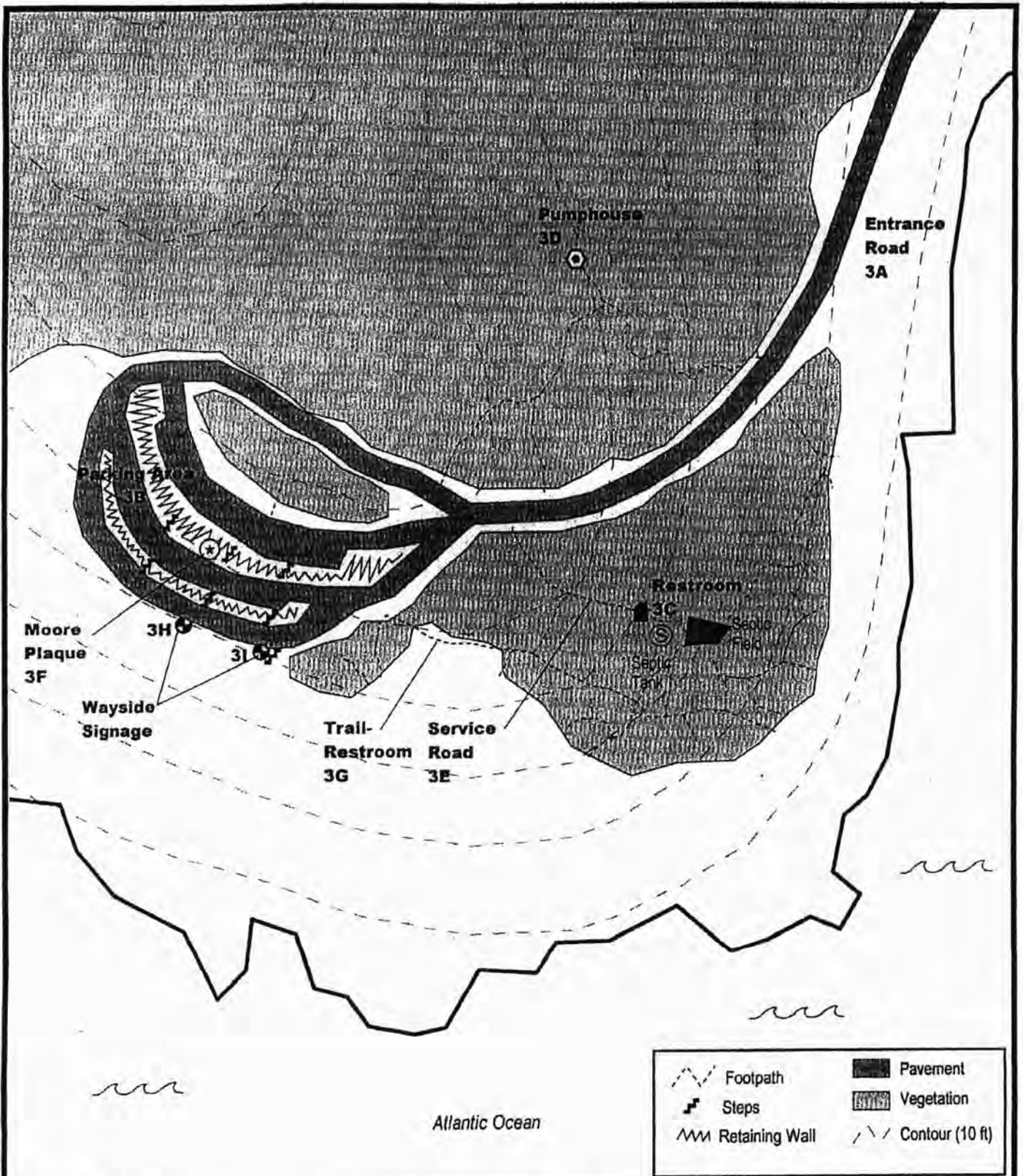


# Schoodic Head (Site 2)

Schoodic Peninsula Historic District  
Acadia National Park, Maine



Map 3

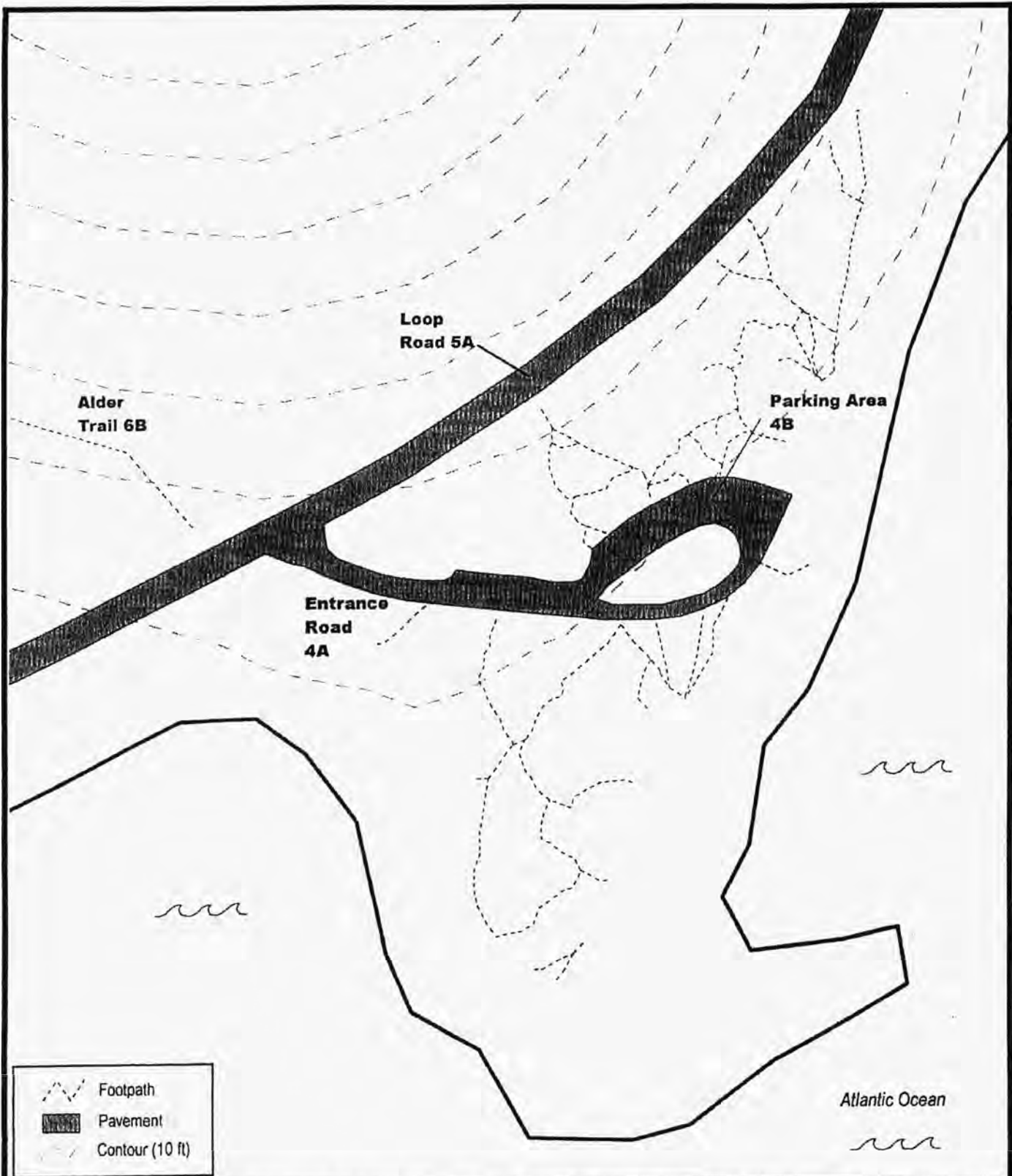


# Schoodic Point (Site 3)

Schoodic Peninsula Historic District  
Acadia National Park, Maine



Map 4



	Footpath
	Pavement
	Contour (10 ft)

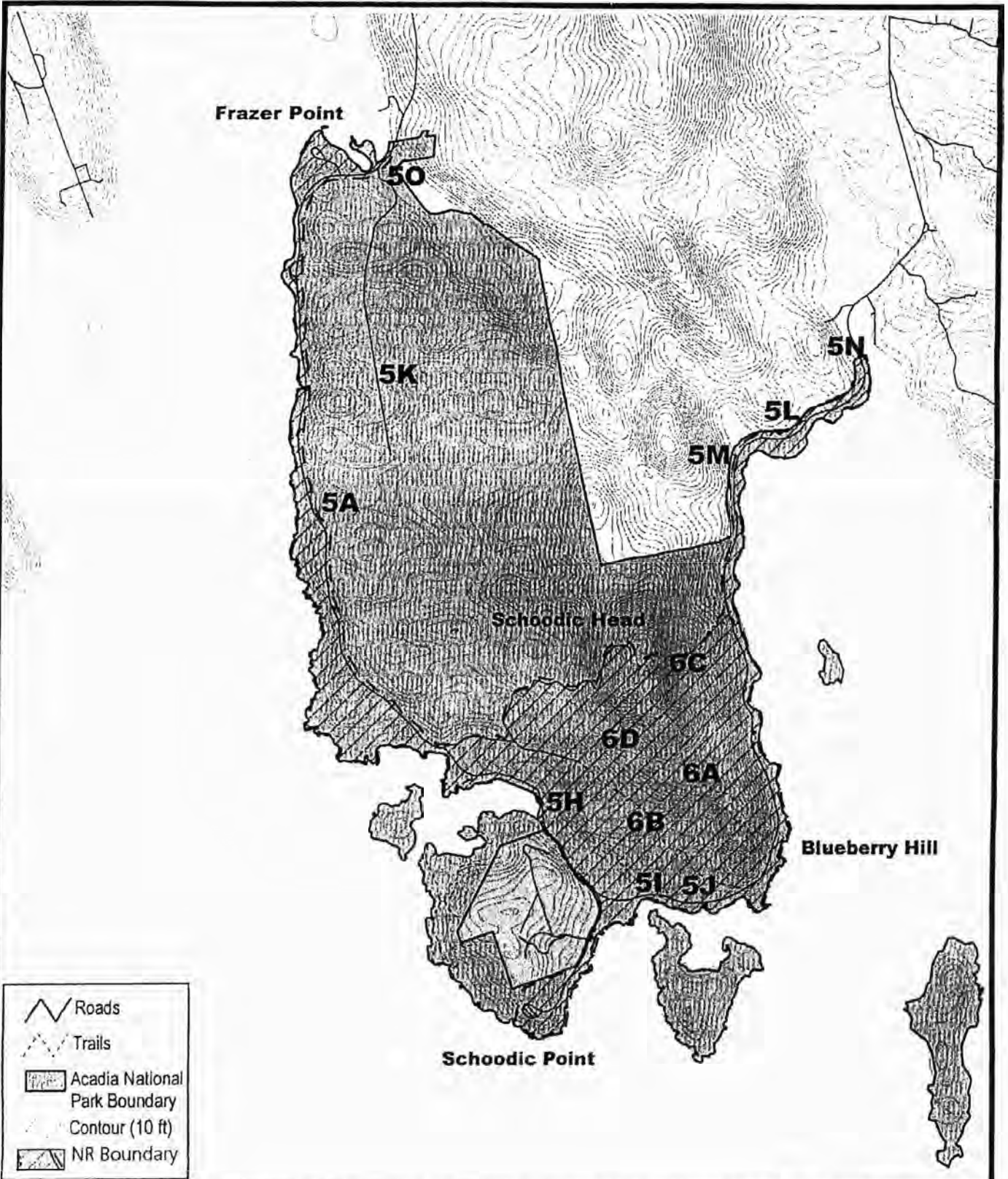
Atlantic Ocean

# Blueberry Hill (Site 4)

Schoodic Peninsula Historic District  
 Acadia National Park, Maine



Map 5



# National Register District

## Roads & Trails

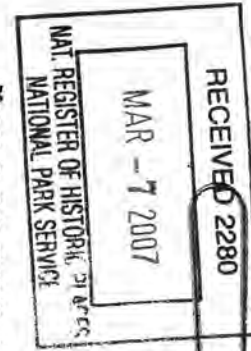
Schoodic Peninsula Historic District  
 Acadia National Park, Maine



Map 6

Schoodic Peninsula Historic District, Acadia National Park  
Hancock County, Maine  
Historic Resources of Acadia Multiple Property Listing  
UTM References - Zone 19

Point	Northing	Easting	Point	Northing	Easting
A	4913928	573575	J	4912374	576343
B	4913958	574091	K	4910444	576135
C	4913803	573941	L	4909860	576149
D	4912007	574184	M	4909239	574780
E	4911056	574783	N	4909398	575015
F	4911480	575313	O	4909865	575209
G	4911854	575919	P	4910324	574906
H	4912816	576523	Q	4910824	573638
I	4912849	576660	R	4913281	573504





FRASER POINT ENTRANCE ROAD

SCHOODIC PENINSULA HIST. DIST.

BM-09/2061101164 0211 N-1

HANCOCK COUNTY, ME

PHOTO #1A





(12)

EM-08/2001(03)614 0211 NH

CRAZER PT. RESTROOM  
SCHOODIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO #10



FRAZER PT. PIER  
ACADIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO #1E

95-09-28011013788 0211 N-1



EIT-69/26611043829 0211 H 2

SCHODDIC HEAD ENTRANCE, ROAD  
SCHODDIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO # 2A



BN 09/20010253797 0211 N H

SCHOODIC HEAD SUMMIT LOOP  
SCHOODIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO #18





SCHOODIC HEAD RANGER STATION

SCHOODIC PENINSULA HIST. DIST.

HANCOCK COUNTY, ME

PHOTO #2C



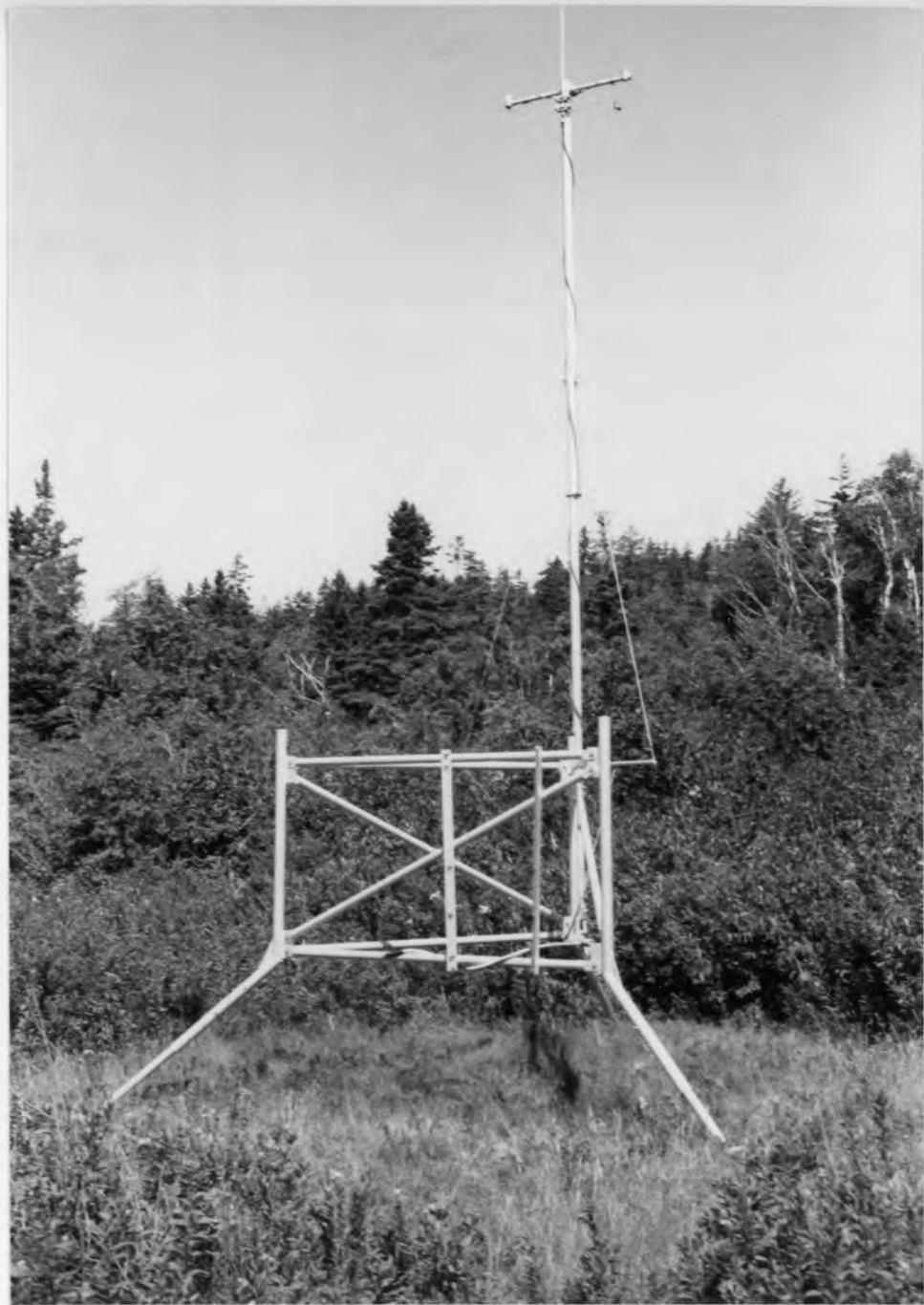
SI-09/2003130829 0211 N1

SCHOODIC HEAD GARAGE  
SCHOODIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO #1D



ETI-09226811023807 0211 N 1

SCHODDIC HEAD RETAINING WALL & GUARD RAIL  
SCHODDIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO # ZE



EP-09/2001093601 02:1 N-2

SCHOODIC HEAD WEATHER STATION  
SCHOODIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO # ZF





SCHOODIC HEAD PUMPHOUSE (REPLICA)

SCHOODIC PENINSULA HIST. DIST.

HANCOCK COUNTY, ME

PHOTO # ZH

BA-69/2861072825 0211 N



BT-89-28611033029 0211 N 1

SCHODDIC HEAD MODERN RUMP HOUSE  
SCHODDIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO # 21



SCHOODIC POINT SHORELINE

SCHOODIC PENINSULA HIST. DIST.

HANCOCK COUNTY, ME

PHOTO #3



44-25-20R11070704 021 P11 E

SCHOODIC POINT ENTRANCE ROAD  
SCHOODIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO #3A





EM-09-28011080808 0211 N-2

SCHOODIC POINT PARKING AREA  
SCHOODIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO #3B (1)



01-09-2001 09:28:00 02:11 N-1

SCHOODIC POINT PARKING AREA STEPS  
& RETAINING WALL

SCHOODIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME

PHOTO # 3B (2)



SCHOOLIE POINT WPA RESTROOM  
SCHOOLIE PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO # 3C

011 0211 26201093768-113



EA-09/20011043797 0211 N-2

SCHODDIC POINT WPA PUMPHOUSE  
SCHODDIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO #30





91-69-20010R0326 25.1 #1

SCHOODIC POINT SERVICE ROAD  
SCHOODIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO # 3E

SCHOODIC PENINSULA - ACADIA NATIONAL PARK

DEDICATED TO THE MEMORY OF  
**JOHN GODFREY MOORE**

1848

1929

A MAINE MAN WHO LOVED HIS NATIVE STATE, WHEREIN HE  
SPENT, WITH HIS FAMILY, SOME OF THE HAPPIEST DAYS OF HIS  
LIFE. HE OWNED SCHOODIC PENINSULA, BUILT THE FIRST  
ROAD UPON IT AND OPENED IT TO THE PUBLIC IN THE YEAR  
1897

SI-89-20610193797 0211 N-1

SCHOODIC POINT MEMORIAL PLAQUE  
TO JOHN MOORE  
SCHOODIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO #3F



SCHOODIC POINT TRAIL TO RESTROOM  
SCHOODIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME

PHOTO # 3G



### Black Dikes



The Black Dikes are a series of earthen mounds built by the Vikings to protect their settlement from the sea. They were built in the 10th century and are one of the best-preserved examples of Viking coastal defenses in the world. The dikes are made of earth and stones, and are up to 10 meters high. They are built in a line along the coast, and are connected by a narrow path. The dikes are built on a rocky shore, and the sea is visible in the background.

011-99/26611100797 0211 N-1

SCHOODIC POINT WAYSIDE SIGNAGE  
SCHOODIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO #3H





BLUEBERRY HILL ENTRANCE, RD.  
SCHOODIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO #4A



EM-89/2601(09)795 0211 N-1

PARK LOOP ROAD AND COPING STONES  
SCHOODIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO # SA (1)



01-09-2001 03:27:98 0211 142

BLUEBERRY HILL PARKING AREA  
SCHOADIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO #4B



PARK LOOP ROAD AND PAVED PULL-OFF  
SCHODDIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO # SA (3)





GRAVEL PULL-OFF (5D)  
SCHODDIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO #5D



5 9'00

00-09-296-1001803-0211-142

WEST POND CAUSEWAY  
SCHOODIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO # 5A (1)



VIEW OF MARSH  
SCHODDIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO # 5H(2)

94-09-2891 (1873)



EAST POND CAUSEWAY CULVERT  
SCHODDIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
# 5T





2009-09-26 09:10:47 790 0211 -1

ICE ROAD  
SCHODDIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO # 5K



SERVICE ROAD  
SCHODDIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO #5L

BM-09-2881060789 0211 H-1



5 9'00

FRAZER CREEK BRIDGE  
SCHOODIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME

PHOTO #50



ANVIL/EAST TRAILS - TYPICAL VISTA  
SCHOODIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO # 6A





ALDER TRAILHEAD  
SCHOODIE PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO # 6B

1-N 1120262011082760-118  
E1-09-2801E037920211 N-1



EAST TRAIL  
SCHOODIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO #6c

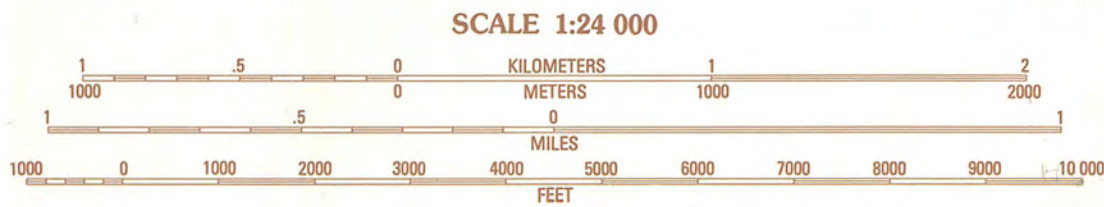


SCHOODIC HEAD TRAILHEAD  
SCHOODIC PENINSULA HIST. DIST.  
HANCOCK COUNTY, ME  
PHOTO #60



PRODUCED BY THE UNITED STATES GEOLOGICAL SURVEY  
CONTROL BY THE UNITED STATES GEOLOGICAL SURVEY  
COMPILED FROM AERIAL PHOTOGRAPHS TAKEN . . . . . 1976  
FIELD CHECKED . . . . . 1978. MAP EDITED . . . . . 1984  
PROJECTION . . . . . TRANSVERSE MERCATOR  
GRID: 1000-METER UNIVERSAL TRANSVERSE MERCATOR . . . . . ZONE 19  
10,000-FOOT STATE GRID TICKS . . . . . MAINE, EAST ZONE  
UTM GRID DECLINATION . . . . . 0°39' EAST  
1984 MAGNETIC NORTH DECLINATION . . . . . 19' WEST  
VERTICAL DATUM . . . . . NATIONAL GEODETIC VERTICAL DATUM OF 1929  
HORIZONTAL DATUM . . . . . 1927 NORTH AMERICAN DATUM  
To place on the predicted North American Datum of 1983, move  
the projection lines as shown by dashed corner ticks (1 meter south  
and 47 meters west).  
There may be private inholdings within the boundaries of any  
National or State reservations shown on this map.

**PROVISIONAL MAP**  
Produced from original  
manuscript drawings. Infor-  
mation shown as of date of  
field check



SCALE 1:24 000  
CONTOUR INTERVAL 10 FEET  
CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 FOOT  
OTHER ELEVATIONS SHOWN TO THE NEAREST FOOT  
To convert meters to feet multiply by 3.2808  
To convert feet to meters multiply by .3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092

QUADRANGLE LOCATION

1	2	3	1 Bar Harbor
2	3	4	2 Winter Harbor
3	4	5	3 Petit Manan Point
4	5	6	4 Seal Harbor
5	6	7	5 Baker Island
6	7	8	6 Schoodic Head
7	8		7 Seal Harbor
8			8 Seal Harbor

ADJOINING 7.5' QUADRANGLE NAMES

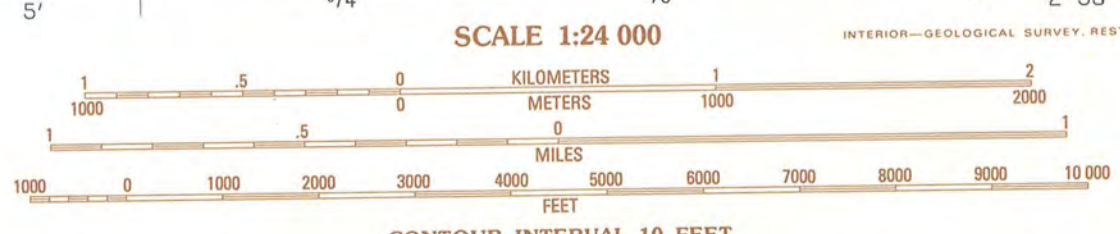
**ROAD LEGEND**  
Improved Road . . . . .  
Unimproved Road . . . . .  
Trail . . . . .  
Interstate Route U.S. Route State Route

**SCHOODIC HEAD, MAINE**  
PROVISIONAL EDITION 1984  
44068-C1-TF-024



PRODUCED BY THE UNITED STATES GEOLOGICAL SURVEY  
CONTROL BY U.S.G.S. AND NOS/NOAA  
COMPILED FROM AERIAL PHOTOGRAPHS TAKEN . . . . . 1976  
FIELD CHECKED . . . . . 1978. MAP EDITED . . . . . 1984  
PROJECTION . . . . . TRANSVERSE MERCATOR  
GRID: 1000-METER UNIVERSAL TRANSVERSE MERCATOR . . . . . ZONE 19  
18000-FOOT STATE GRID TICS . . . . . MAINE, EAST ZONE  
UTM GRID DECLINATION . . . . . 03° EAST  
1984 MAGNETIC NORTH DECLINATION . . . . . 19° WEST  
VERTICAL DATUM . . . . . NATIONAL GEODETIC VERTICAL DATUM OF 1929  
HORIZONTAL DATUM . . . . . 1927 NORTH AMERICAN DATUM  
To place on the predicted North American Datum of 1983, move  
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National or State reservations shown on this map

**PROVISIONAL MAP**  
Produced from original  
manuscript drawings. Infor-  
mation shown as of date of  
field check



CONTOUR INTERVAL 10 FEET  
CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 FOOT  
OTHER ELEVATIONS SHOWN TO THE NEAREST FOOT  
To convert meters to feet multiply by 3.2808  
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THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092

ROAD LEGEND

Improved Road . . . . .  
Unimproved Road . . . . .  
Trail . . . . .

Interstate Route U. S. Route State Route

QUADRANGLE LOCATION

1	2	3	Sullivan
2	3	4	Tunk Lake
3	4	5	Cherryfield
4	5	6	Bar Harbor
5	6	7	Pett Manan Point
6	7	8	Seal Harbor
7	8		Schoodic Head
8			

ADJOINING 7.5' QUADRANGLE NAMES

**WINTER HARBOR, MAINE**  
PROVISIONAL EDITION 1984  
44068-D1-TF-024

# National Register of Historic Places

## Note to the record

Additional Documentation: 2017



United States Department of the Interior  
National Park Service



# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

### 1. Name of Property

Historic name: Schoodic Peninsula Historic District

Other names/site number: N/A

Name of related multiple property listing: Historic Resources of Acadia National Park  
(Enter "N/A" if property is not part of a multiple property listing)

### 2. Location

Street & number: 1.5 miles south of Route 186 (Park Headquarters: Route 233, Eagle Lake Road, Bar Harbor, Maine)

City or town: Winter Harbor

State: Maine County: Hancock

Not For Publication:  N/A

Vicinity:  N/A

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination     request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets     does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

X national     statewide X local

Applicable National Register Criteria:

X A X B X C     D

<u>Surkija A. Rowe, Deputy FPO</u>		<u>5/18/2017</u>
Signature of certifying official/Title:		Date
<u>NPS</u>		
State or Federal agency/bureau or Tribal Government		
In my opinion, the property <u>✓</u> meets <u>   </u> does not meet the National Register criteria.		
<u>Kurt Mohnen</u>		<u>10/12/2016</u>
Signature of commenting official:		Date
<u>SHPO</u>		
Title :	State or Federal agency/bureau or Tribal Government	

Schoodic Peninsula Historic District (Additional Documentation)  
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**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) **Additional Documentation Approved**

*Joe Nelson W. Beall*  
Signature of the Keeper

*7.10.17*  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

**Category of Property**

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>0</u>	<u>2</u>	buildings
<u>0</u>	<u>1</u>	sites
<u>1</u>	<u>8</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>11</u>	Total

Number of contributing resources previously listed in the National Register 10

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

RECREATION AND CULTURE/Outdoor Recreation

LANDSCAPE/Park

LANDSCAPE/Natural Feature

**Current Functions**

(Enter categories from instructions.)

RECREATION AND CULTURE/Outdoor Recreation

LANDSCAPE/Park

LANDSCAPE/Natural Feature

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

OTHER/National Park Service Rustic Design

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: Wood, Concrete, Granite, Asphalt

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

Schoodic Peninsula is a rocky, wooded headland that juts into the Atlantic Ocean at Winter Harbor, Maine. Mount Desert Island and the main part of Acadia National Park lie 5 miles to the west across Frenchman Bay. Local activities to both protect and provide public access to the scenic peninsula led to its addition to Acadia in 1929. Although geographically separate, Schoodic Peninsula shares with the rest of Acadia not only a common history but also the same tradition of design in its constructed features. This linkage is readily apparent on the landscape. Initial development by the National Park Service (NPS) in the 1930s, including the construction of a new park road and a naval facility, were begun largely at the behest of John D. Rockefeller Jr. These and subsequent NPS projects provided public facilities compatible with the natural environment as expressed through a Rustic Design vocabulary. The Schoodic Peninsula Historic District encompasses approximately 1,083 acres. The 11 contributing historic resources include the curvilinear route of the perimeter loop road system; hiking trails; a Civilian Conservation Corps-era truck trail; garage, restroom, and maintenance buildings; and a commemorative plaque.

The Schoodic Peninsula Historic District is associated with the Historic Resources of Acadia National Park Multiple Property Documentation Form (MPDF) and covers resources within park boundaries on Schoodic Peninsula and Big Moose Island. National Register of Historic Places (National Register) documentation for the Schoodic Peninsula Historic District was accepted by the Keeper of the National Register on June 29, 2007, together with the initial version of the associated MPDF.<sup>1</sup> This

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<sup>1</sup> The following contributing resources were listed in the National Register in 2007: Schoodic Head Garage, Schoodic Point Restroom, Schoodic Point Pumphouse, Schoodic Head, Schoodic Point, Blueberry Hill, Schoodic Loop Road System, Schoodic Head Roadway, CCC Truck Trail, John Godfrey Moore Memorial Plaque, and five trails (Schoodic Point Trail, Anvil Trail, Alder Trail, East Trail, and Schoodic Head Trail) that were counted as individual sites but are grouped in this registration form as historic associated features of a single contributing structure called the Schoodic Peninsula Hiking Trails.

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additional documentation clarifies the district boundary, updates the list of contributing and non-contributing resources, and makes the documentation consistent with the MPDF, which was updated in 2016. Three historic contexts identified in the MPDF are relevant to the historic resources included in this district: John D. Rockefeller Jr. and the Development of Acadia National Park, National Park Service Development of Acadia National Park, and Rustic Design. The latter includes a sub-theme Rustic Design in the National Park System, which is applicable to the majority of resources evaluated in this nomination. Resources within the district associated with the NPS Mission 66 program are evaluated with respect to the contexts and registration requirements provided in the National Park Service Mission 66 Era Resources MPDF prepared by the NPS Intermountain Regional Office and The Collaborative Inc. in August 2015.

Schoodic Peninsula also contains numerous archeological resources, clustered primarily in the Frazer Point area. These include prehistoric Native American sites and small homesteads and settlements occupied by later settlers of European or African American descent. Although these resources predate the period of significance and, thus, are not included in this nomination, they may be eligible for listing in the National Register under Criterion D. Such resources should be evaluated within the framework of early settlement historic contexts as they are developed.<sup>2</sup>

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## Narrative Description

### Topography

Schoodic Peninsula is a dramatic product of geological upheavals, glacial scouring, and inundation by the sea. The bedrock of the peninsula and most of the surrounding islands consists of fine-grained pinkish granite, a type also found on Mount Desert Island. This granite was used extensively in various park construction projects, and numerous quarries are scattered around Frenchman Bay, particularly on Mount Desert Island and Schoodic Peninsula. On the peninsula, huge fractures have occurred in the granite along the shoreline, creating gigantic slabs and blocks that are visible mainly at Raven's Nest and Schoodic Point.<sup>3</sup> Within some of these fractures are black basalt dikes, the products of intrusive, solidified magma. These dikes measure up to 25 feet thick and are very prominent at Schoodic Point. Wave action has eroded the softer basalt material in many spots, resulting in deep narrow chasms.<sup>4</sup> In contrast to these large geological formations, numerous cobble beaches fringe the eastern shoreline.

Schoodic Head, at 440 feet above sea level, is the highest point on the peninsula. Another geological promontory known as The Anvil lies to the southeast near Blueberry Hill. Several small creeks flow west from the peninsula's interior to feed the numerous wetlands and ponds. The largest of these is Frazer Creek, which drains to the northwest into Mosquito Harbor at Frazer Point. There are at least two springs on the peninsula, one in the vicinity of Schoodic Head and another on Big Moose Island.

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<sup>2</sup> Historic contexts for Native American and other early settlements at Acadia National Park were among those outlined in Stephen J. Hornsby et al., "Cultural Land Use Survey of Acadia National Park," prepared by the University of Maine, Orono, for Acadia National Park, 1999. These historic contexts and their associated cultural resources should be addressed in subsequent additions to the Historic Resources of Acadia National Park MPDF.

<sup>3</sup> Officially, the name "Schoodic Point" refers to the southern tip of Little Moose Island, located a half mile to the east, and is depicted as such on most maps. However, this name is commonly used by local residents and the NPS to refer to the southernmost tip of Big Moose Island and is used as such in this registration form.

<sup>4</sup> Richard A. Gilman et al., *The Geology of Mount Desert Island* (Augusta: Maine Geological Survey, 1988), 19.

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Big Moose, the largest of the islands surrounding the peninsula, is located on the southern tip, separated from the mainland by a small brackish marsh at West Pond Cove. Among the numerous smaller islands, two of them, Pond and Little Moose, can be reached from the mainland at low tide.

### **Vegetation and Wildlife**

Until recently, the Schoodic Peninsula region remained relatively undeveloped due to a number of factors including isolation, lack of good topsoil, and distance from any navigable river. Although the landscape bears traces of past activities such as logging, farming, lobstering, and shellfish gathering, overall it retains a wild, rugged quality. The peninsula's cool, moist maritime climate mimics conditions of a more northern region and provides an environment suitable for sub-arctic plants.<sup>5</sup> Forest communities include maritime spruce and fir, common along the coast, as well as jack pine woodland and northern white cedar seepage, the latter two being relatively rare in Maine. Mosses, liverwort, and sphagnum are the common ground covers. Numerous species of blueberry and cranberry shrubs, grasses, ferns, and wildflowers are also prevalent.

The forests provide food and protection for many species of wildlife, including moose, bobcat, deer, fox, coyote, fisher, bat, beaver, weasel, vole, shrew, squirrel, and hare. Studies conducted on Schoodic Peninsula between 1995 and 1996 counted ninety-six species of migrating and breeding birds, including cormorant, osprey, eider, heron, gull, and many small woodland birds. Abundant ponds and wetlands provide habitats for amphibians and reptiles such as salamanders, frogs, peepers, and snakes.<sup>6</sup>

### **Spatial Organization**

The Schoodic Peninsula Historic District contains four distinct sites: Frazer Point, Schoodic Head, Schoodic Point, and Blueberry Hill. All are linked by a U-shaped road that hugs the rugged shoreline of the peninsula. Although these areas provide varying types of visitor amenities, they are all situated to take advantage of the dramatic ocean views. These vistas are considered character-defining features of the loop road and the developed areas. Schoodic Head, Schoodic Point, and Blueberry Hill have remained remarkably unchanged since their completion in the 1930s and 1940s. Schoodic Head is located at the heart of the peninsula and comprises a summit loop, trailheads, and ranger station facilities. Schoodic Point, a scenic parking area with restroom facilities at the southern tip of Big Moose Island, provides both dramatic ocean vistas and access to the glacially carved shoreline. Blueberry Hill is a small parking loop situated at the southeastern edge of the peninsula on a small cove. It offers more intimate views of nearby islands. The fourth site, Frazer Point, is a scenic picnic area constructed in the 1960s near the park entrance on the western edge of the peninsula, overlooking Frazer Creek and Lower Harbor. The privately owned Schoodic Woods Campground, constructed between 2013 and 2015 along with 8.5 miles of bike paths and 4 miles of hiking trails, occupies 1400 acres adjacent to the district on the northern part of the peninsula. A conservation easement on the campground property was donated to the NPS in 2015, but the site is outside the Schoodic Peninsula Historic District boundary.

<sup>5</sup> Glen Mittelhauser et al., "Biological Inventory of Acadia National Park and U.S. Navy Lands on the Schoodic Peninsula, Maine" (Acadia National Park, 1995), 8, citing A. F. Hill, "The Vascular Flora of the Eastern Penobscot Bay Region, Maine" (Proceedings of the Portland Society of Natural History, 1919)3:199-304.

<sup>6</sup> See the following for recent biological inventories of Schoodic: Mittelhauser et al., 1995; Hawley and DeHayes, 1993; Glanz and Connery, 1999. For complete descriptions of natural communities, see Maine Natural Heritage Program, 1991.

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## Circulation

Access to park lands on Schoodic Peninsula is limited to a paved road that begins on the north side of Frazer Creek, becomes one way after the Frazer Point Picnic Area, and continues south to Big Moose Island. From the island, it heads north along the eastern shoreline to the town of Gouldsboro at Wonsqueak Harbor. Due to the large amount of undulating terrain and exposed bedrock, the road is cut through granite and basalt outcroppings in some places, while in others it is banked with fill or bridged to accommodate ponds and wetlands.

With the exception of Schoodic Head, all of the developed areas are served by short, paved entrance roads. Schoodic Head is reached by a gravel-topped graded road that extends east off the park loop road into the interior. Two short service roads are located at the northeast edge of the park at Wonsqueak Harbor. A Civilian Conservation Corps (CCC) road partially follows a power line corridor through the interior of the peninsula.

The district has four hiking trails, all with trailheads on Schoodic Head. Three of these trails extend east and down slope, terminating at the park loop road on the eastern side of the peninsula. The fourth connects the scenic overlook at the summit of Schoodic Head with the entrance road to the ranger station complex.

## Resource Descriptions

The Schoodic Peninsula Historic District has remained essentially unchanged since the early 1940s. Contributing resources consist of the Schoodic Loop Road System, Schoodic Head Roadway, CCC Truck Trail, Hiking Trails, three buildings, a commemorative plaque, and sites developed for visitors and park staff. The three contributing developed areas are Schoodic Head, Schoodic Point, and Blueberry Hill. The principal circulation systems, which consist of the roads and hiking trails, have been subject to little or no rerouting or excessive widening. Each contributing resource has retained its historic alignment and relationship to the natural topography.

### Circulation Systems

#### *Roadway Systems and Roads*

The largest historic circulation system is the **Schoodic Loop Road System (contributing structure)**. At its heart is the 5.8 mile **Schoodic Loop Road (LCS No. 750208, historic associated feature)**, built as a collaborative effort by the NPS and the Bureau of Public Roads (BPR).<sup>7</sup> The Loop Road begins at the northwestern boundary of the park at Frazer Creek and ends at Wonsqueak Harbor. The road has changed little since its initial construction between 1933 and 1935. Now a one-way route, it was initially

<sup>7</sup> "Historic associated feature" is a term used to enumerate and describe small-scale component features of a landscape or a system of features that are not individually countable according to National Register guidelines but that collectively constitute a single countable resource. The term was developed to reconcile the requirements of the NPS List of Classified Structures (LCS) and Cultural Landscapes Inventory (CLI) with National Register documentation guidelines. The LCS is an evaluated inventory of all historic and prehistoric buildings, structures, and objects that have historical, architectural, and/or engineering significance. The CLI is an evaluated inventory of all cultural landscapes within the National Park System that have historical significance. All LCS and CLI entries must be included in National Register documentation either as a countable resource (building, district, site, structure, or object) or as a historic associated feature.

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constructed as a two-way road. It was built in two segments along the western and eastern shorelines of the peninsula. These are also known respectively as Moore Road or the Winter Road and Wonsqueak Road or the Summer Road. The alignment from the Frazer Creek Bridge south to Big Moose Island likely follows in part its predecessor, a road built by summer resident John G. Moore in 1897.<sup>8</sup> After crossing Frazer Creek it extends south and crosses a salt marsh to Big Moose Island. At a small triangle intersection, a spur off the park road extends further south where it becomes a two-way road. This spur serves as the access road to both the Naval Security Group Activity (NSGA) Winter Harbor facility and the Schoodic Point Parking Area. The one-way Loop Road continues from the intersection north across a small cove along the eastern shoreline of the peninsula. Based on historic maps, it is possible that the Wonsqueak Road segment also incorporated parts of an earlier roadbed, although to what extent it is not currently known.

A harmonious mix of local materials, engineering, and subtlety, the road was designed primarily to take advantage of the dramatic ocean views. Vista clearing was an important element in the construction process. The design specifications included the use of spiral transition curves, a consistent maximum 7 percent grade, and a narrow 18 or 20 foot roadway with a bituminous asphalt surface.<sup>9</sup> The roadbed has had few subsequent alterations and resurfacing episodes, perhaps due to a relatively low volume of visitors. There are regulatory (traffic) and NPS signs, although the age of the NPS signage is unknown. Some resurfacing episodes have occurred on the Schoodic Loop Road, but these have not compromised its rustic feeling. With the exception of the Frazer Creek Bridge (discussed below), associated structures and objects have not been altered.

Taken in its entirety, the road is a series of gentle, curvilinear segments that follow the natural contours of the land. Curbing is virtually absent. The subtlety of the design is exceptionally well executed in areas where the road passes through bedrock or at the edge of a cobble beach or granite shoreline. In some instances, particularly on the Wonsqueak Road side, the route passes between rocky ledge and shoreline, separated from these features only by a small shoulder or swale. Road shoulders and ditches are typically left in their natural, vegetated state. Historically, the bituminous road surface was uniformly pink, the color of the locally quarried granite used in the aggregate (gravel) mix. The road surface was treated more recently with a similar process but using a modern, fine-grained "hot-mix" of aggregate. The resulting smoother surface has a less rustic appearance and bears no evidence of the pink granite.

Some smaller elements, taken together, are important character-defining features of the Schoodic Loop Road System. Among these are the boulder guardrails locally known as "Rockefeller's teeth." These are patterned after John D. Rockefeller Jr.'s use of coping stones in the design and construction of Mount Desert Island's carriage roads.<sup>10</sup> However, on the peninsula, angular stones appear more frequently, as opposed to the rectilinear stones prevalent on Mount Desert Island. Ranging in size from 1 to 4 feet in diameter, these roughly cut stones are strategically placed to frame the ocean vistas, in addition to serving as guardrails. Another character-defining roadside element is the stone armor on the embankments. In

<sup>8</sup> The precise alignment of the original Moore road is still unknown, although most maps place it along the coastline in close proximity to the alignment of the current park road.

<sup>9</sup> See H. Eliot Foulds, *Historic Motor Road System, Acadia National Park*, Compliance Documentation and Rehabilitation Guidelines for FHWA Project #PRA-ACAD-4A10, ed. Lauren G. Meier, Cultural Landscape Publication No. 9 (Boston, MA: National Park Service, Olmsted Center for Landscape Preservation, 1993, reprinted in 1996 with epilogue) for a description of the engineering specifications of Acadia's park roads.

<sup>10</sup> See William D. Rieley and Roxanne S. Brouse, "Historic Resource Study for the Carriage Road System Acadia National Park Mount Desert Island, Maine" (Charlottesville, VA: Prepared by Rieley and Associates for National Park Service, North Atlantic Regional Office, Boston, MA, May 1989).



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some places along the Loop Road these road bank revetments flank a sequence of angular roadside coping stones. Typically, these embankments are composed of a high-quality material such as granite, and the stones are arranged with care. The result is a seamless blend of the road's constructed features with the giant slabs and cobble beaches that are characteristic of the shoreline. The drainage elements on the Loop Road are typically culverts made of concrete or metal pipe, or in some cases, of stone. Some of the inlets and outlets have stone headwalls, generally constructed of granite or other locally available stone. Although mortar is used in some instances, the majority of the walls are dry-laid. Rustic stone slab steps are also used effectively as a subtle transition from the pavement to the natural attractions near the Loop Road, such as the cobble beaches.

Other character-defining features of the Schoodic Loop Road System include small paved and gravel **Pullouts (historic associated feature)**, retaining walls, and drainage elements.<sup>11</sup> These features are relatively subtle and unobtrusive, thus adding to the rustic character of the system. The Pullouts are situated to provide a vantage point for scenic views or vistas along the shoreline or wooded areas and as such serve as small scenic overlooks. These features are not highly contrived but instead are subtly executed so as not to detract from either the viewshed or the rustic feeling of the road. A typical Pullout overlook consists of a semicircular paved or gravel area, sometimes separated from the roadbed by a grassy median, with coping stones of varying size placed around the perimeter.

Visitors who travel to Schoodic Peninsula are treated to many classic Maine coast vistas, which are considered character-defining features of the Schoodic Loop Road and its associated Pullouts. These vistas are to the south and west along Moore Road and east and north along the Wonsqueak Road segment. Looking west from Moore Road, the visitor sees several islands (Norris, Ned, and Turtle) and the Mark Island lighthouse. Mount Desert Island is visible in the distance across Frenchman Bay. The approach to Big Moose Island provides views of the island, a salt marsh, and a tidal estuary. On the Wonsqueak Road section, visitors view nearby islands (Schoodic, Little Moose, and Rolling) to the east and north and numerous cobble beaches on the shoreline.

The three largest Pullouts are actually small road segments along the western section of the Loop Road. They typically extend from the road to the edge of the shoreline and back, although some are lengthy and meander through wooded areas. Most of these are probably vestiges of the old Moore road, but they now function as informal scenic overlooks or picnic spots.

The Schoodic Loop Road System also includes associated contributing features that are part of the developed areas. The **Schoodic Point Road (LCS No. 750626, historic associated feature)** is a two-way road but otherwise consistent in design with the Loop Road. It contains many of the same rustic elements such as coping stones and culverts. The road skirts the eastern edge of the former naval installation, hugging the shoreline of Big Moose Island and passing by large basalt and granite outcroppings. The **Schoodic Point Parking Area (historic associated feature)** is situated on a slight downslope from north to south. Constructed c. 1934, it was executed to take advantage of the dramatic vistas and at the same time remain relatively unobtrusive when viewed from the shoreline. This feature consists of two parking tiers contained within a loop. A grade change reinforced by retaining walls separates the tiers from each other. These walls consist of groupings of large, angular granite boulders placed informally together. The retaining walls are character-defining features of the parking area and serve as a prelude to the granite shoreline for approaching pedestrians. The grade separation and boulders also help to camouflage the Parking Area when viewed from the shoreline. Two sets of rustic granite steps among the boulders allow

<sup>11</sup> Foulds, *Historic Motor Road System*, 74–86.

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pedestrian access to and from each parking tier. Two smaller sets of steps lead visitors from the edge of the parking loop to the granite shoreline. The two parking tiers are contained by curbing, and coping stones are placed at the edge of the pavement. The overall effect is both elegant and subtle. However, in some places, subsequent resurfacing episodes have somewhat altered the original relationship between the pavement and curbing by diminishing the curb reveal. Drainage elements in the Parking Area consist primarily of pre-cast concrete drop inlets with iron grates.

At Blueberry Hill associated features consist of the paved **Blueberry Hill Entrance Road (LCS No. 753609, historic associated feature)**, which includes a small parking area. The parking area is a simple paved loop around a grassy area, bordered by coping stones on the east side. Rock outcroppings and low-growing shrubs border the western edge of the parking area. The informal footpaths created by visitors that radiate from the parking area are non-contributing resources.

Three **Service Roads (LCS No. 753672, historic associated features)** were constructed in the 1930s as part of the Loop Road System under various work relief programs of the New Deal, including the Civil Works Administration (CWA) and the CCC. Two are located off the Schoodic Loop Road at the northeastern boundary of the park, south of Wonsqueak. The first road extends due west from the Schoodic Loop Road and then runs south parallel to the Loop Road along the park's boundary line. Begun in 1934, this road was apparently finished in 1937.<sup>12</sup> A short asphalt spur road constructed in 2013–2015 crosses the historic service road to access a parking area at the head of a Schoodic Woods bike trail. The bike trail incorporates the old road bed along the park boundary for a short distance south from the parking area. The second service road, also known as "Panty Lane," forms an inland loop just north of Buck Cove that connects to one of the recently built Schoodic Woods bike trails. Although the roads show evidence of erosion in some places, the original 1930s pink granite surface, a defining characteristic of Acadia's roads, is still visible on both. There is also an old stone wall of uncertain age in the immediate vicinity of the second road. The third service road is located at Schoodic Point and leads from the parking area to the restroom. It is a graded gravel-topped road typical of roads constructed in the CCC era.

The only non-contributing structure associated with the Schoodic Loop Road System is the **Frazer Creek Bridge (non-contributing structure)**, a steel-reinforced concrete single-span structure with stone guardwalls. Constructed in 1957 by the NPS and BPR as a steel structure faced with stone, the bridge was repaired and extensively altered in the 1970s and again in the 1990s, when the steel span was replaced with reinforced concrete. In 2015, the NPS built a multi-use path and underground utilities adjacent to the bridge. Although the bridge generally follows the 1957 alignment and was designed to be compatible with the park landscape, it lacks integrity of materials, design, or workmanship and consequently does not contribute to the rustic character of the motor road system on the peninsula.

The **Schoodic Head Roadway (LCS No. 750015, contributing structure)** is the second circulation system that is a contributing resource. The **Entrance Road (historic associated feature)** extends east from the Schoodic Loop Road on the western shore of the peninsula. The entrance is generally closed to off-season visitors using a modern brown-painted steel pipe gate, typical of those used elsewhere in the park. The road splits at a Y intersection, one spur extending north to the summit and the remaining spur continuing east to the Schoodic Head ranger station complex. The spur leading to the summit contains steep pitches and sharp curves to accommodate the undulating terrain. Exposed lichen-covered

<sup>12</sup> CCC records for Schoodic indicate that in 1934 CWA crews began construction of at least one road along the northern park boundary that was completed in 1937 by the CCC. National Archives and Records Administration, Waltham, MA, Record Group 79, Box 16, Plans and Designs.

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outcroppings surrounded by dense thickets of spruce and fir dominate the landscape. The park summit road appears to follow the same alignment as an earlier road, probably the one constructed by Moore in the late 1890s. An extension of this roadbed continues east to the Schoodic Loop Road and is now marked and maintained by the NPS as the Alder Trail.

Although the Schoodic Head Roadway is not as highly crafted as the Schoodic Loop Road, it does share a number of the same character-defining features. These include rustic drainage elements, headwalls, and coping stones. The drainage features are also similar to those used on the Loop Road and typically consist of metal pipe culverts, some with headwalls at inlets or outlets. These headwalls are of two types, one slightly more formal in design. This version consists of mortared or dry-laid cut granite blocks set closely together in a regular pattern. The more rustic type of headwall is simply a stack of cobbles or boulders placed over the pipe at the inlet or outlet. Coping stones at Schoodic Head, as elsewhere, are generally small irregular boulders rather than formal cut stone. Rustic timber guardrails, another character-defining feature of the road, are placed where the shoulder of the road drops off steeply into a culvert or ditch. Typically, these wooden rails are approximately 3.5 feet in height and consist of two horizontal cedar timbers supported by cedar uprights. The timber used to construct these rustic guardrails consists of weathered, peeled logs approximately 3 to 6 inches in diameter. The overall effect is subtle and graceful. The largest of these guardrails extends the entire length of the retaining wall near the summit and measures approximately 65 feet long. Iron loops anchored to granite blocks support the rail segments at each end. The longer guardrails create a bridge-like effect, particularly when flanked by steep roadside ditches or culverts.

The Schoodic Head **Retaining Wall (historic associated feature)** is located on the Entrance Road near the summit. The wall lines the downslope side of a steep switchback on the road. It is approximately 60 feet long and 10 feet high and consists of dry-laid granite blocks. Although deteriorated in places, the wall is well constructed and essentially intact. It was probably completed in the early to mid-1930s in conjunction with CCC and CWA projects at Schoodic Head, although a precise date is currently unknown. However, the quality and manner of construction are indicative of CCC-era work.

The Schoodic Head **Summit Loop (historic associated feature)** consists of a simple gravel loop measuring approximately 60 feet in diameter surrounded by spruce and pine. Visitors wishing to stop may pull their vehicles off slightly on the edge of the gravel, as there is no formal parking area. From a large granite ledge on the north side, there are westerly views of Cadillac Mountain, the tallest peak on Mount Desert Island, and other smaller islands on Frenchman Bay. These vistas are character-defining features of the Summit Loop. Gnarled conifers inhabit the ledge, adding to the feeling of windswept isolation. On the north side of the loop is a rustic cedar sign pointing to the trails. This short connector trail ascends an exposed ledge to trailheads for the Schoodic Head, Anvil, and East trails.

The third contributing circulation structure is the **CCC Truck Trail (LCS No. 753654, contributing structure)**. It is one of the roads constructed under work relief programs of the New Deal, including the CWA and the CCC. The CCC Truck Trail was built c. 1937 as a fire trail to provide access to the interior of the peninsula. The graded roadbed is approximately 15 feet wide and extends east from the Schoodic Loop Road along the bank of Frazer Creek. Another short segment continues further east along the southern bank of Frazer Creek, but this road may pre-date the park. The CCC Truck Trail veers south and follows the same alignment as a power line, extending approximately 1.8 miles. Unlike the power line corridor, it terminates before reaching the Entrance Road to Schoodic Head.

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### *Hiking Trails*

The **Schoodic Peninsula Hiking Trails (LCS No. 750145, contributing structure)** form another important circulation system within the district. The trails include the **Anvil Trail (historic associated feature)**, **Alder Trail (historic associated feature)**, **East Trail (historic associated feature)**, **Schoodic Head Trail (historic associated feature)**, and **Schoodic Point Trail (historic associated feature)**. All of these trails illustrate their historic objective: to provide access to scenic vistas on the island. Each has maintained its historic alignment, including the trailhead location and destination. The Alder Trail is an old roadbed that predates the park. The three CCC trails—Anvil, East, and Schoodic Head—were built in the 1930s to NPS specifications and exhibit a high quality of workmanship, particularly in the stone work. Drainage and erosion control were accomplished using features such as switchbacks and rock drains. Scenic vistas and associated natural features are all principally intact. Despite some erosion, manifested primarily as exposed tree roots on steep slopes, many of the engineering features are still visible. Some of the small drainage features on the Hiking Trails show minor degradation. However, most of these features are intact, and the basic rustic character of the trails has not been compromised. Minor changes were made by the NPS in a few places; for example, the addition of “bogwalks” or walkways to traverse wet areas.<sup>13</sup> Character-defining features of the system include the spectacular scenic ocean vistas mainly to the east (with the exception of the Schoodic Head Trail, which has views to the west), often glimpsed through a spruce fir canopy. Intrusive visual elements such as roads and buildings are virtually absent. Small-scale engineering elements are also character-defining features and include drainage features, stone steps, riprap, and retaining walls.

The Alder Trail is the only route that clearly pre-dates the CCC era; it is an old roadbed now maintained by the NPS that extends east from the Entrance Road at Schoodic Head. From the trailhead the route goes into a gradual descent for slightly more than 0.5 mile and terminates at the Schoodic Loop Road across from the Blueberry Hill parking area. The trail tread now consists primarily of mowed grass. It offers ocean and island views to the east and south.

Of the three CCC-era trails on the peninsula, the 0.5 mile Schoodic Head Trail has the fewest constructed features. Built in approximately 1937, it is initially a ledge hike offering panoramic views of Frenchman Bay and Mount Desert Island to the west. As the trail descends, it becomes a woodland hike on pine tread through a glacially carved ravine of spruce and fir, passing by moss-covered granite and thick stands of fern. It terminates at the Entrance Road to the Schoodic Head Ranger Station.

The Anvil Trail was built by CCC crews c. 1937 and exhibits a high quality of workmanship. It is 1 mile in length and begins as a ledge hike at the summit but descends quickly, offering spectacular views east and south to nearby islands. The steep descent required the use of switchbacks along the route, some of which contain slab steps and retaining walls. In some places, steps were cut through the bedrock. This trail also has numerous drainage features such as log water bars and stone culverts, although the water bars appear to be modern. It skirts along the southern edge of the small rocky hill known as the Anvil before terminating at the Schoodic Loop Road north of the Blueberry Hill parking area.

The East Trail extends northeast from Schoodic Head, descending steeply for approximately 0.5 mile before terminating at the Schoodic Loop Road west of Rolling Island. This trail, although probably built

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<sup>13</sup> For a glossary of trail terminology, see Margie Coffin Brown, *Pathmakers: Cultural Landscape Report for the Historic Hiking Trail System of Mount Desert Island*, Appendix B, US Department of the Interior, National Park Service, Olmsted Center for Landscape Preservation, Boston, MA, 2006.

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before 1941 under one of the New Deal programs, was completed sometime later than the others.<sup>14</sup> It contains numerous switchbacks with steps and offers panoramic ocean views east to Rolling Island and north to Wonsqueak Harbor.

The c. 1940 Schoodic Point Trail provides access to the restroom. It has a gravel tread edged with coping stones and offers views of the ocean and rocky shoreline.

### Developed Areas (including Buildings)

The NPS designed and developed four sites for use by visitors and park staff. Three of these sites—Schoodic Head, Schoodic Point, and Blueberry Hill—are contributing resources. They were constructed with labor or funding from the New Deal programs and have remained remarkably unchanged since their completion in the 1930s and 1940s. Each retains sufficient integrity of location, setting, and design to convey its historic use, including the principal circulation system and site organization. Most of the historic buildings are in their original locations and maintain their historic relationships with associated structures and objects. Generally speaking, buildings and structures exhibit integrity of materials and workmanship. Associated landscape features and principal vistas are also intact. Character-defining features include the scenic views of Schoodic Peninsula, out to the water, and to nearby islands; boulder outcroppings; forest cover; and other natural features in proximity to these sites. The fourth site, Frazer Point Picnic Area, was constructed by the NPS in the mid-1960s using funding from the Mission 66 program and is a non-contributing resource.

### *Schoodic Head*

**Schoodic Head (contributing site)** has two clusters of constructed resources consisting of a ranger station complex and a summit loop/overlook with trailheads. The summit area retains a wild, remote quality due to the small number of visitors and relatively few constructed features. The ranger station complex, located to the southeast, has a more utilitarian feel and consists of a small cluster of buildings and structures situated at the edge of a cleared level area.<sup>15</sup> At the Schoodic Head site, the **Schoodic Head Garage (LCS No. 748367, contributing building)** was constructed in 1934 in the NPS Rustic Design style. It is a rectangular wood-framed building on a granite foundation. It is largely intact and retains its original board and batten exterior.

Non-contributing resources consist of the **Schoodic Head Ranger Station (non-contributing building)**, **Weather Station (non-contributing structure)**, **Radio Tower (non-contributing structure)**, and two **Pumphouses (non-contributing structures)**. The Schoodic Head Ranger Station was constructed in 1931, also in the NPS Rustic Design style. However, the building was altered sometime after 1984, when the original board and batten siding was removed and replaced with gray-stained plywood. The Ranger Station is a non-contributing resource because it has lost integrity of design, feeling, and workmanship,

<sup>14</sup> Benjamin Breeze's 1941 master plan for Schoodic Peninsula, which was actually drafted sometime in the mid-1930s, depicts all trails except the East Trail.

<sup>15</sup> Surrounding these NPS buildings and structures are scattered remnants of fields and foundations associated with at least one historic farm site. Local histories and nineteenth-century maps indicate the Arey and Pendleton families resided at Schoodic Head. For a good summary of historic maps for Acadia, see Nancy A. Kandoian, "'Supreme and Distinctive' on the East Coast: The Mapping of Acadia National Park" in *Exploration and Mapping of the National Parks*, J. M. Johnson, ed. Occasional Paper no. 4, Map and Geography Round Table of the American Library Association (Winnetka, IL: Speculum Orbis Press, 1994). Also see Nathalie White Hahn, *A History of Winter Harbor, Maine* (Winter Harbor: privately printed, 1974, reprint, Winter Harbor Historical Society, 1995), 22–24.

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evident in the historic exterior material. The Weather Station, Radio Tower, and Pumphouses were all constructed in the late twentieth century.

### *Schoodic Point*

**Schoodic Point (contributing site)**, a parking area and scenic overlook, is the main destination for most park visitors traveling to the peninsula. Contributing buildings associated with the site consist of the **Schoodic Point Restroom (LCS No. 041088, contributing building)** and **Schoodic Point Pumphouse (LCS No. 041087, contributing building)**. The NPS completed the entrance road and parking area (previously noted as historic associated features of the Schoodic Loop Road System) in 1935, in concert with the nearby naval installation. The Restroom and Pumphouse, constructed five years later, are unobtrusively nestled in woodland settings north and east of the parking loop. The vistas considered character-defining are those to the west to Mount Desert Island and south to the granite shoreline and open sea. The placement of the parking area allows visitors unobstructed views of the pounding surf without visual distraction. Lacking the protection of barrier islands, the exposed headland receives the full force of wave action on its shore, a vista that is particularly dramatic in the aftermath of a storm. At the shoreline, giant granite slabs with black basalt dikes are accessible to pedestrians, but a walk out on the rocks can be treacherous. Non-contributing landscape features include wayside signage, remnants of an old chain link boundary fence erected by the Navy, and a number of informal footpaths worn by curious visitors east and north of the parking area.

The Schoodic Point Restroom was constructed c. 1940 and is one of the few surviving WPA buildings at the park. The building lies east of the parking loop in a small clearing surrounded by evergreens. It has rustic board and batten siding and a granite ashlar foundation. An asphalt bell-cast hip roof with louvered shed dormers tops the building. This type of hip roof is a signature feature of the NPS Rustic style at Acadia.<sup>16</sup>

The Schoodic Point Pumphouse, a WPA building constructed in 1940 along with the Restroom, is also a rustic board and batten building with an asphalt bell-cast hip roof. Unlike the Restroom, it has a concrete foundation. The Pumphouse is situated on a rocky ledge north of the parking loop.

There is one contributing object located at Schoodic Point. The **John Godfrey Moore Memorial Plaque (LCS No. 041362, contributing object)**, although probably cast earlier, was erected in late 1936 or early 1937. Paid for by the HCTPR, the bronze marker embedded in a granite boulder is dedicated to John Godfrey Moore, who purchased much of the peninsula and built a road in 1897.

### *Blueberry Hill*

**Blueberry Hill (contributing site)** is situated at the northern edge of East Pond Cove. There are no contributing buildings at this site: contributing resources consist of the paved entrance road and small parking area previously noted as historic associated features of the Schoodic Loop Road System. This developed area was constructed sometime between 1935 and 1940, although the precise date is unknown. The site was a destination for picnicking and berry picking for years prior to its current function, although

<sup>16</sup> Refer to the Historic Resources of Acadia National Park MPDF for a discussion of the evolution of the Rustic Design style at Acadia.

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Blueberry Hill as a place name does not appear to pre-date the park.<sup>17</sup> However, a 1930 road plan shows an existing road (now the Alder Trail) descending from Schoodic Head east to the Blueberry Hill area. Character-defining features include close-up views of Schoodic and Little Moose islands to the south and east and a glimpse through an evergreen canopy to the west of the former naval installation with its distinctive French Norman Revival building.

### *Frazer Point*

The **Frazer Point Picnic Area (non-contributing site)** was constructed in 1963–1964. This developed area was completed under the Mission 66 program, a plan initiated by the NPS in the 1950s to upgrade park facilities throughout the National Park System. The Picnic Area is situated on an open, grassy point of land on the western shore of the peninsula. Frazer Creek borders it to the north, and an inlet from Mosquito Harbor lies to the south and west. There are views across Mosquito Harbor (also known as Lower Harbor) to the village of Winter Harbor and west across the bay to Grindstone Neck and Mount Desert Island. A thicket of trees flanks a marshy area along the southern banks of Frazer Creek at the edge of the site. Looking northeastward, a small spit of land extending from the Schoodic Loop Road into the creek is visible, as is nearby Norris Island. In addition to archeological remains, remnant historic landscape features in the Picnic Area pre-dating the period of significance, which begins in 1929, include an old roadbed, apple trees, and lilac bushes.<sup>18</sup>

The paved entrance road provides access to a small cluster of visitor facilities that surround a parking loop. Visitor amenities at Frazer Point also include numerous fire pits and picnic tables scattered along the shoreline and around the perimeter of the grassy area, many connected by informal footpaths with a tread of mowed grass. All of the resources at the site are non-contributing, including the **Frazer Point Entrance Road and Parking Area (non-contributing structure)**, **Frazer Point Restroom (non-contributing building)**, **Frazer Point Pumphouse (non-contributing structure)**, and **Frazer Point Pier (non-contributing structure)**. The Entrance Road and Parking Area was constructed between 1963 and 1964. The Pumphouse was built sometime after 1984, and the Restroom in 2001 to replace a Mission 66-era building. The date of construction of the Pier is unknown, although the stone footings probably date to the 1930s. However, due to its exposed location, the wooden structure is subject to storm damage and has undergone at least one episode of extensive repair or alteration in the last decades of the twentieth century.

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<sup>17</sup> A photograph taken in 1916 shows local residents gathered in the vicinity to pick cranberries or “bog berries,” as noted in the caption. See Connee Jellison, *Hancock County, A Rock-bound Paradise* (Norfolk, VA: The Donning Co., 1990), 207.

<sup>18</sup> Approximately fifty people settled in the vicinity of Frazer Point beginning about 1790. The site also contains remnants of earlier Native American occupation. On Frazer Creek, a lobster pound operated during the 1930s and 1940s. The concession was originally operated by W. Sargent, followed by J. Harmon in 1938. The facilities were managed by George Delaney and his family until the mid-1940s (Harland Delaney, personal communication, May 2000). In 1947, the pound was leased to the State of Maine’s Department of Sea and Shore Fisheries for lobster-planting experiments. The pound facilities were demolished sometime in the 1950s.

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**DISTRICT DATA SHEET**

**CONTRIBUTING RESOURCES**

**NOTE:** \* This resource was previously listed in the National Register and documented as a contributing resource in a registration form accepted by the Keeper of the National Register.

RESOURCE NAME	DATE(S)	LCS No.	
<b>BUILDINGS = 3</b>			
Schoodic Head Garage*	1934	748367	
Schoodic Point Restroom*	c. 1940	041088	
Schoodic Point Pumphouse*	c. 1940	041087	
<b>SITES = 3</b>			
Schoodic Head*	c. 1930	None	
Schoodic Point*	c. 1930	None	
Blueberry Hill*	c. 1935	None	
<b>STRUCTURES = 4</b>			
Schoodic Loop Road System*	1932–1937	None	
<i>Historic Associated Features</i>			
Schoodic Loop Road	Pullouts	1935	None
	Schoodic Point Road	1934–1935	750626
	Schoodic Point Parking Area (including steps and retaining walls)	1934–1935	None
	Blueberry Hill Entrance Road	c. 1935	753609
	Service Roads (3)	1934–1937	753672
	Schoodic Head Roadway*	1931–1936	750015
<i>Historic Associated Features</i>			
Schoodic Head Roadway*	Entrance Road	1931–1936	None
	Summit Loop	1931–1936	None
	Retaining Wall	1931–1936	None



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<b>RESOURCE NAME</b>	<b>DATE(S)</b>	<b>LCS No.</b>
CCC Truck Trail*	c. 1937	753654
Schoodic Peninsula Hiking Trails	1920–1940	750145
<i>Historic Associated Features</i>		
Schoodic Point Trail (to restroom)*	c. 1940	None
Anvil Trail*	c. 1937	None
Alder Trail*	pre-1930	None
East Trail*	c. 1940	None
Schoodic Head Trail*	c. 1937	None
<b>OBJECTS = 1</b>		
John Godfrey Moore Memorial Plaque*	c. 1937	None
<b>TOTAL CONTRIBUTING RESOURCES = 11</b>		

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**NON-CONTRIBUTING RESOURCES**

RESOURCE NAME	DATE(S)	LCS No.
<b>BUILDINGS = 2</b>		
Schoodic Head Ranger Station	1931; altered post-1984	None
Frazer Point Restroom	2001	None
<b>SITES = 1</b>		
Frazer Point Picnic Area	1963–1964	None
<b>STRUCTURES = 8</b>		
Frazer Creek Bridge	1950s; altered 1990	None
Schoodic Head Weather Station	post-1958	None
Schoodic Head Radio Tower	post-1958	None
Schoodic Head Pumphouses (2)	1970s–1990s	None
Frazer Point Entrance Road and Parking Area	1963–1964	None
Frazer Point Pumphouse	post-1984	None
Frazer Point Pier	footings 1930s; repairs 1981	None
<b>TOTAL NON-CONTRIBUTING RESOURCES = 11</b>		

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

ARCHITECTURE

COMMUNITY PLANNING AND DEVELOPMENT

CONSERVATION

ENGINEERING

ENTERTAINMENT/RECREATION

LANDSCAPE ARCHITECTURE

TRANSPORTATION

OTHER: PHILANTHROPY

**Period of Significance**

1929-1941

**Significant Dates**

1929, 1931-1941

**Significant Person**

(Complete only if Criterion B is marked above.)

Rockefeller, John D. Jr.

**Cultural Affiliation**

N/A

\_\_\_\_\_

\_\_\_\_\_

**Architect/Builder**

National Park Service

\_\_\_\_\_

\_\_\_\_\_

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Schoodic Peninsula Historic District was conceived and designed as a park and recreation area beginning in the late nineteenth century. John G. Moore, a Maine native and Wall Street financier, purchased much of Schoodic Peninsula beginning in the 1880s with the intent to construct a hotel and make the grounds available to the summer colony at Grindstone Neck as well as hotel guests. He constructed the first scenic road on the peninsula but died before he realized his plans to construct the hotel. Later conservation efforts by local citizens and the Hancock County Trustees of Public Reservations (HCTPR) resulted in the addition of Schoodic Peninsula to Acadia National Park in 1929. Largely due to efforts by John D. Rockefeller Jr., the National Park Service (NPS) initiated a rush of major construction in the 1930s to accommodate the relocation of a naval installation from Bar Harbor to the peninsula. The park resources on Schoodic were built in collaboration with the U.S. Department of Agriculture's Bureau of Public Roads (BPR) using the signature NPS Rustic style and are representative of the design standards developed by the NPS during this period. These plans were implemented primarily using labor and funding from the New Deal programs. The developed areas on Schoodic Peninsula illustrate the major contribution made by these programs, particularly the Civilian Conservation Corps (CCC), in the shaping of the park landscape. The roads and hiking trails are excellent examples of the NPS mission to provide public access while seeking to conserve the natural beauty of the parks. These resources exhibit a careful selection and placement of routes to provide dramatic vistas with minimal impact on the landscape. Related structures and engineering features were constructed of local or natural materials to enhance the overall harmonious effect. The Schoodic Loop Road System is also significant as an example of the design elements used on the carriage roads on Mount Desert Island. These elements include use of vistas, gentle grade and curve alignments, and coping stones.

The district's significance is based on three contexts outlined in the Historic Resources of Acadia National Park Multiple Property Documentation Form (MPDF) as amended in 2016. They are: John D. Rockefeller Jr. and the Development of Acadia National Park (1913–1958), National Park Service Development of Acadia National Park (1916–1958), and Rustic Design (1890–1958). The latter context includes a sub-theme, Rustic Design in the National Park System, which is applicable to the resources evaluated in this nomination. Some of the eligible properties are associated with more than one historic context. The period of significance defined in the MPDF is 1890–1958. The period of significance for the Schoodic Peninsula Historic District is 1930–1941, the period of construction.

Properties associated with John D. Rockefeller Jr. and the Development of Acadia National Park are nationally significant under Criterion B for the period 1930 to 1935. The period begins with Rockefeller's lobbying efforts to relocate the Otter Cliffs radio station from Mount Desert Island to Schoodic Peninsula and ends with the completion of the park road and the new naval base on Big Moose Island. The areas of significance include Conservation, Entertainment/Recreation, and Philanthropy (Other). The Schoodic Loop Road System is the eligible resource associated with this context.

Properties associated with the NPS Development of Acadia National Park context are locally significant under Criterion A in the areas of Conservation and Entertainment/Recreation. The period of significance includes projects completed on the peninsula between 1930 and 1941 according to the design standards developed by NPS landscape architects and implemented by the New Deal programs. The majority of the resources in the district are associated with this context, including three developed areas (Schoodic Head, Schoodic Point, and Blueberry Hill), the Schoodic Peninsula Hiking Trails, a commemorative plaque, and

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most of the roads including the Schoodic Loop Road System, Schoodic Head Roadway, and CCC Truck Trail. The eligible Hiking Trails are the Alder, Anvil, East, Schoodic Head, and Schoodic Point trails. Three contributing buildings are located at the developed areas: Schoodic Head Garage, Schoodic Point Restroom, and Schoodic Point Pumphouse. These properties are also eligible in association with the Rustic Design context under Criterion C in the areas of Architecture, Engineering, Landscape Architecture, and Transportation as representative examples of the NPS Rustic Design style.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

### Early Settlements

Humans have occupied Schoodic Peninsula for more than a thousand years, and the landscape bears traces of this past use.<sup>19</sup> Archeological evidence reveals that Native Americans occupied the peninsula and other locales around Frenchman Bay at least seasonally to gather shellfish and other marine resources. A local history mentions that Wabanakis visited the peninsula for berry picking, clam digging, and gathering sweetgrass. It further suggests that the name Schoodic comes from a phrase that means “place of big fire,” possibly accounting for fires that were set to enhance the growth of the berry bushes prevalent on the peninsula.<sup>20</sup>

By the mid-seventeenth century, French and English settlers also occupied the Frenchman Bay region. The region’s residents—Wabanakis, Acadians, and New Englanders—formed alliances and trade relationships that were periodically interrupted by sporadic fighting and warfare. However, with the signing of the Treaty of Paris in 1763 and English dominion over the region, many of the Native American and Acadian settlers were removed or dispersed. Some families in southern New England who were economically marginalized or seeking new opportunities migrated north to settle in Maine. The newest residents to the Schoodic region made a living through a combination of fishing, farming, lumbering, and shipbuilding.<sup>21</sup>

The first recorded settlement of what is now park land by non-Native Americans was in approximately 1790. A Gouldsboro census of that year lists Thomas Frazer, an African American, as living at Frazer Point. Frazer had a large family and ran a salt works on the creek until the early 1800s, when he disappeared from the records. By the mid-nineteenth century, approximately fifty people were living at

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<sup>19</sup> As stated in Section 7, Schoodic Peninsula contains significant archeological resources and extant landscape features associated with earlier settlements that predate the period of significance for this registration form. These resources should be assessed within the framework of the appropriate historic contexts as they are developed.

<sup>20</sup> Fieldwork conducted in the 1970s and 1980s confirmed the existence of sites near Frazer Point, Pond Island, and Blueberry Hill. See Johnson and Sanger 1977 and Sanger 1981. It is unclear which of the Native American groups living in the region occupied the lands now encompassed by Acadia National Park, although various sources have suggested Maliseet, Passamaquoddy, and Etchemin. See Eckstorm 1941, Speck 1940, Bourque 1989, and Smallidge 1994:5–6. Pollen studies completed near Frazer Point indicate a fire episode occurred on Schoodic approximately 800 years ago, although it is unknown if it was intentionally set or occurred naturally. Molly Schaffer, “Paleoecology of Coastal and Interior *Picea* (Spruce) Stands in Maine” (Ph.D. dissertation, University of Maine, Orono, 1998), 77.

<sup>21</sup> Stephen J. Hornsby et al., “Cultural Land Use Survey of Acadia National Park” (Prepared by University of Maine for Acadia National Park, 1999), 18–30.

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Frazer Point, Schoodic Head, Schoodic Point, and the Wonsqueak Harbor areas were also inhabited historically, as were some of the nearby islands.<sup>22</sup>

### **Community Development and the Addition of Schoodic Peninsula to Acadia National Park**

By the end of the nineteenth century, the Frenchman Bay area had become a popular vacation destination for the middle and upper classes from Boston, New York, and Philadelphia. Winter Harbor, including most of Schoodic Peninsula, was incorporated as a separate town in 1895 to take advantage of the increased tax base brought about by an influx of summer residents. Among them was John Godfrey Moore, a Maine native and Wall Street financier. Moore became one of the principal investors in a summer colony in Winter Harbor at Grindstone Neck, a picturesque spit of land west of Schoodic Peninsula. Moore and his partners hoped that the resort would attract investors seeking a more tranquil experience than Bar Harbor, albeit with the same class of amenities. A prospectus for the project extolled the virtues of spending summers at Grindstone, with access to fishing, boating, and sightseeing on Schoodic Peninsula.<sup>23</sup>

By the early 1890s, Moore had purchased most of Schoodic Peninsula now within park boundaries. He constructed a scenic road on the peninsula that extended south from Frazer Creek to West Pond Cove and east to Schoodic Head. Moore died in 1899 shortly after the road's completion, before realizing his dream of building a resort hotel on the summit. However, in subsequent years, Moore Road proved to be popular with both local residents and summer visitors, who traveled to the peninsula to picnic, pick berries, or simply enjoy the scenery. In addition to the Schoodic Head summit, other favored destinations included West Pond Cove and Blueberry Hill. Moore Road and the old roadbed now maintained as the **Alder Trail (historic associated feature)** provided access to these areas.<sup>24</sup>

Meanwhile, events were taking place across Frenchman Bay that would have a profound effect on the future of Schoodic Peninsula. Increased pressure from development and logging on Mount Desert Island led to the formation of the HCTPR in 1901. In addition to prominent Bostonians Charles Eliot and George Dorr, the group's original founders included other summer residents and local merchants, professionals, and naturalists. In 1916, Dorr, Eliot, and others successfully lobbied for the creation of a national monument to protect the lands held the HCTPR. Dorr served as the first superintendent of the monument while remaining active with the HCTPR.<sup>25</sup>

Although the group was initially established to preserve an extensive, well-crafted network of scenic paths on Mount Desert Island, properties on surrounding islands and headlands also became a concern.

<sup>22</sup> Frazer Point was initially cleared for timber or agricultural use around 1800, and early photographs of the area show a small settlement barren of trees. Other areas were likely cleared for similar usage. However, by the early twentieth century, most of Schoodic Peninsula was covered by a canopy of spruce and pine, broken only sporadically by remnants of small hardscrabble farms and a few roads.

<sup>23</sup> *The Gouldsboro Land Improvement Co.*, prospectus for Grindstone Neck Colony, 1890. Document on file at the Maine Historical Society, Portland.

<sup>24</sup> Nathalie White Hahn, *A History of Winter Harbor, Maine* (Winter Harbor: privately printed, 1974, Reprint, Winter Harbor Historical Society, 1995), 22–24; Allan Smallidge, *A Summering Place: Winter Harbor, Maine: The Early Years* (Winter Harbor: privately printed, 1994), 199–120; Connee Jellison, *Hancock County, A Rock-bound Paradise* (Norfolk, VA: The Donning Co., 1990), 208.

<sup>25</sup> Charles Eliot was president of Harvard University, and George Dorr, a Harvard graduate trained to practice law. Together, they were responsible for initiating most of the land acquisitions on behalf of the HCTPR and the park. Sieur de Monts National Monument was created in 1916. In 1919, it became Lafayette National Park.

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Schoodic Peninsula was the focus of conservation efforts from at least the early 1920s, mainly because it had become valued as a scenic retreat for local residents and visitors seeking respite from the crowds at Bar Harbor. The HCTPR sought to preserve Moore's concept of the peninsula as a park and recreation area. They also wanted to preserve scenic viewsheds from Mount Desert Island and Grindstone Neck. In 1922, Louise Moore Leeds, John Moore's widow, expressed interest in donating her one-third interest in Schoodic Peninsula to the park. The following year, Charles Eliot wrote a letter to Dorr, urging him to add the scenic headland to the park. Eliot urged preserving the "geologic formation and forest decoration" on Schoodic Head, also noting the scenic vistas, which he believed to be the finest on the Atlantic coast.<sup>26</sup> However, Lafayette National Park, as it was then called, was not authorized to accept land donations outside Mount Desert Island. Therefore, Dorr elected to pursue the matter on behalf of the HCTPR.

To further complicate matters, Mrs. Leeds died suddenly before she was able to follow through with her intentions, and the land passed to her heirs. At the urging of Mrs. Frank Noyes, a Grindstone Neck resident, Dorr contacted Moore's two daughters, who owned the remaining two-thirds interest in the peninsula. The sisters, Ruth Moore Lee and Faith Moore, agreed to donate their interest in Schoodic Peninsula, conditional upon the acquisition of the remaining third from Mrs. Leeds' estate. They stipulated that the land be used as a park or for other public purposes, in keeping with their father's vision of the peninsula as a recreation area. They also wanted a memorial to their father established, so the HCTPR paid for the manufacture of the **John Godfrey Moore Memorial Plaque (LCS No. 041362, contributing object)** installed at Schoodic Point in late 1936 or early 1937.<sup>27</sup> Mrs. Leeds' second husband was reluctant to donate his property to the HCTPR but, after some negotiation, appeared willing to sell it.

Dorr received financial assistance that enabled the HCTPR to acquire the Leeds property from a number of socially prominent Grindstone Neck residents, including HCTPR members Frank Noyes and Samuel Henderson. Henderson controlled the Winter Harbor Improvement Company, and Noyes was a major investor.<sup>28</sup> Through their efforts, the deed of the parcel held by the three owners was transferred to the HCTPR in 1927. The following year, Dorr convinced Congressman Cramton of Michigan to support a bill authorizing the acquisition of Schoodic by the park. Cramton was Chairman of the House Appropriations Committee on the Department of the Interior and a supporter of the park. The 1929 legislation subsequently passed by Congress also changed the name of the park to Acadia. This gesture was made to appease Moore's daughters, who as Francophobes objected to the name Lafayette. However,

<sup>26</sup> Letter from Charles Eliot to George Dorr, dated September 14, 1923. Contained in the George Dorr Papers, William Otis Sawtelle Collections and Research Center, Acadia National Park.

<sup>27</sup> Initially, the marker was intended to be placed somewhere in the vicinity of Frazer Creek. Noted landscape designer Beatrix Farrand drafted a plan for the memorial that met with the Moore sisters' approval. However, after much discussion, the bronze marker was cast and the memorial installed at Schoodic Point. Grindstone Neck residents wanted the point renamed for John Moore, but Dorr vetoed this idea. NARA - College Park, MD, Record Group 79, Entry 6, CCF 1933-39, Box 803, Acadia General 604, Folder 608, Memorials. See correspondence in the fall of 1936.

<sup>28</sup> From the late nineteenth century, a number of investors held lands in Winter Harbor through companies such as the Gouldsboro Land Improvement Company, the Winter Harbor Improvement Company, and the Young Orchard Company. Many of these lands were later sold or donated to the HCTPR or Acadia National Park. Noyes was also president of the Associated Press and the owner of John G. Moore's summer retreat at Grindstone.



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Dorr was so keen to acquire the peninsula that he offered to form a separate unit bearing the name of Schoodic National Monument.<sup>29</sup>

### **John D. Rockefeller Jr. Initiates Park Development**

Two years after its acquisition by the NPS, development of Schoodic Peninsula began in earnest. The first priority was the building of a new road to accommodate the impending relocation of a naval radio station from Bar Harbor to Big Moose Island. John D. Rockefeller Jr. and his supporters were largely responsible for initiating the transfer of this installation and the subsequent flurry of construction.

Rockefeller was a major supporter of conservation projects, donating over \$40 million for state and national parks. More than \$5 million went to Acadia.<sup>30</sup> His initial involvement with the park was likely due to his interest in building an extensive network of carriage roads on Mount Desert Island, a project he began in 1913 after establishing a summer residence there. He intended to create a pathway on which users of the land could experience the extraordinary landscape and therefore feel restored by nature. The distinctive features of the system strongly influenced the architectural and landscape architectural character of Acadia, including Schoodic Peninsula.<sup>31</sup> In addition to the carriage roads, Rockefeller envisioned an integrated motor road system on Mount Desert Island that would wind through the park, allowing visitors to see its diverse scenery from their vehicles. He offered to contribute funding for the design and construction of such a system.<sup>32</sup>

The execution of the two park road projects—one on Mount Desert Island and the other on Schoodic Peninsula—shared a number of common elements. Both systems were constructed as a collaborative effort between the NPS and the BPR, and in both cases Rockefeller played a key role in developing the conception and advocating for their completion. However, unlike the Mount Desert Island project, the project at Schoodic did not benefit from design input either directly from Rockefeller or through the work of the Olmsted landscape architecture firm. Even without a hands-on approach by Rockefeller though, the **Schoodic Loop Road System (contributing structure)** shared the same design characteristics as its counterpart on Mount Desert Island.

<sup>29</sup> George B. Dorr, *The Story of Acadia National Park*. 3rd ed. (Bar Harbor, Maine: Acadia Publishing Company, 1997), 104–109. See also Pages 53–59 of the George Dorr Papers, William Otis Sawtelle Collections and Research Center, Acadia National Park. Ironically, Acadia is the historic name for North American lands claimed by France in the seventeenth century.

<sup>30</sup> In addition to Acadia, many parks in the national park system were beneficiaries of Rockefeller's largesse, including Mesa Verde, Yosemite, Yellowstone, Crater Lake, Great Smoky Mountains, Shenandoah, and Grand Teton. Barry Mackintosh, "Philanthropy and the National Parks," unpublished essay (Washington, DC, National Park Service, History Division, July 1998), 1–2; Raymond B. Fosdick, *John D. Rockefeller, Jr. A Portrait* (New York: Harper & Brothers, 1956), 307; Mary Shivers Culpin, "Multiple Property Listing: Historic Resources of Yellowstone National Park" (Washington, DC: National Park Service, March 1995), Section F, 16; Joseph W. Ernst, *Worthwhile Places: Correspondence of John D. Rockefeller, Jr., and Horace M. Albright* (New York: Fordham University Press, 1991), 163.

<sup>31</sup> The "Historic Resources of Acadia National Park" MPDF traces the design influences of Rockefeller's architects and designers (Olmsted and others) on Acadia's roads and buildings. For information on the carriage roads, see Rieley and Brouse, "Carriage Road System," and Ann Rockefeller Roberts, *Mr. Rockefeller's Roads: The Untold Story of Acadia's Carriage Roads and Their Creator* (Camden, ME: Down East Books, 1990).

<sup>32</sup> After engaging the Kidde Construction Company and several engineers, Rockefeller approached the Olmsted firm for design expertise. His idea of separate circulation systems using different routes across the same terrain was patterned after Frederick Law Olmsted Sr.'s design at Central Park. Foulds, *Historic Motor Road System*, 10.

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In the early 1930s, Rockefeller encountered an obstacle to the implementation of his roads plan on Mount Desert Island: a small naval installation located in the path of a proposed section along the shore at Otter Cliffs in Bar Harbor. Established in 1917, the Otter Cliffs radio station was financed and built by Alessandro Fabbri, scion of a wealthy family and an amateur radio operator filled with patriotic fervor. The station quickly became the premier transatlantic receiving center for the Navy for the duration of World War I, earning Fabbri a commission as lieutenant and a Navy Cross. In 1919, the Navy acquired the station at Otter Cliffs, along with a remote transmitter located a few miles to the southwest at Seawall. In the 1920s, the station provided radio direction-finder services and meteorological reports in addition to receiving radio communications from Europe.<sup>33</sup> By 1930, however, many of the station buildings had fallen into disrepair, and Rockefeller wanted the unsightly installation moved.

After two years of feasibility studies and negotiations, the Navy agreed to transfer the Otter Cliffs station to Big Moose Island on Schoodic Peninsula. One of the stipulations made by the Navy for the project was the construction of an adequate access road from Winter Harbor to Big Moose Island. Through personal expenditure and subscriptions from other summer residents, including Noyes and Henderson, Rockefeller acquired the necessary tracts of land along Frazer Creek to ensure the construction of a new access road to the naval base. This road would also function as the main park road on the peninsula. The parcels acquired by Rockefeller were later donated to Acadia, some by way of the HCTPR. Rockefeller also paid anonymously for a long-distance signal reception study by two Harvard physics professors on the suitability of Schoodic Peninsula and several other sites. He also financed the cost of drilling several wells to ensure the availability of fresh water on Big Moose Island.

Rockefeller utilized the talents of some very capable individuals for his projects at Acadia, many of whom also represented his interests on Schoodic Peninsula. New York architect Grosvenor Atterbury and his partner John Thompkins designed two gatehouses to delineate the entrance into Rockefeller's carriage road system in 1932, a project that met with public acclaim. Consequently, the NPS commissioned Atterbury to design the new radio station facility on Schoodic Peninsula. Engineers Paul Simpson and Walters G. Hill supervised the construction of the motor road system on Mount Desert Island and provided expertise on the construction of the Schoodic Loop Road System. They also kept Rockefeller apprised of all development activities related to the peninsula.<sup>34</sup> Bar Harbor attorneys Albert Lynam and Serenus Rodick, also members of the HCTPR, quietly represented Rockefeller's legal and real estate interests.

The NPS received a \$250,000 appropriation in 1932 to construct the new road at Schoodic to provide access to the new radio station. BPR engineer Leo Grossman supervised construction with assistance from engineer Ken Foster. The Kelleher Corporation of Turner's Falls, Massachusetts, built the first segment of the road. Finished in November of 1933, it extended from the north side of Frazer Creek to Big Moose Island and incorporated segments of the old Moore road. The Lane Corporation of Meriden, Connecticut, completed the final segment of the new road in early 1935. It extended from Big Moose Island north along Arey Cove to Wonsqueak Harbor on the eastern shore of the peninsula. Initially, investors in lands along the right-of-way at Wonsqueak held by the Winter Harbor Improvement Company were reluctant to donate them to Acadia. Local residents generally supported the park mandate

<sup>33</sup> Louis Berger & Associates, "Cultural Resources Survey Naval Security Group Activity Winter Harbor, Maine." Manuscript submitted September, 1999 (On file at Northern Division, Naval Facilities Engineering Command, Lester, PA, and NSGA Winter Harbor, ME), 15-16.

<sup>34</sup> Paul Simpson assumed responsibility for the Acadia road project upon the death of his father, engineer Charles P. Simpson. Charles had worked closely with Rockefeller and other summer residents for many years. The Grindstone Neck colony in Winter Harbor was platted under his supervision by Nathan Barrett in the early 1890s.

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but also feared the specter of federal encroachment. However, with the full support of NPS Associate Director Arthur Demaray, Superintendent Dorr persevered in obtaining the land, explaining that he wanted to maintain a “parkway character” on the peninsula, free from potential commercial development.<sup>35</sup>

The road from Winter Harbor to Big Moose Island was completed by 1934, allowing for the construction of the new naval installation. Plans were drafted based on Navy requirements for one large housing and administration building, in addition to signal reception facilities. During the initial design phase, the Navy considered several different sites on the island but ultimately chose to locate the new station on the eastern side. This decision allayed Rockefeller’s fears to some extent because the installation would not be visible from Bar Harbor.

Although most of the island remained heavily wooded, the landscape immediately surrounding the naval installation was designed under the supervision of NPS landscape architects Charles E. Peterson and George B. Gordon. Atterbury’s plans for the new installation received close scrutiny by NPS officials and Rockefeller. The new radio station buildings were designed in the same distinctive style as the carriage road gatehouses, a French Norman Revival style chosen for Acadia based on Atterbury’s tour of many western national parks. Upon completion, the striking hip-roofed granite and brick apartment building was surrounded by native plantings, a scene reminiscent of the carriage road gatehouses at Acadia. The new 26-acre facility, officially known as U.S. Naval Radio Station, Winter Harbor, was commissioned in February of 1935. The legislation authorizing the transfer also gave the Secretary of the Interior the right to approve the design of buildings and structures added to the station “in the interest of protecting scenic values.”<sup>36</sup> The completed station consisted of the two-and-one-half-story apartment building, a power house, a receiving/intercept building (not extant), a radio compass building (heavily altered), and a pump house (not extant).<sup>37</sup> Two steel radio towers stood nearby.<sup>38</sup> Originally intended to be 300 feet high, the towers were shortened to 210 feet at the request of the NPS to lessen the impact on scenic viewsheds from the park.

In the coming years, the expanding role of the Navy as a leader in global communication and cryptography was manifested on the Schoodic landscape. World War II caused the new radio station to expand its infrastructure and its footprint on Big Moose Island. With approval from the NPS, the Navy built a number of structures outside the base on park land, including three antenna arrays. Each array consisted of several poles connected by wires and grounded by heavy cable. The NPS was initially reluctant to authorize the clearing of vegetation around the antennas, but the work was critical to optimizing the performance capabilities of the radio station. Subsequently, the Navy removed some trees and placed a perimeter fence around the naval facility. To accommodate the *de facto* expansion of the radio station during the war, legislation enacted in 1947 authorized the transfer of an additional 152 acres on the island from the NPS to the Navy, bringing the base to a total of 178 acres. The language also stipulated that, should this property become surplus to the needs of the Navy, it would revert to the Department of the Interior. In the Cold War years, the rhombic antenna system was expanded to

<sup>35</sup> Letter from Samuel Henderson to George Dorr, February, 1934. Sawtelle Collections and Research Center, Acadia National Park.

<sup>36</sup> 49 Stat. 795 enacted August 24, 1935. The Secretary of the Interior initially reviewed the Navy plans, but the Superintendent of Acadia later assumed review responsibility to expedite the process. NARA College Park, MD, Record Group 79 Entry 6, Central Classified Files 1933–39, Box 805, Folder 620.

<sup>37</sup> The U.S. Naval Radio Station – Apartment Building and Power House at Schoodic Point were listed in the National Register on July 3, 2013 (NRIS# 13000533).

<sup>38</sup> *Bar Harbor Times*, 12/26/34.

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encompass most of the acreage on Big Moose Island. These large groupings of poles and cables created a porcupine-like effect when viewed from a distance. The Navy also added many new administration and housing facilities and subsequently dismantled the large antenna system. In 1977, Congress passed legislation authorizing the transfer of 81 acres of shoreline property from the Navy back to the NPS, leaving the NSGA Winter Harbor facility with 97 acres. After the Navy closed the facility in 2002, the remainder of the property reverted back to the NPS, which converted it for use as the Schoodic Education and Research Center (SERC) in 2004. Many of the Navy buildings constructed in the latter half of the twentieth century were demolished. Although some of the facilities can occasionally be glimpsed from locations along the park road (for example, the apartment building, now known as Rockefeller Hall, from Blueberry Hill), the most conspicuous visual impact on the park is due to a recently constructed water tower.<sup>39</sup>

### National Park Service Rustic Design and the New Deal Programs

Most of the visitor facilities on Schoodic Peninsula were constructed in a signature NPS Rustic Design style using labor and funding from the New Deal programs. From 1916 to 1942, landscape architects and landscape engineers worked to ensure that park projects respected the dual mission of the NPS, to both preserve natural scenery and provide for public use. The result was a distinctive NPS Rustic Design, a style that characterized park development for the first half of the twentieth century. Rustic Design principles consisted of the following: protection and preservation of natural scenery; presentation of scenic overlooks and vistas; avoidance of right angles and straight lines in the design of roads, trails, or landscape structures; use of natural materials including native plants, wood, and local granite; and use of rustic construction techniques and methods.<sup>40</sup>

Benjamin Breeze, the first landscape architect at Acadia, arrived in 1933 prepared to utilize the master planning standards developed by NPS Chief Landscape Engineer Thomas Vint. With Acadia's Deputy Superintendent Benjamin Hadley, Breeze oversaw the construction of park facilities on Schoodic Peninsula until 1943. Breeze's 1941 master plan for Acadia, which he prepared in the mid-to-late 1930s, also included a plan for the peninsula. Breeze saw the peninsula Loop Road System as the unifying element, providing the visitor with access not only to all of the facilities but also to the numerous scenic viewsheds on the peninsula. A number of revisions to the 1941 plan show that the locations of the **Pullouts (historic associated feature)** on the **Schoodic Loop Road (LCS No. 750208, historic associated feature)** were carefully considered. Aside from the Loop Road System, most of the planning efforts focused on **Schoodic Point (contributing site)**, based on the site plans from this period. Other areas received less attention. At that time, Frazer Point was not conceived as a prime destination for visitors but as a boat landing for NPS use. **Schoodic Head (contributing site)** was intended primarily to provide support for park operations and maintenance. However, the NPS incorporated pre-existing scenic

<sup>39</sup> Berger and Associates, "Cultural Resource Survey NSGA Winter Harbor," 1999, 18–19; Laura J. Kline, Stephen Olausen, and Scott Hanson, "National Register Nomination U.S. Naval Radio Station – Apartment Building and Power House" (Washington, DC: National Park Service, July 2013), 18.

<sup>40</sup> These criteria are adapted from the "Historic Park Landscapes in National and State Parks" multiple property listing by Linda McClelland. See also *Building the National Parks* by McClelland. Typical designs for park features are well documented in Albert Good's *Park and Recreation Structures* (1938), which includes ideal and prototypical examples of the Rustic style.

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destinations, such as the Schoodic Head summit and **Blueberry Hill (contributing site)**, into the planning effort.<sup>41</sup>

Several New Deal programs provided the opportunity to construct visitor and park facilities to NPS Rustic Design standards. Beginning in 1933, Superintendent Dorr and his staff capitalized on this influx of labor and funding to complete projects on Schoodic Peninsula. The first Civil Works Administration (CWA) project was initiated in conjunction with the construction of the Schoodic Loop Road System, which in addition to the Loop Road and its Pullouts included the **Schoodic Point Road (LCS No. 750626, historic associated feature)**, **Schoodic Point Parking Area (historic associated feature)**, **Blueberry Hill Entrance Road (LCS No. 753609, historic associated feature)**, and three **Service Roads (LCS No. 753672, historic associated features)**. Crews opened vistas, cut trees for fire hazard reduction, graded banks, and obliterated parts of the old Moore Road. Additional road work included construction of culverts and headwalls. However, the two programs that had the most impact on park development were projects administered through the Public Works Administration (PWA) and the Emergency Conservation Works (ECW) Act.<sup>42</sup> The ECW program proved so successful that it was extended and renamed the Civilian Conservation Corps. As the park landscape architect, Breeze supervised the ECW and CCC workers. Many projects on the peninsula were completed by these crews, including construction of road culverts and headwalls, visitor facilities, and hiking trails; roadside cleanup; surveying; fire hazard reduction; maintenance; and landscaping. PWA projects provided funding for work on the **Schoodic Head Roadway (LCS No. 750015, contributing structure)** in 1934, which included the **Entrance Road (historic associated feature)**, **Summit Loop (historic associated feature)**, and **Retaining Wall (historic associated feature)**. Crews also constructed the **Schoodic Head Garage (LCS No. 748367, contributing building)** in 1934.

In 1937, CCC crews cleared the **CCC Truck Trail (LCS No. 753654, contributing structure)** along the new power line in the peninsula's interior and constructed gates to the radio station. They also built three of the **Schoodic Peninsula Hiking Trails (LCS No. 750145, contributing structure)**: the **Anvil Trail (historic associated feature)**, the **East Trail (historic associated feature)**, and the **Schoodic Head Trail (historic associated feature)**. A CWA fire access road left uncompleted on the northern boundary was also finished at this time. Near the close of the New Deal era, some projects at Schoodic were completed using Works Projects Administration (WPA) funds, a mechanism to provide work for skilled labor. In 1940, the **Schoodic Point Restroom (LCS No. 041088, contributing building)**, **Schoodic Point Trail (historic associated feature)**, and **Schoodic Point Pumphouse (LCS No. 041087, contributing building)** were built as WPA projects.<sup>43</sup>

At the onset of the CCC program in 1933, there were two camps established at Acadia on Mount Desert Island, NP-1 and NP-2. Personnel at Camp SP-1 in nearby Ellsworth, set up to work primarily at state parks, were also periodically detached to assist with projects at Acadia, including Schoodic. Beginning in

<sup>41</sup> Unexecuted schemes for the peninsula in the 1930s included a plan to dam Frazer Creek for use as a lake and an additional parking loop on Big Moose Island just outside the naval installation. See NARA College Park, MD, Record Group 79 Entry 6, Box 804, Folder 611. See also a memorandum to the NPS director from Charles Peterson dated October 27, 1931, Rockefeller Archive Center, Offices of Monsieurs Rockefeller, Homes-Seal Harbor, Box 84.

<sup>42</sup> McClelland, *Building the National Parks*, 327–328. See also NPS Denver Technical Information Center (TIC) files for Acadia National Park.

<sup>43</sup> NARA Waltham, MA, Record Group 79, Box 16, Plans and Designs, Box 13, General Authority 1933–34; Box 4, Camp Files Schoodic Side Camp 1934–37; and Box 3, “Report of CWA Projects at Acadia National Park.” See also Brown, *Pathmakers*, 179, and Meier et al., *Historic Resources of Acadia National Park*.

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1934, park officials began officially making requests for a CCC side camp on Schoodic Peninsula. The War Department typically authorized the establishment of these side camps for construction of fire breaks, extension of trails, installation of fire lookouts, control of tree diseases, and establishment of emergency fire details. The regulations stated that the side camp could not exceed fifty men and the total number of men at the main camp could not dip below one hundred. The normal duration of a side camp was six months.<sup>44</sup>

Initial approval for the CCC side camp at Schoodic was granted in 1934, although no money was available for camp supplies. The circumstances are unclear, but Superintendent Dorr dispatched men from Camp SP-1 in Ellsworth to enable work to proceed on Schoodic Peninsula. A few months later, work on the peninsula was temporarily halted because Dorr had apparently violated the rules governing side camps.<sup>45</sup> After months of bureaucratic wrangling between the Army and the NPS, permission for a side camp was granted a second time in mid-1935. Once again, the lack of funding and supplies created a major obstacle. For many months, Acadia park officials persisted in their requests. The Schoodic side camp was finally re-established in the summer of 1936 using personnel from the Ellsworth camp. Thus, Big Moose Island was home to approximately fifty CCC enrollees in addition to Chief Radioman Max Gunn and eleven other men at the naval radio station. The CCC campsite, which consisted of approximately twelve buildings and structures, was located in a cleared field north of the radio station.<sup>46</sup> The Schoodic side camp operated until its closure in the fall of 1937. The NPS granted the Navy permission to remove the abandoned camp on Big Moose Island in 1941, and WPA crews subsequently demolished the resources.<sup>47</sup>

After Breeze's departure in 1943 and the end of the New Deal programs, few additions were made to the Schoodic landscape. The second period of major development at the park occurred during the Mission 66 period, which extended from the end of World War II to the mid-1960s. Only a few projects were completed at this time on Schoodic Peninsula. These included the "permanent" Frazer Creek Bridge,

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<sup>44</sup> Side camps began on a trial basis in 1933. Initially, only twenty men could be detached from the main camp at one time. It was appropriate to set up a side camp as long as there were conditions affecting accessibility, such as distance, road conditions, or bad weather, or any situation that would inhibit supply or evacuation of personnel. NARA Waltham, MA, Record Group 79, Box 4, Folder 24.

<sup>45</sup> Dorr received a letter in November from Colonel W. P. Ennis in Boston stating that the parent camp could not be reduced below one hundred men. A second letter from Ennis later that month stated that at the request of P. Boylan, assistant to Ellsworth CCC Camp Superintendent E. E. Smith, the Schoodic camp was closed. NARA Waltham, MA, Record Group 79, Box 4, Folder 4.

<sup>46</sup> Although the men were initially housed in tents, the extension of the camp through the winter months required the construction of a barracks. Applications list a mess hall, kitchen, recreation hall, shower room, and latrines. There was a spring and at least one artesian well nearby, in addition to electricity, telephone, excellent drainage, and a paved road. Correspondence from Superintendent Dorr suggests that at least some of the camp buildings were constructed using lumber from the decommissioned Otter Cliffs radio station in Bar Harbor. See CCC camp applications, NARA Waltham, MA, Record Group 19, Box 4, Folder 24.

<sup>47</sup> A 1941 letter from Max Gunn to the public works officer at the First Naval District in Boston mentions that one newly constructed building at the Schoodic radio station, a garage (Building #223), was constructed of lumber salvaged from the deserted CCC camp. NARA Waltham, MA, Record Group 79, Box 4, Camp Files.

Schoodic Peninsula Historic District (Additional Documentation)  
Name of Property

Hancock County, Maine  
County and State

constructed in the mid-1950s but substantially rebuilt in 1990, and the Frazer Point Picnic Area, constructed in 1964.<sup>48</sup> With few exceptions, the peninsula remains as it was in the early 1940s.

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<sup>48</sup> In anticipation of the fiftieth anniversary of the NPS in 1966, the agency undertook a major program beginning in the mid-1950s to upgrade park facilities throughout the park system. Many of the Mission 66 projects focused on developed areas to add additional restrooms, improve access, or upgrade utilities. Many large projects were pushed to meet the 1966 deadline, resulting in greater uniformity of design and materials and loss of site and regional specificity. H. Eliot Foulds, *Cultural Landscape Report for Blackwoods and Seawall Campgrounds, Acadia National Park: History, Existing Conditions, Analysis & Treatment Recommendations*, Cultural Landscape Publication No. 11 (Boston, MA: National Park Service, Olmsted Center for Landscape Preservation, 1996), 39.

Schoodic Peninsula Historic District (Additional Documentation)  
Name of Property

Hancock County, Maine  
County and State

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Schoodic Peninsula Historic District (Additional Documentation)  
Name of Property

Hancock County, Maine  
County and State

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Schoodic Peninsula Historic District (Additional Documentation)  
Name of Property

Hancock County, Maine  
County and State

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Schoodic Peninsula Historic District (Additional Documentation)  
Name of Property

Hancock County, Maine  
County and State

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office (Maine Historic Preservation Commission, Augusta, ME)
- Other State agency (Maine State Archives, Augusta, ME)
- Federal agency (Acadia National Park, Bar Harbor, ME; National Archives and Records Administration, Waltham, MA, and College Park, MD)
- Local government
- University (Fogler Library, University of Maine, Orono, ME)
- Other

Name of repository: Maine Historical Society, Portland, ME; Rockefeller Archive Center, North Tarrytown, NY; Winter Harbor Historical Society, Winter Harbor, ME; Gouldsboro Historical Society, South Gouldsboro, ME; Winter Harbor Library, Winter Harbor, ME; Dorcas Library, Prospect Harbor, ME

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

**10. Geographical Data**

**Acreage of Property** 1.083 acres

Use either the UTM system or latitude/longitude coordinates

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

A. Zone: 19  
B. Zone: 19

Easting: 573575  
Easting: 574091

Northing: 4913928  
Northing: 4913958

Schoodic Peninsula Historic District (Additional Documentation)

Hancock County, Maine  
County and State

Name of Property

C. Zone: 19	Easting: 574005	Northing: 4913850
D. Zone: 19	Easting: 574184	Northing: 4912007
E. Zone: 19	Easting: 574662	Northing: 4911246
F. Zone: 19	Easting: 575313	Northing: 4911480
G. Zone: 19	Easting: 575919	Northing: 4911854
H. Zone: 19	Easting: 576523	Northing: 4912816
I. Zone: 19	Easting: 576660	Northing: 4912849
J. Zone: 19	Easting: 576343	Northing: 4912374
K. Zone: 19	Easting: 576206	Northing: 4910445
L. Zone: 19	Easting: 576139	Northing: 4909868
M. Zone: 19	Easting: 574784	Northing: 4909212
N. Zone: 19	Easting: 574782	Northing: 4909329
O. Zone: 19	Easting: 575015	Northing: 4909398
P. Zone: 19	Easting: 575209	Northing: 4909865
Q. Zone: 19	Easting: 574906	Northing: 4910324
R. Zone: 19	Easting: 573638	Northing: 4910824
S. Zone: 19	Easting: 573504	Northing: 4913281

**Verbal Boundary Description** (Describe the boundaries of the property.)

The Schoodic Peninsula Historic District boundary, shown on the attached district map, encompasses approximately 1,083 acres and corresponds to the land on the peninsula owned in fee simple by the NPS, with the exception of the 178-acre former naval reserve property at Schoodic Point (now the Schoodic Education and Research Center) and about 1,110 acres of undeveloped land in the interior of the peninsula. The district is bordered by the Gulf of Maine on the east and south and Frenchman Bay and Winter Harbor on the west. The northern boundary begins at the Frazer Creek Bridge and follows first the inland edge of the loop road and then the inland edge of the CCC Truck Trail. At the end of the Truck Trail, the boundary extends east to encompass the Schoodic Head area and then follows the inland edge of the loop road to Wonsqueak Harbor.

**Boundary Justification** (Explain why the boundaries were selected.)

The approximately 1,083-acre Historic District includes all of the land on Schoodic Peninsula owned outright by Acadia National Park, with the exception of the 178-acre former naval reserve property and about 1,110 acres of undeveloped land. Although park development and the establishment of the naval base had their origin in the same event, they have distinct histories of use and management. Established in 1934, the former naval base on Big Moose Island was transferred to the NPS in two parcels. In 1977, 81 acres were transferred, followed by the remaining 97 acres in July 2002, when the naval base was decommissioned. The buildings, structures, and landscape at the Naval Security Group Activity (NSGA) on Big Moose Island were evaluated in consultation with the Maine State Historic Preservation Officer (SHPO). In a letter dated December 8, 1999, the SHPO concurred with the Navy's findings that only two buildings within the NSGA were eligible for listing in the National Register. The U.S. Naval Radio Station – Apartment Building and Power House at Schoodic Point were listed in the National Register on July 3, 2013 (NRIS# 13000533).

Schoodic Peninsula Historic District (Additional Documentation)  
Name of Property

Hancock County, Maine  
County and State

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### 11. Form Prepared By

name/title: Lee Terzis/Historian, OCLP; Nancy J. Brown/Historical Landscape Architect, OCLP;  
Laura J. Kline/Architectural Historian, PAL  
organization: National Park Service, Olmsted Center for Landscape Preservation (OCLP); The  
Public Archaeology Laboratory, Inc. (PAL)  
street & number: 15 State Street (OCLP); 26 Main Street (PAL)  
city or town: Boston (OCLP); Pawtucket (PAL) state: MA (OCLP); RI (PAL) zip code: 02109  
(OCLP); 02860 (PAL)  
e-mail: lkline@palinc.com  
telephone: (617) 241-6954 (OCLP); (401) 728-8780 (PAL)  
date: September 27, 2001, updated July 2005 (OCLP) and June 2016 (PAL)

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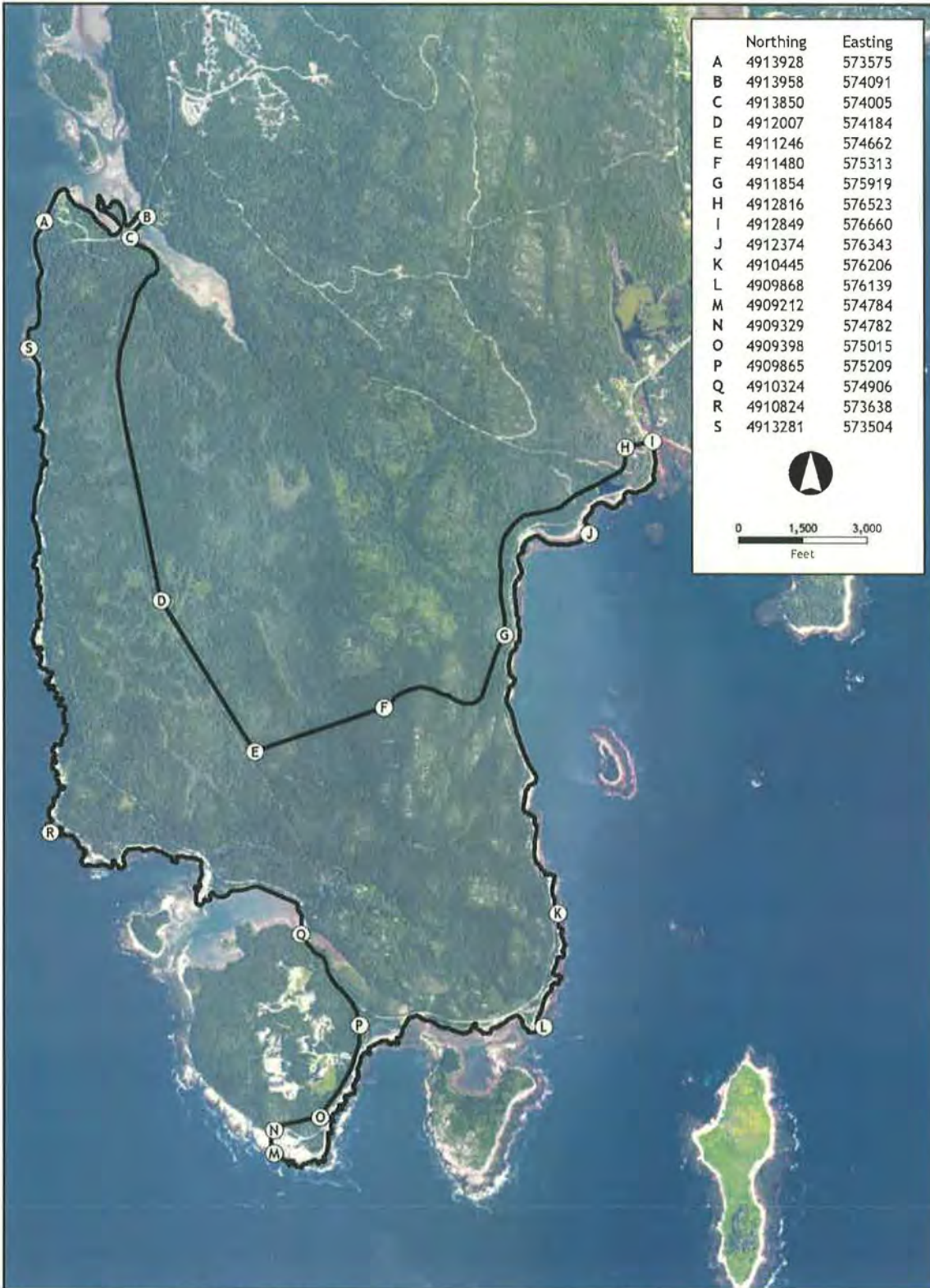
### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Schoodic Peninsula Historic District (Additional Documentation)  
Name of Property

Hancock County, Maine  
County and State



Schoodic Peninsula National Register Historic District Coordinate Map

Schoodic Peninsula Historic District (Additional Documentation)  
Name of Property

Hancock County, Maine  
County and State

## Photographs

Refer to the photographs submitted with the "National Register Nomination Schoodic Peninsula Historic District" by Lee Terzis and Nancy J. Brown accepted by the Keeper on June 29, 2007. New photographs are submitted with this nomination only for those views that have changed, as indicated below using the photograph #s from the 2007 submittal.

### Photo Log

Name of Property: Schoodic Peninsula Historic District

City or Vicinity: Winter Harbor

County: Hancock

State: Maine

Photographer: Gail Gladstone, Cultural Resources Program Manager, Acadia NP

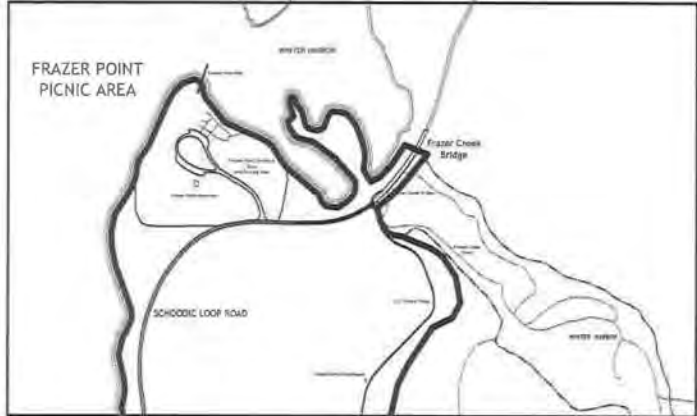
Date Photographed: June 1, 2016

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photograph #	Subject	View
2E	Schoodic Head retaining wall, rustic guardrail no longer attached	E
5K	CCC Truck Trail near Frazer Point	E
5L	Service Road known as "Panty Lane" with pink granite asphalt	S

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

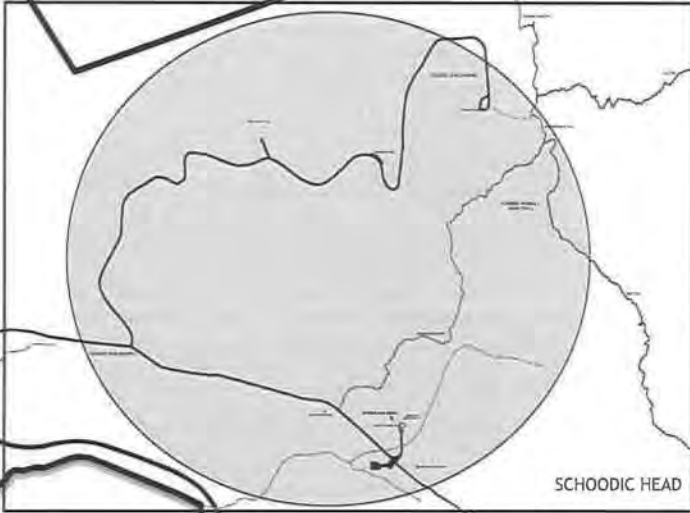


Schoodic Woods Campground

SCHOODIC LOOP ROAD SYSTEM

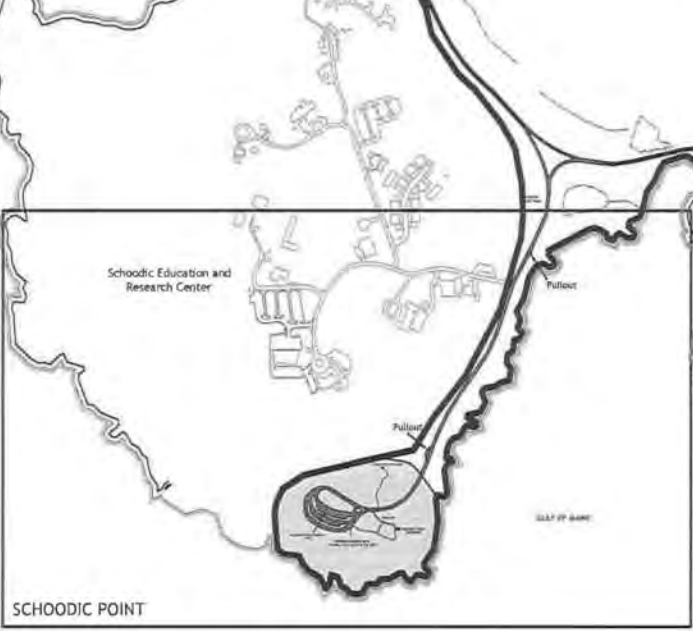
Frazer Creek

GULF OF MAINE



SCHOODIC HEAD

GULF OF MAINE



SCHOODIC POINT



BLUEBERRY HILL

LITTLE MOOSE ISLAND

National Register of Historic Places  
National Register District Map  
Schoodic Peninsula Historic District  
Acadia National Park  
Winter Harbor, ME

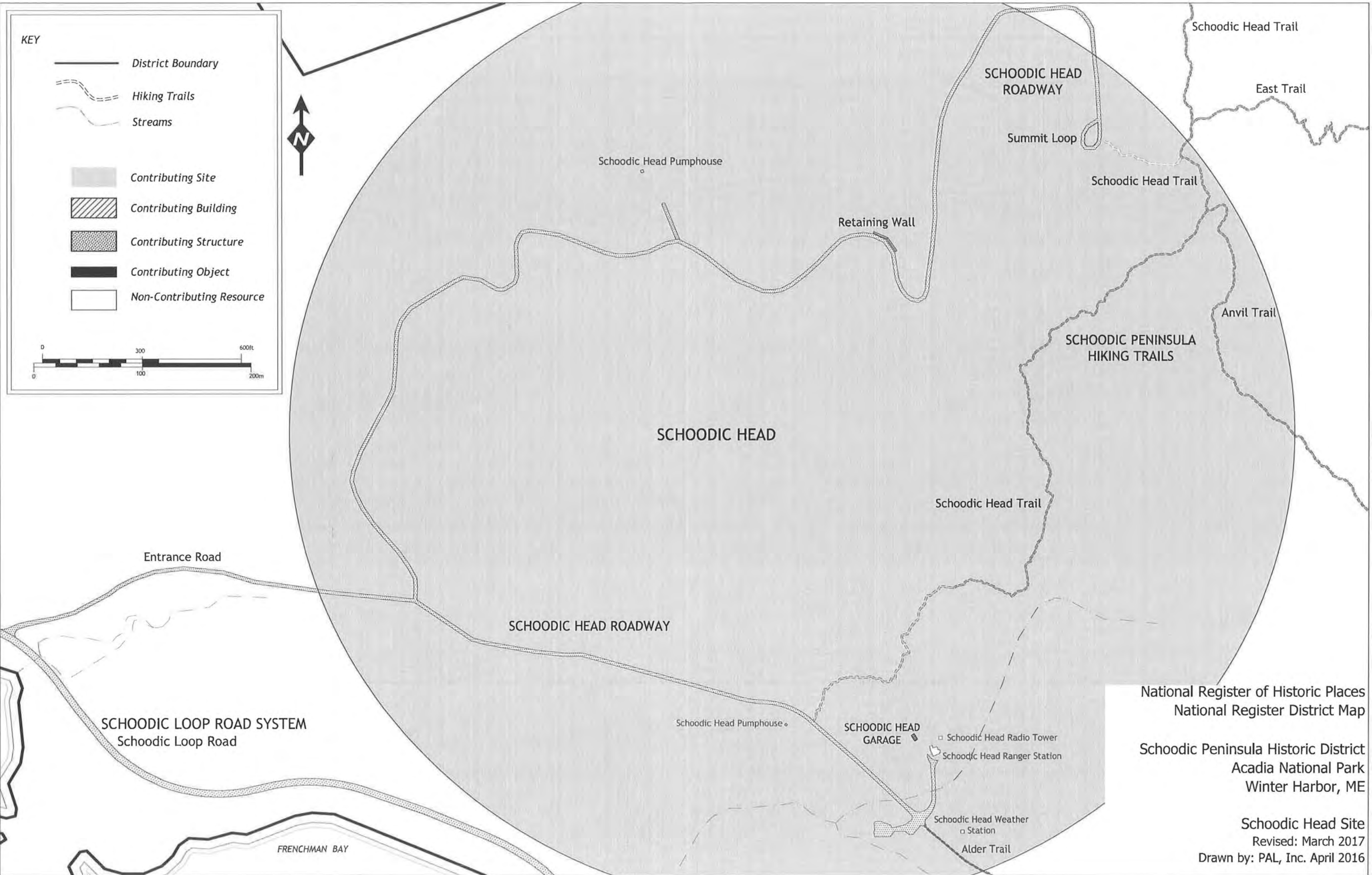
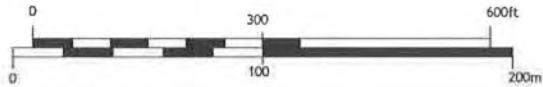
**KEY**

- District Boundary
- Hiking Trails
- Streams
- Contributing Site
- Contributing Building
- Contributing Structure
- Contributing Object
- Non-Contributing Resource



KEY

-  District Boundary
-  Hiking Trails
-  Streams
-  Contributing Site
-  Contributing Building
-  Contributing Structure
-  Contributing Object
-  Non-Contributing Resource



National Register of Historic Places  
National Register District Map

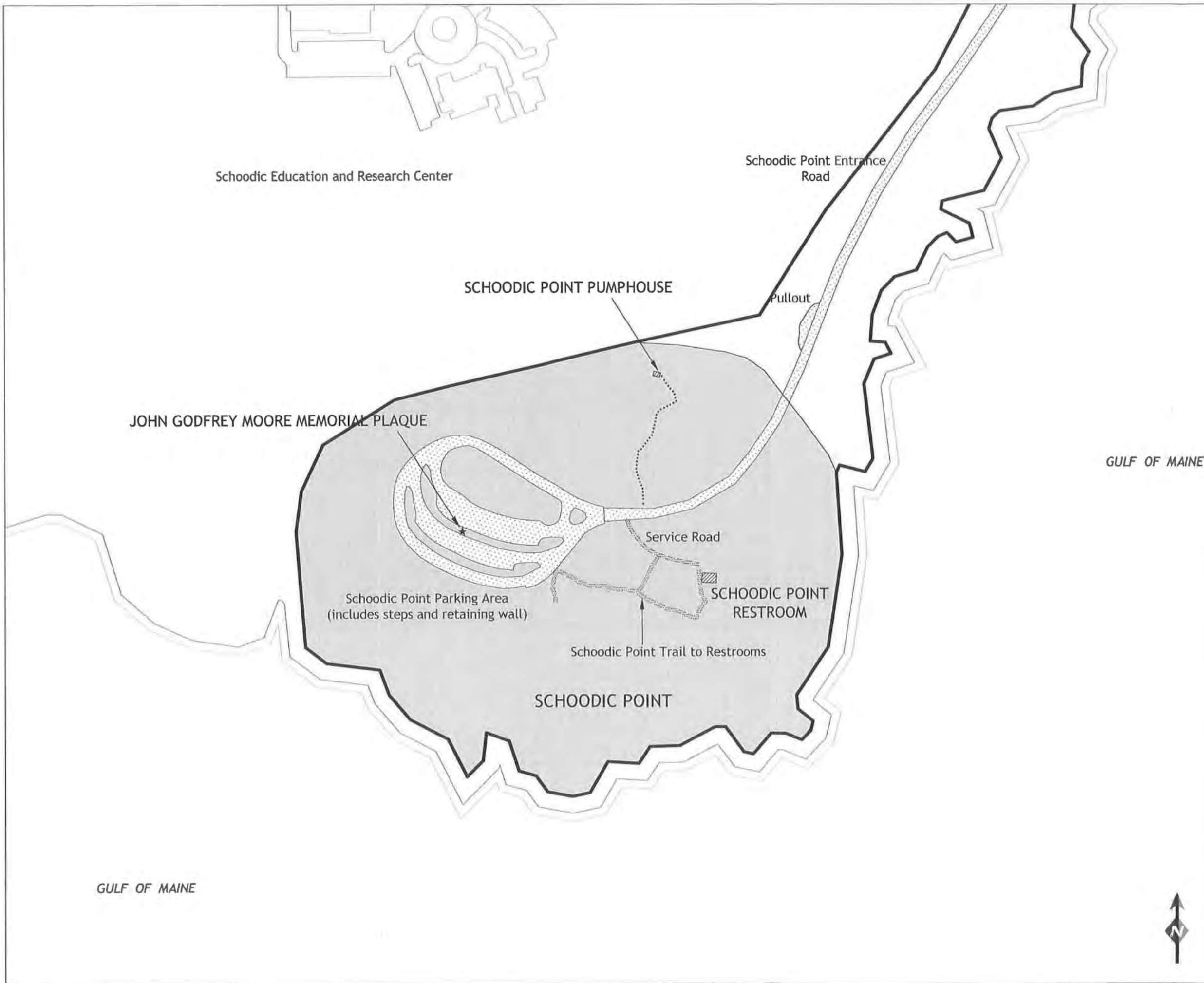
Schoodic Peninsula Historic District  
Acadia National Park  
Winter Harbor, ME

Schoodic Head Site  
Revised: March 2017  
Drawn by: PAL, Inc. April 2016

National Register of Historic Places  
National Register District Map

Schoodic Peninsula Historic District  
Acadia National Park  
Winter Harbor, ME

Schoodic Point Site  
Revised: March 2017  
Drawn by: PAL, Inc. April 2016



**KEY**

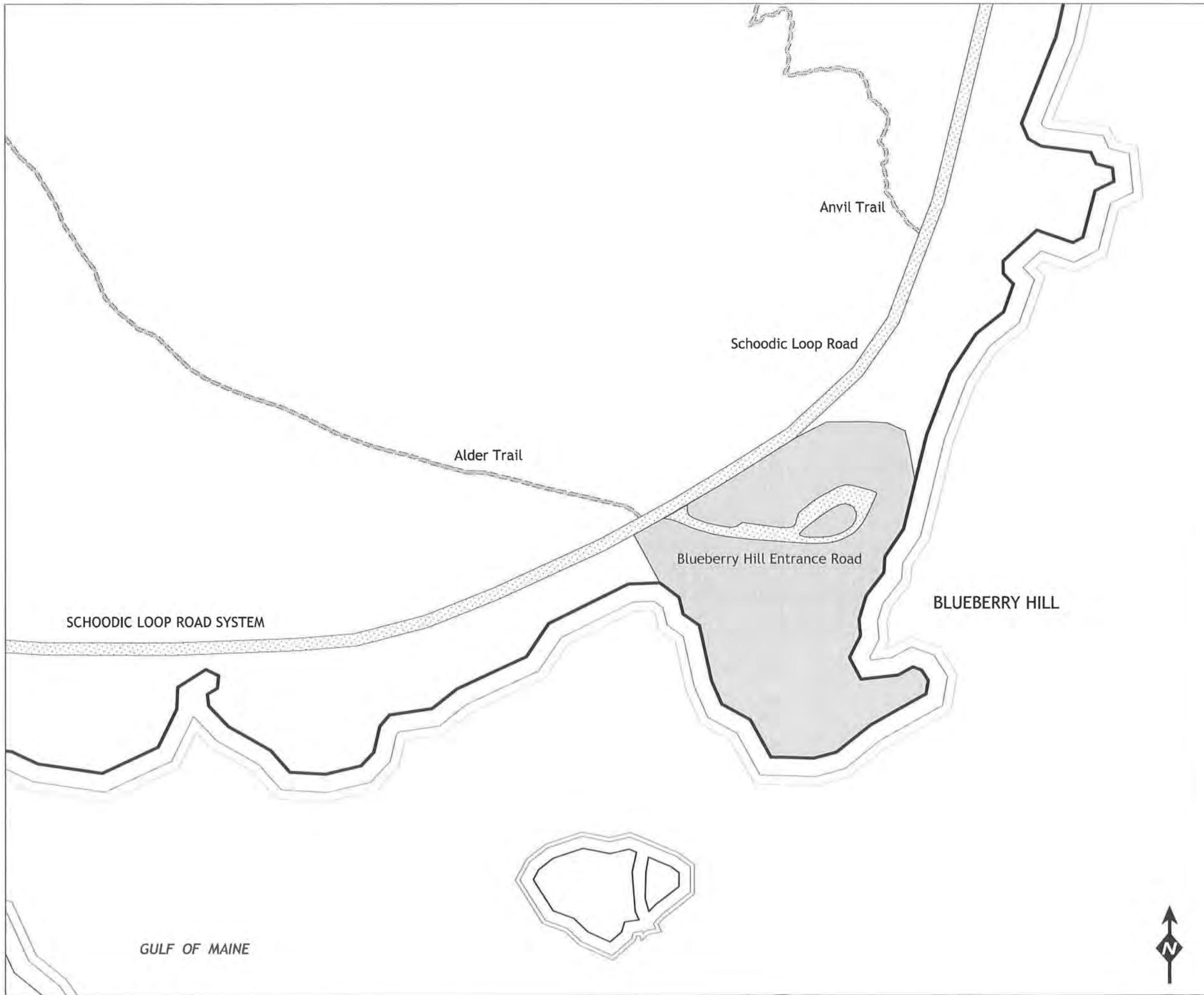
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- Hiking Trails
- Streams
- Contributing Site
- Contributing Building
- Contributing Structure
- Contributing Object
- Non-Contributing Resource

0 150 300ft  
0 50 100m

National Register of Historic Places  
National Register District Map

Schoodic Peninsula Historic District  
Acadia National Park  
Winter Harbor, ME

Blueberry Hill Site  
Revised: March 2017  
Drawn by: PAL, Inc. April 2016



GULF OF MAINE

BLUEBERRY HILL

SCHOODIC LOOP ROAD SYSTEM

GULF OF MAINE

**KEY**

- District Boundary
- Hiking Trails
- Streams
- Contributing Site
- Contributing Building
- Contributing Structure
- Contributing Object
- Non-Contributing Resource


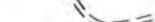






0 150 300ft  
0 50 100m


National Register of Historic Places  
National Register District Map


Schoodic Peninsula Historic District  
Acadia National Park  
Winter Harbor, ME

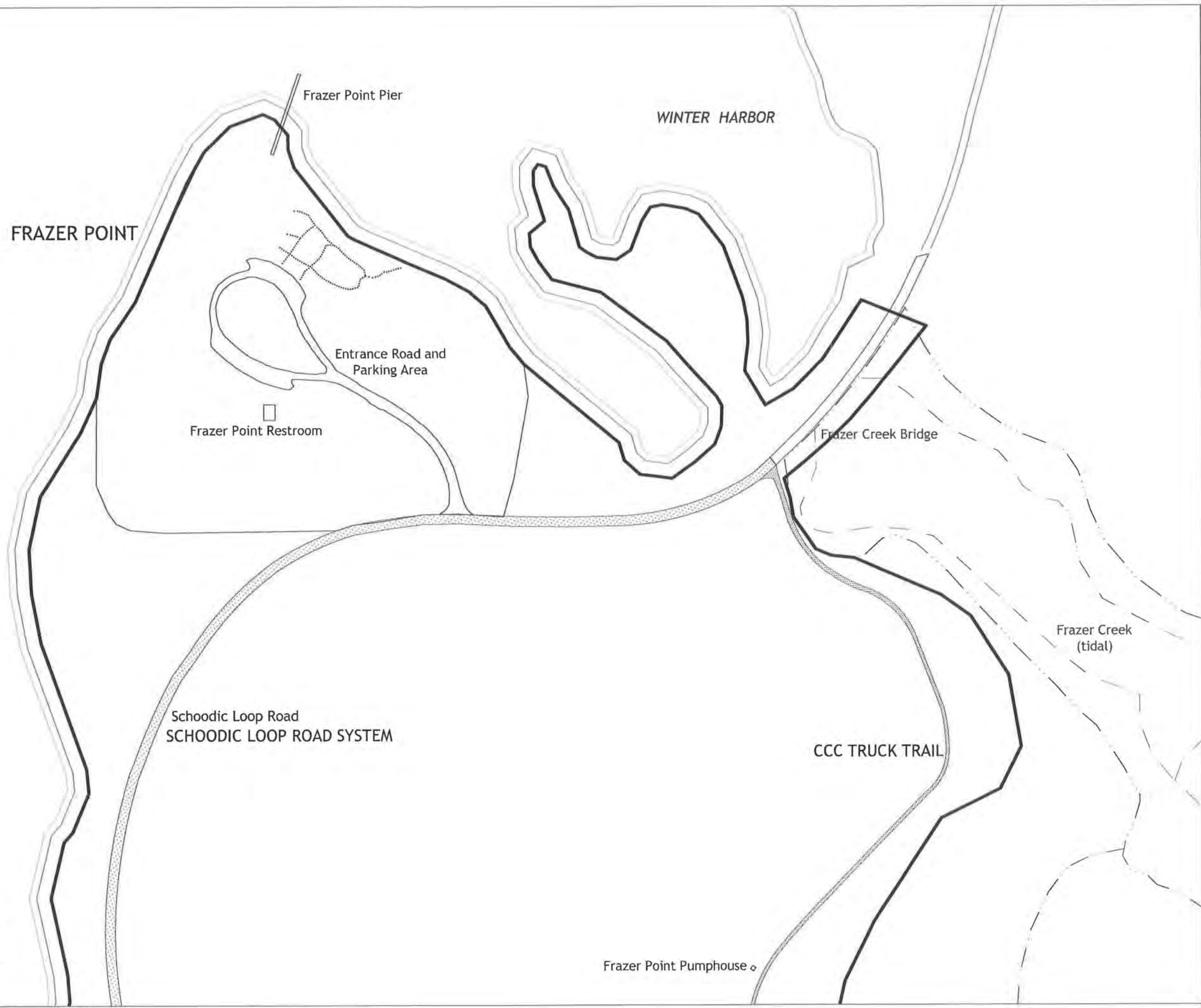
Frazer Point Picnic Area  
Revised: March 2017  
Drawn by: PAL, Inc. April 2016

**KEY**

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-  Hiking Trails
-  Streams
-  Contributing Site
-  Contributing Building
-  Contributing Structure
-  Contributing Object
-  Non-Contributing Resource



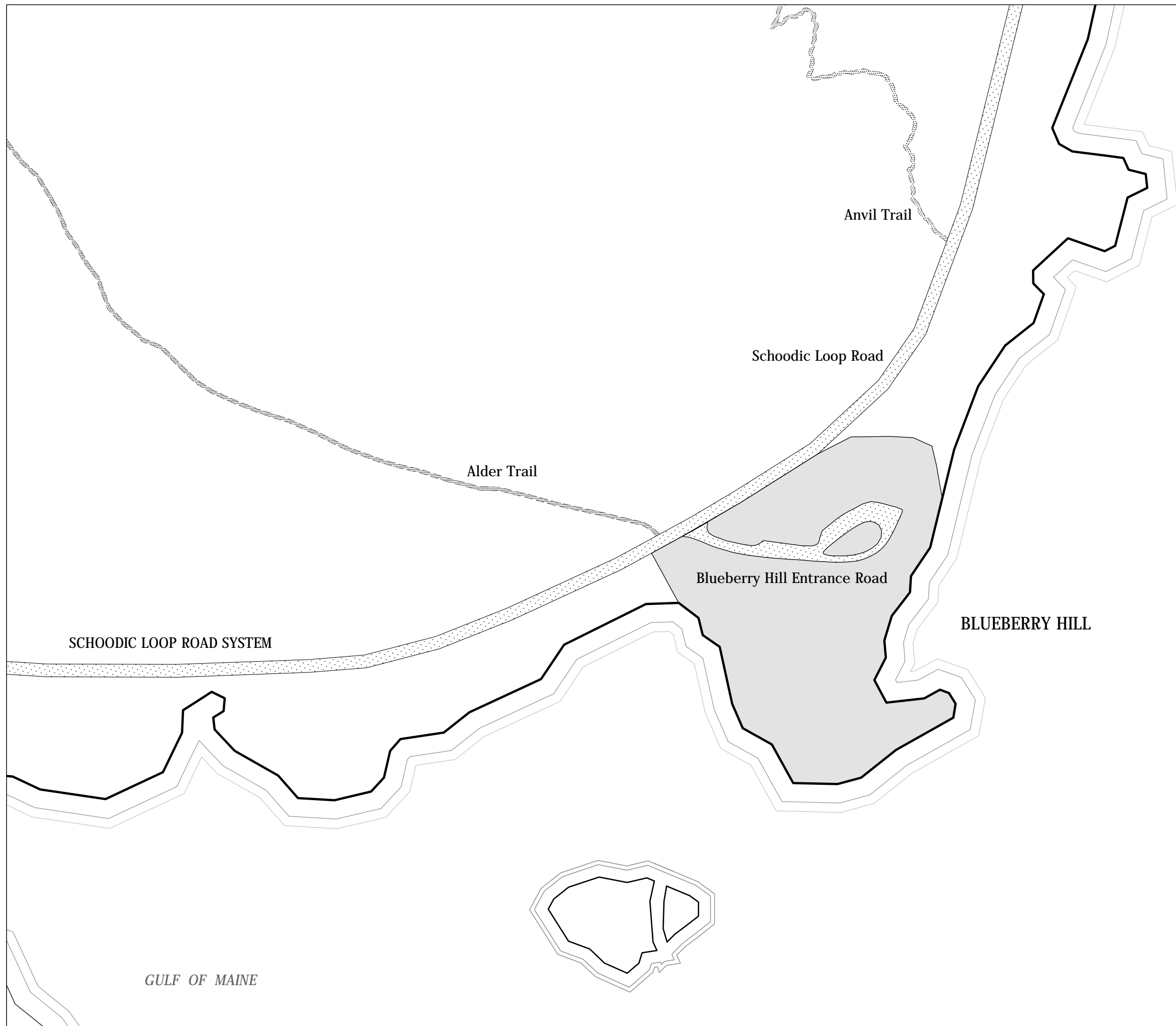




National Register of Historic Places  
National Register District Map

Schoodic Peninsula Historic District  
Acadia National Park  
Winter Harbor, ME

Blueberry Hill Site  
Drawn by: PAL, Inc. April 2016



GULF OF MAINE

SCHOODIC LOOP ROAD SYSTEM

Blueberry Hill Entrance Road

BLUEBERRY HILL

GULF OF MAINE

**KEY**

- District Boundary
- Hiking Trails
- Streams
- Contributing Site
- Contributing Building
- Contributing Structure
- Contributing Object
- Non-Contributing Resource

0 150 300ft  
0 50 100m

National Register of Historic Places  
National Register District Map

Schoodic Peninsula Historic District  
Acadia National Park  
Winter Harbor, ME

Frazer Point Picnic Area  
Drawn by: PAL, Inc. April 2016

FRAZER POINT

WINTER HARBOR

WINTER HARBOR

Frazer Point Pier

Entrance Road and  
Parking Area

Frazer Point Restroom

Frazer Creek Bridge





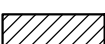



Frazer Creek  
(tidal)

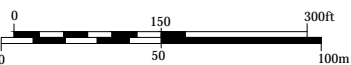
Schoodic Loop Road  
SCHOODIC LOOP ROAD SYSTEM

CCC TRUCK TRAIL









Frazer Point Pumphouse

KEY

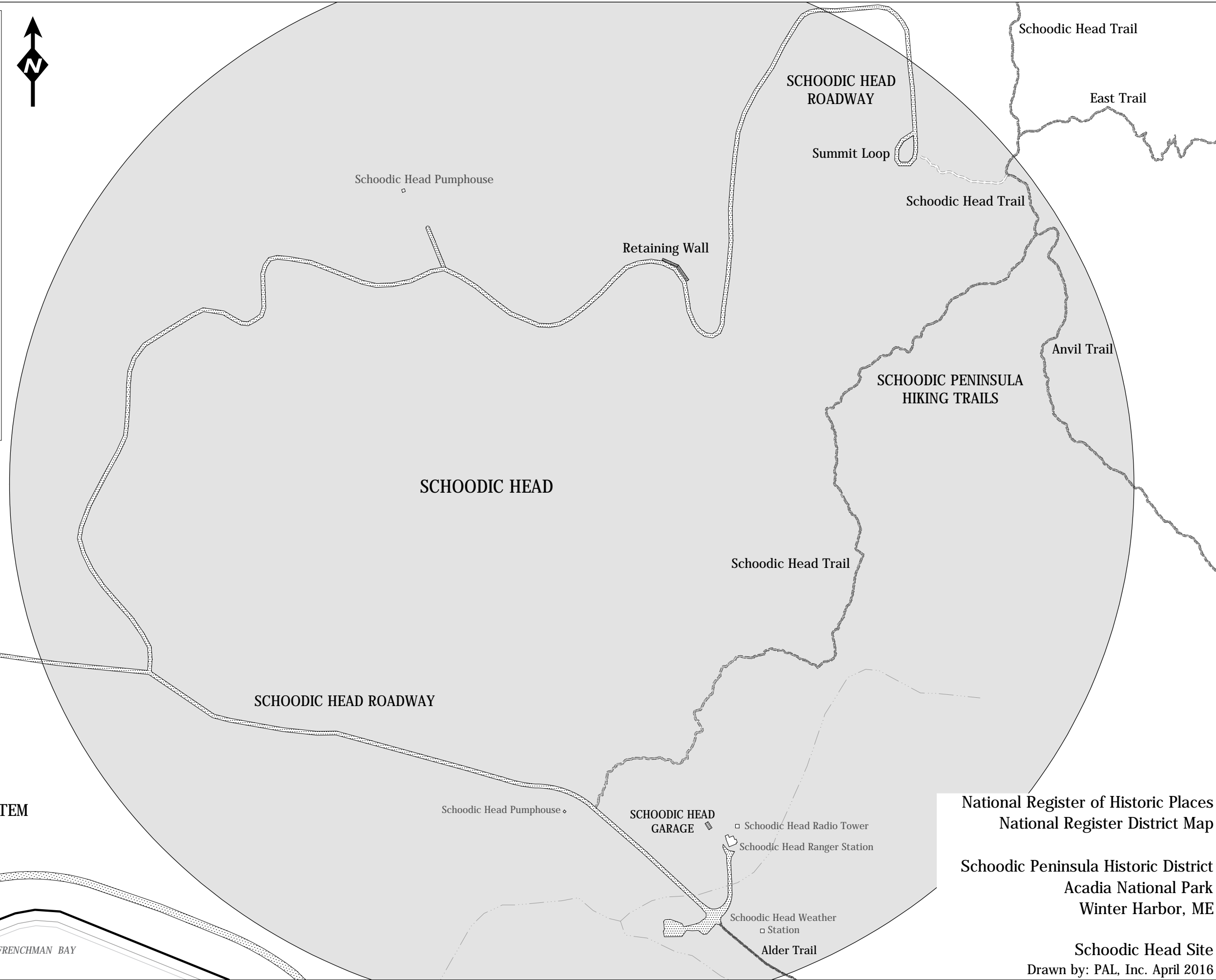
-  District Boundary
-  Hiking Trails
-  Streams
-  Contributing Site
-  Contributing Building
-  Contributing Structure
-  Contributing Object
-  Non-Contributing Resource



**KEY**

-  District Boundary
-  Hiking Trails
-  Streams
-  Contributing Site
-  Contributing Building
-  Contributing Structure
-  Contributing Object
-  Non-Contributing Resource

0 300 600ft  
0 100 200m



National Register of Historic Places  
National Register District Map

Schoodic Peninsula Historic District  
Acadia National Park  
Winter Harbor, ME

Schoodic Head Site  
Drawn by: PAL, Inc. April 2016



**FRAZER POINT PICNIC AREA**

WINTER HARBOR

Frazer Creek Bridge

SCHOODIC LOOP ROAD

WINTER HARBOR

SCHOODIC HEAD

Schoodic Education and Research Center

SCHOODIC POINT

BLUEBERRY HILL

LITTLE MOOSE ISLAND

**KEY**

- District Boundary
- Hiking Trails
- Streams
- Contributing Site
- Contributing Building
- Contributing Structure
- Contributing Object
- Non-Contributing Resource

Scale: 0, 500, 1000, 15000 feet

Scale: 0, 500, 1000, 15000 meters

North Arrow

National Register of Historic Places  
National Register District Map

Schoodic Peninsula Historic District  
Acadia National Park  
Winter Harbor, ME

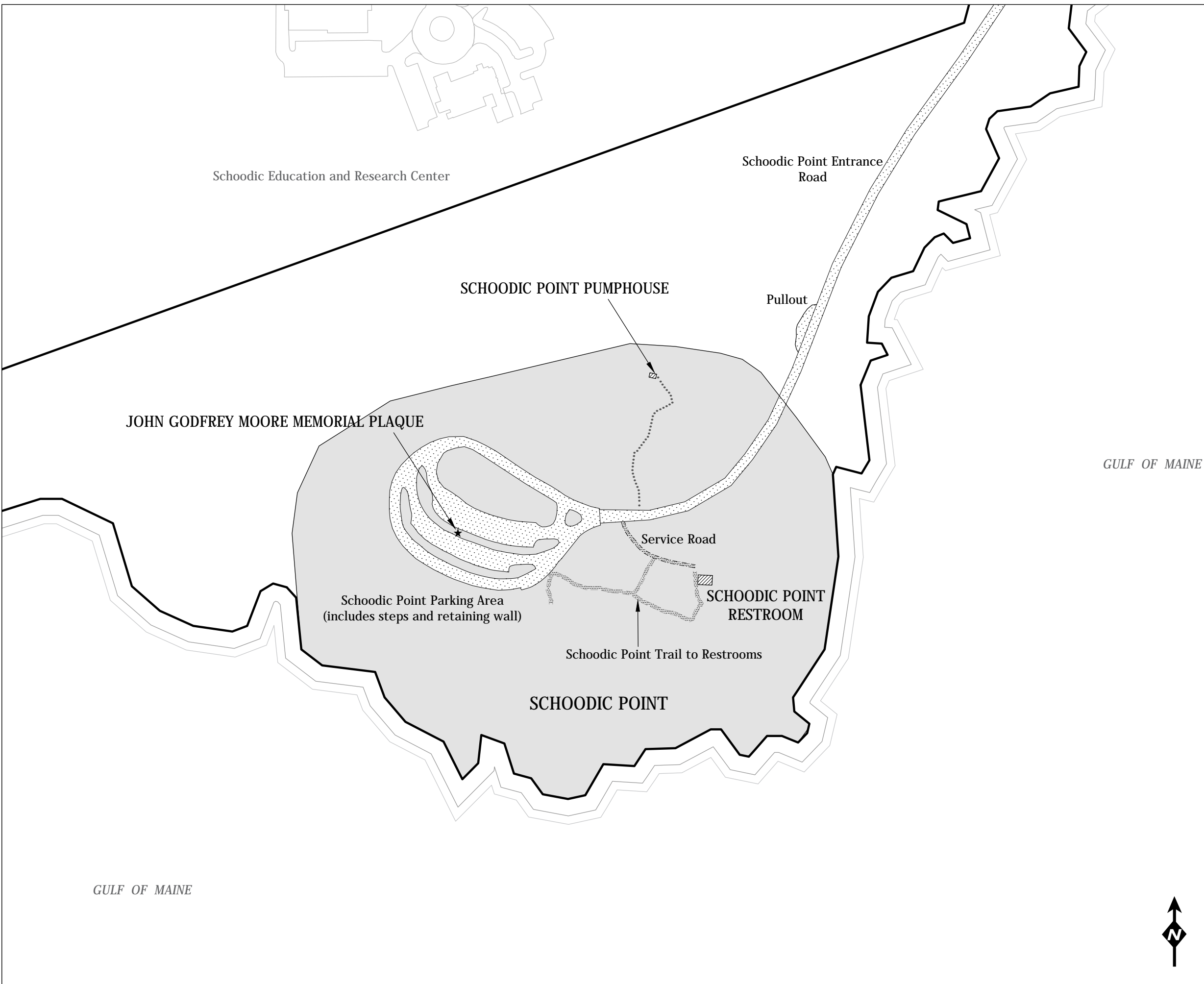
Drawn by: PAL, Inc. April 2016



National Register of Historic Places  
National Register District Map

Schoodic Peninsula Historic District  
Acadia National Park  
Winter Harbor, ME

Schoodic Point Site  
Drawn by: PAL, Inc. April 2016



**KEY**

- District Boundary
- Hiking Trails
- Streams
- Contributing Site
- Contributing Building
- Contributing Structure
- Contributing Object
- Non-Contributing Resource

0 150 300ft  
0 50 100m









National Register of Historic Places  
Memo to File

# Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 5/19/2017      Date of Pending List:      Date of 16th Day:      Date of 45th Day: 7/3/2017      Date of Weekly List: 7/27/2017

Reference number:

Nominator:

Reason For Review:

Accept       Return       Reject      7/10/2017 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Edson Beall      Discipline Historian

Telephone \_\_\_\_\_      Date \_\_\_\_\_

DOCUMENTATION:    see attached comments : No    see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



United States Department of the Interior

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

IN REPLY REFER TO:  
A.1.2. (NER- RSS)

**NOV 10 2016**

Memorandum

To: Federal Preservation Officer (WASO)

From: Associate Regional Director, Resource Stewardship and Science

Subject: National Register Documentation for Acadia National Park

We are forwarding, for your approval, the National Register of Historic Places documentation for the Historic Resources of Acadia National Park Multiple Property Documentation Form (MPDF) and associated listing for Schoodic Peninsula Historic District.

The Historic Resources of Acadia National Park MPDF updates the original MPDF listed in the National Register of Historic Places on June 29, 2007. The update to the MPDF is part of the stipulations agreed upon between the Maine Historic Preservation Office and Acadia National Park (NP) in a Memorandum of Agreement (MOA) regarding the multi-use recreational path across the Frazer Creek Bridge and Causeway signed in 2014. Particularly, the MOA requires that the updated MPDF clarify existing property types and registration requirements and develop an additional context—c. 1860s to 1890 early rusticator era and evaluate additional properties for the National Register. The updated MPDF adds to the information contained in the original and is intended to provide a comprehensive framework for evaluating historic resources within the boundaries of the park by defining the applicable historic contexts, property types, and registration requirements under which resources may be listed in the National Register of Historic Places.

The Schoodic Peninsula Historic District is associated with the Historic Resources of Acadia National Park Multiple Property Documentation Form (MPDF) and covers resources within park boundaries on Schoodic Peninsula and Big Moose Island. National Register of Historic Places documentation for the Schoodic Peninsula Historic District was accepted by the Keeper of the National Register on June 29, 2007, together with the initial version of the associated MPDF. The purpose of this revised registration form is to clarify the status of all contributing and non-contributing resources in the district and make the documentation consistent with an updated version of the associated MPDF.

The Maine State Historic Preservation Officer, Kirk Mohny, reviewed and signed both the cover form of the MPDF and the Schoodic Peninsula Historic District National Register nomination. The nomination was reviewed by regional and Acadia cultural resource management staff as well as the region's former and current National Register coordinators Betsy Igleheart and Bethany Serafine. Superintendent Kevin Schneider supports the documentation.



If you have any questions please contact Bethany Serafine, National Park Service, History Program, 54 Elm St., Woodstock, VT 05091. Bethany\_Serafine@nps.gov, 802-457-3368 ext. 250.

Attachments



# United States Department of the Interior

NATIONAL PARK SERVICE  
1849 C Street, N.W.  
Washington, DC 20240



May 18, 2017

## Memorandum

To: Acting Keeper of the National Register of Historic Places

From: Federal Preservation Officer, National Park Service *SK*

Subject: Acadia National Park Multiple Property Listing (Amendment), *Historic Resources of Acadia National Park*; and individual nomination for Schoodic Peninsula Historic District, Hancock County, ME

I am forwarding an amendment to the MPS cover documentation, *Historic Resources of Acadia National Park*, and one individual resource nomination under the MPS. The individual nomination is for the Schoodic Peninsula Historic District. The Park History Program has reviewed the amended cover document and the individual nomination. We have found the amended cover document to establish a framework for evaluation of individual properties, and the individual resource is eligible under the multiple cover at the national and local levels of significance under Criteria A, B, and C, with areas of significance of Architecture; Community Planning and Development; Conservation; Engineering; Entertainment/Recreation; Landscape Architecture; Transportation; and Other: Philanthropy. If you have any questions, please contact Kelly Spradley-Kurowski at 202-354-2266 or [kelly\\_spradley-kurowski@nps.gov](mailto:kelly_spradley-kurowski@nps.gov)