SEAL COVE: Enjoy the views of the islands in Blue Hill Bay from the 1812 saltwater farmhouse that sits at the top of a gently sloping field. The three bedroom home sits on 10 acres, offering deep water shorefront, forests, and field — the best of Maine’s rugged coast! $1,600,000

BAR HARBOR: Built in 1888, Eastcote offers graceful living in a period house. Take a step back in time and enjoy the shingle-style architecture, 9 fireplaces, palladian windows, and birch floors. Located on 5.3 acres with 400’ of shorefrontage overlooking Frenchman Bay. $1,185,000

SEAL COVE: Resting on a knoll above the shore, Crasavitsa looks on the ever-changing beauty and spirit of Blue Hill Bay. This 4-bedroom home with private guest quarters offers the opportunity to escape from the everyday. Located on 26 acres with over 400’ shore frontage. $4,950,000

SEAL HARBOR: Offering 10 bedrooms and 6 fireplaces, the grandeur of Eastholm is surpassed only by the attention to detail befitting this stately summer home. Designed by Carrère & Hastings in 1901, the granite porches and cypress woodwork are all intact. $2,500,000

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O COME ALL YE VEHICLES

Let us now ban Recreational Vehicles (RVs) from Acadia National Park roads.

To be clear, everyone is welcome at this great national park, thank God. Including the salt-of-the-earth people who drive RVs. Indeed, RVers are among the best, most generous volunteers at Acadia. They do it right, parking their vehicles at designated sites and foraying out by other means.

Acadia is a small, narrowly roaded, natural-cultural setting that is vehicularly challenged as-is. Not every kind of vehicle belongs. The basic RV runs from 18 to 45 feet in length and gets 7 to 10 miles per gallon. Those built on a bus chassis can reach sixty feet (and can cost $2 million). RV’s are open-road machines, suited for highways.

A Southwest Harbor friend who scored a nerdy 800 on his math SATs longer ago than he dares to count says RVs are an “exponential” vehicle. He reasons that when, for example, a 40-footer takes a corner, it carves a wider radius than a car does, consumes more geometric space, swills more fuel de facto and per passenger, emits more crud, and extends the wait time of larger numbers of nearby automobiles, pedestrians and bicycles, all out of proportion to a) the design of a standard roadway intersection, b) the consumption patterns of less distended vehicles, and c) the boundaries of general courtesy.

(Word mavens, note: the previous sentence is to proper English composition what RVs are to cars – impressive but bloviated.)

Today eighty-percent of RVs travel with child. Hooked to the mother ship, the way a baby elephant hugs its mom, is a smallish automobile in tow. When a two-part articulated caravan tries to park, turns corners, or waddles up Cadillac Mountain, put a smallish superscript “2” after the word exponential – exponential squared.

In August, a 50-foot bus-style RV with a car tethered to it tried a left turn from Rte. 233 into the Cadillac Mountain entrance of the park. It failed but couldn’t back up. Fifteen cars were tied up in one lane. The occupants must have thought it odd that a national park should resemble the congested streets back home. Had a park ranger not intervened, the ten-minute unsnarling might have taken even longer.

In another incident, an RV traversed MDI with its side-door steps deployed, gouging a car. No pedestrian or bicyclist was clipped.

Such minor incidents symbolize a dispiriting future for Acadia if the park doesn’t soon set vehicle carrying capacities for the federal asphalt it controls: the Loop Road, Cadillac, Stanley Brook and Duck Brook roads.

Trends suggest overall park visitation, unless checked, will double to six million by 2020. Most will come motor-wise. Numerically the RV component will be mammoth. At minimum RVs should pay a premium entry fee. But the square-on solution is to forbid vehicles over 18 feet in length on park roads for specific summer periods.

Every August, MDI’s campgrounds, motels, and B&B’s fill up. Bar Harbor has five designated RV parking spaces, restricted to 30-footers max, and six to eight extra spaces near the ball field. And on village streets, the usual blood-sport parking rules are in effect. In-town traffic crawls. Big vehicles worsen things.

With the expanded Island Explorer propane-powered, free bus system (whose ridership is up 45 percent over last year’s), little excuse exists for RVers not to use less polluting transit while here. Also, Bar Harbor has two commercial operators, National Park Tours and Oli’s Trolley, that run excellent guided bus trips to prominent in-park sites.

The fare-free system and the commercial one, in fact all businesses on this island, thrive by separating people from personal motor conveyances, much to MDI’s economic betterment. That’s how people shop.

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7 Special Person: Long Distance Volunteer
In Maine we take it for granted. We drink it and use it for cooking, washing, recreation, and in nearly every other aspect of our daily lives. No living thing can survive without it. Water, in another sense, is the lifeblood of Acadia National Park. Here, it is found in many forms: springs, streams, ponds, rain, fog, dew, vapor, intertidal areas, and open ocean among them. In all of its forms it is the weave of this park's fabric.

Acadia has steep slopes, thin soils and a maritime climate. Streams are steep and short, averaging less than three miles from start to the sea. We have an average of 55 inches of rain per year. There are 14 Great Ponds (those larger than 10 acres in size), 9 smaller ponds, 10 named wetland areas, and more than 2 dozen streams within or adjacent to park boundaries. There are 58 miles of shoreline within the park. Six Great Ponds provide domestic water supplies to nearby communities.

Recently, “A Water Resources Management Plan for Acadia National Park” was completed. This is important stuff, and as with all things of value, it did not come easily. But now it sets the stage for future management actions. The management objectives can be paraphrased as follows:

- Protect water quality and the integrity of ecosystems
- Maintain, and where possible restore, natural water flow regimes
- Inventory, monitor and study to provide for understanding, scientifically based management and identification of trends
- Cooperate with other agencies including the Maine Department of Inland Fisheries and Wildlife and special interest groups in fisheries management
- Where possible, maintain or reestablish natural assemblages of fish and other aquatic species
- Seek legislation or rule-making which would make it illegal to hunt or trap on Great Ponds within the park boundary
- Regulate visitor use to comply with federal and state drinking water standards

Acidic and toxic substances, such as mercury, deposited by air currents have had cumulative effects for the past 150 years. Our current construction boom, particularly where it is occurring near wetlands, has the potential for enrichment of fresh and brackish waters with nitrogen and phosphorous. Point and non-point pollution sources, like runoff from roads and trails, can affect the chemical, biological, and physical aspects of water quality. Taking action to identify causes and mitigate effects will require extensive cooperation. As park managers we need to assure protection of public health while applying the highest possible standards to proposed park operations and development.

Recently, my son and I made a scuba dive in Echo Lake. We hadn’t been together on a dive for a long while — it was great fun. The water was quite clear, there was a fringe of vegetation along the rocky shoreline, there were fresh water clams (a good sign), a few schools of shiners, and occasionally we saw young brook trout. That was it. Areas deeper than about 10 feet near the lake’s center, at its deepest and coldest, looked like the moon. I thought then and now that aquatic life in places such as this hangs in a delicate balance. Understanding that balance, and preserving it, is the challenge.

— Paul Haertel, Superintendent, Acadia National Park
Banning RVs in Acadia will not immediately solve problems on non-park roads, but has advantages: 1) RVs trying to enter would do so only once and then comply every time thereafter; 2) word would spread synaptically fast in the organized RV community, through places where RVs legitimately congregate (commercial campgrounds, etc.) and via the Family Motor Coach Association website, www.fmca.org; 3) management of RVs in 2001 will simplify because the hard work was done in 2000; and 4) traffic will flow better, air will be cleaner, public safety will increase, and everyone will have better park experiences. Life for residents will inch back toward tranquil.

Acadia is one of six designated Transportation Demonstration Parks, a classification that encourages experimentation. For example, Zion National Park, another demonstration site, has banished most automobiles from the main valley, but not from the principal pass-through road. Most visitors are required to use Zion’s new propane bus system, much like Acadia’s.

Unlike Zion and some other big Western parks, Acadia is not a transportation corridor from one destination to another. Acadia is a terminus of travel. Overlarge vehicles cannot plausibly claim that through-travel is a necessity.

In banning RVs, Acadia National Park has a wonderful opportunity to enhance its status as a leader in transportation management. Such a move would bring Acadia closer to the legal mandate that the national parks shall be left “unimpaired for future generations.”

An international convention of 7,200 RVs descended on Maine’s Brunswick Naval Air Station this summer. If MDI ever experienced the full frontal phalanx of an RV diaspora, we’d sure know it. In any case, next time you get stuck in a gaseous contrail behind a waddler and its toddler on Ocean Drive, be polite and cheer up. If the Park Service acts decisively, things could get exponentially better.

— W. Kent Olson, President
The board and staff met in May to revisit FOA 2000, the Friends of Acadia strategic plan and vision for the future that we created in 1997. We have used it since as a beacon to guide us. But much has changed during that time, so we developed FOA 2005.

The mission of Friends of Acadia, which resonates so strongly, remains unchanged. We will continue to preserve and protect the outstanding natural beauty, ecological vitality, and cultural distinctiveness of Acadia National Park and the surrounding communities, and thereby ensure high quality experiences for visitors and residents alike.

Our general goals for the next five years are: 1) preserve the park’s scenic, natural and cultural resources; 2) protect the park from external and internal threats; 3) manage traffic volume and minimize any negative effects of motor vehicles on the island; 4) preserve the quality of the park and island experience by mitigating impacts of human visitation; 5) maximize federal funding for park operations and capital projects; and 6) maximize the funds collected and retained by the park, from individual visitors, groups, commercial uses, etc.

To achieve the goals, FOA 2005 establishes a number of primary objectives and specific strategies. Please contact the office for a copy.

The process of developing FOA 2005 was enriching for all who contributed. Everyone in our organization is so committed to our common goals that the process flowed remarkably smoothly.

Friends of Acadia has been the most successful organization I’ve ever had the pleasure to work with, both in carrying out its mission and in raising the funds necessary to do so. With FOA 2005, we have refined and updated our focus. There is every reason to believe our achievements will be even greater in the future.

As you can see elsewhere in this Journal, Friends successfully completed its $13-million ACADIA TRAILS FOREVER campaign in just a year, a remarkable achievement.

Many individuals contributed to the campaign’s success, but four people in particular were integral — on staff, Ken Olson, Annie Schwartz, and Terry Sosa, and from the Board, our campaign chair Charlie Tyson. They were supported by a second-to-none office crew. At the park, Superintendent Paul Haertel and his staff were superb partners.

Thank you all for a job well done.

And thanks also to the 1,000 members who responded so nobly to our requests for support of the trails project.

We turn now to implementing ACADIA TRAILS FOREVER on the ground. And we will — must — continue quiet fundraising to build our new trails endowments and to fund other projects, although we contemplate no broad-based capital campaign.

Meanwhile, please contribute your maximum support to Friends of Acadia’s special requests whenever possible, and please continue helping with the general fund — it’s crucial.

In turn, Friends of Acadia will continue working hard to protect and preserve the Acadia you love.

— Lee Judd, Chairman
Bones Filled With Air

The wind came up at night
and it blew offshore
and the small birds settled
and the Willets rose up crying;
they called me out
they pointed to another bay
they rode off on the wind, calling.

Then I looked at the walls I had built.
Paper walls. Paper windows. Paper between
me and the wind: every day
another layer of paper.
I opened the door and I left it ajar.

We fly toward the sun, toward stone,
toward eelgrass. On the hill behind me
the dogs have covered their eyes with their paws
and the door swings in the wind.

— Nancy Nielsen

Nancy Nielsen watches the weather, the wildlife and the tides from a quiet corner of Cobscook Bay, and as soon as she gets the land trust, the garden, the dogs and the poetry under control she’ll write back to the friend who asked, “What do you DO when you’re retired?”
It's a long way from the land-locked mountains of the Czech Republic to the tide pools at Otter Point in Acadia National Park. There are many differences and few similarities. But Petra Koppová enjoys them both. Petra is spending five months volunteering in Acadia, thanks in part to a grant from Friends of Acadia.

In her hometown of Olomouc (population 110,000) Petra is employed as an environmental educator at “Sluňákov” an environmental education center. Her salary, and that of four others, is paid by the city of Olomouc. While it is unusual for a Czech city to place such importance on environmental education, Olomouc has chosen to have its own Environmental Education Center. Perhaps it’s the city’s proximity to a protected area of riverine wetlands called Litovelské Pomoří where Petra is a volunteer ranger who helps maintain trails, talks with visitors, presents children’s programs, and keeps notes on flora and fauna. Or maybe it’s the influence of Petra’s alma mater, the University of Palacky, which has a strong ecology department. Several students and faculty from the University have spent time at the College of the Atlantic in Bar Harbor.

Arriving in April, Petra first spent 10 weeks with Acadia National Park’s Environmental Education staff, where she assisted with the spring school programs. “She was very successful in holding the attention of her groups and was well liked by the students,” reports Cynthia Ocel her supervisor. Petra observed the six different programs that Acadia rangers present to elementary school students, and she planned and wrote a creative nature program for eight and nine year-olds that was used this summer with the YMCA and Neighborhood House day camps.

Petra interviewed Acadia’s environmental education (EE) staff to inform her colleagues in the Czech Republic about the EE operation here. “I think it is very important to have an opportunity to see work in other places and I hope every educator will have this chance at least one time in her (or his) career,” she said. After her return to the Czech Republic, Petra has agreed to prepare at least two different slide shows and will write several articles about her sojourn in Acadia. “My stay with EE was a great experience for me. I am very happy that I had a chance to contribute a special program for Acadia, called “Island”, as a gift for the beautiful time that I spent here.”

Petra’s next assignment has been with the ridge runner program, sponsored by Friends of Acadia. One of the major tasks of the ridge runners is to promote “Leave No Trace” (LNT) principles. Petra explains her interest in LNT, “Our borders are now open to people from other countries so we expect more visitors. Our protected areas can expect more human impact than before so it’s very important to introduce LNT principles. It’s important to start by introducing these principles to children, because it is harder to change the minds of adults than to educate kids.”

A partnership of Czech foundations and governmental funding made Petra’s trip possible, and Friends has been instrumental in extending her stay so she could receive LNT training and experience. To host international volunteers, Acadia must first apply to the National Park Service’s Office of International Affairs for permission, and the volunteer must obtain a visa. The opportunity to promote the Leave No Trace philosophy on an international scale was the major reason that Acadia undertook the extra effort to secure Petra’s services. “Petra has been a wonderful addition to the ridge runner program this summer,” says ridge runner supervisor Charlie Jacobi. “It’s a great opportunity for her to learn about the National Parks and the LNT program, but the learning cuts both ways. We’ve learned from her about the Czech Republic and its protected areas. We also have an extra ridge runner out in the field monitoring visitor use and educating visitors about Leave No Trace. And Petra will take that back to her country and her environmental education job.”

—Jonathan S. Gormley is the Volunteer Coordinator at Acadia National Park.
GOOD NEWS

The Bar Harbor Times

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Mount Desert Island's hometown newspaper since 1884

75 CENTS  THURSDAY, JULY 27, 2000

Trails Forever hits $13 million

by Anne Kozak

BAR HARBOR — In less than a year since its kick-off by Secretary of the Interior Bruce Babbit, the $13 million Acadia Trails Forever campaign has reached its goal.

Funds from the campaign will not only restore and reopen hiking trails but will permanently endow maintenance of the trails, Acadia's Youth Conservation Corps (YCC) and the Ridge Runners — good samaritans who aid those hiking in the park.

The history-making campaign, spearheaded by Friends of Acadia, concluded a year earlier than expected, said FOA president Ken Olson "It happened because of a magnificent lead gift of $5 million, a spate of other major gifts and hundreds of smaller donations from the general public. People love Acadia deeply and have shown it tangibly."

The public/private partnership, which Sec. Babbit called "a landmark initiative," includes $9 million raised by Friends of Acadia and $4 million primarily from park entrance fees.

Acadia is the first national park to have an endowed trail system, and the project is the most extensive since the Civilian Conservation Corps worked here in the 1930s, said National Park Service director Bob Stanton, who also came to Acadia last July 29 to challenge grant with spurring public generosity.

"I am enormously grateful and proud of the Colkets and all the 1,000 contributors who gave generously and helped us not only make our goal but make the park a number-one resource," said Mr. Tyson.

Of the 1,000 contributors, 60 percent gave gifts ranging from $5 to $100.

"I'm enormously gratified that so many people love and support the park — 60 percent under $100 is incredible," said Mrs. Colket this week. "What a difference those 600 people make, and how important they are."

In ceremonies honoring the Colkets last July, Mr. Colket said Acadia Trails Forever was a campaign for people of greater and lesser means.

"With your ongoing support and cooperation, the trails will live on in perpetuity."

The Colkets' lead gift was the largest ever given to a Maine conservation organization, said Lee Judd, chairman of Friends of Acadia.

Although the public campaign is complete, Friends of Acadia's work on behalf of park trails is not. Mr. Olson has announced that FOA will continue to fund-raise quietly so that other prospective donors can add to the trail endowment or underwrite special projects.

Specifically, FOA is hoping to raise a supplementary endowment of $2 million for maintaining trails, $1 million endowment for volunteers, including hiring a full—time volunteer coordinator, $500,000 for trails and back-country shelters on Isle au Haut and $500,000 for wheelchair—accessible paths at two unspecified sites.

Over the next 10 years, the park will restore 130 miles of maintained trails, including 115 miles on Mount Desert Island, 19.2 miles on Isle au Haut and 2.6 miles on Schoodic; restore 11 miles of the park's 110

see TRAILS page A4

TRAILS from page A1

help launch the campaign.

Of the $9 million raised by Friends of Acadia, three endowments have been established: $5 million for maintaining the trails once they are restored, $1 million for the YCC program and $500,000 for the Ridge Runners.

The endowment for the YCC is a gift of Gale and Shelby Davis, summer residents of Northeast Harbor; a donor who wished to remain anonymous contributed the $500,000 for the Ridge Runners.

Although Mr. Olson and Acadia superintendent Paul Haertel first envisioned this project a few years ago, it became a reality in December 1998, said Mr. Olson, when Ruth and Tris Colket pledged $5 million — $2 million outright and a $3 million challenge grant.

Acadia Trails Forever chairman Charlie Tyson credits the Colkets'
The $13-million ACADIA TRAILS FOREVER campaign finished in July 2000, a year early. Friends of Acadia raised $9 million. Acadia National Park committed $4 million in visitor fees and other funds. The program will rehabilitate the park’s 130-mile trail system over ten years, restore 11 miles of abandoned trails, create five “village connector” paths linking communities with the park, and endow maintenance of the system in perpetuity.

With the public campaign finished, Friends “will continue low-key fundraising in a completely quiet phase,” said Ken Olson, “to allow prospective donors to add to the trails endowments or to underwrite trails projects.” Friends has identified $2 million to $4 million in special needs.

“A thousand donors made gifts from $5 to $5-million,” said Charles R. Tyson, Jr., chair of ACADIA TRAILS FOREVER. We are grateful to every single person. The breadth of love people have for this park is breathtaking.”

Iron rungs up the Beehive Trail
Climbing the Precipice and Beehive trails one notices a large amount of iron on the trails. But a close examination reveals ironwork in many other amazing locations, from bridges and rungs to stair and sign supports, on Acadia’s trails. A large amount of the iron is simply pins, concealed below large coping stones, retaining walls, culvert headwalls, and the sides of stone staircases.

Pins, concealed above trails, support large overhanging boulders. Others are visible where they anchor slab-laid steps onto ledges. Some pins with no current, visible purpose were probably used to anchor construction equipment. And scattered throughout the park are other instances of pins with absolutely no discernible purpose.

Iron rungs, rails, and ladders aid hikers on steep rock ledges. In a few locations iron bridges span gaps between ledges like those on the Beehive, and on some of the abandoned trails such as the South Bubble Cliffs and the Great Cave trail. Ironwork allows hikers to climb with relative security in areas that would otherwise require technical rock climbing gear.

Some of Acadia’s earliest crafted trails, four from 1896, depended on ironwork. The Ladder Trail on Dorr derives it’s name from a small sampling of rungs and ledgers. The Jordan Cliffs trail was opened with pins for walls and steps, and a few pinned log roadway supports. The Goat trail on Pemetic contains some rungs and stone supports. The Shore Path, running southwest from Hunters Beach, still has an extensive iron handrail system, and pins remaining for wooden bridges.

Ironwork was extensively employed on the trail system in the 1900’s by the Bar Harbor Village Improvement Association (VIA). Path committee Chairman Rudolph Brunnow laid out the trails, while Superintendent of Paths Andrew Liscomb and local masons and laborers carried out the actual work. Brunnow designed some of the more challenging trails on the east side of the island along the cliffs of Champlain Mountain, which would be inaccessible without use of iron.

The Orange and Black Path was built in 1913-1914, and includes sections of the present East Face Trail. It includes pinned steps and hand rails. A year later, the Precipice and Beachcroft Path were completed, both with extensive ironwork. On the Precipice, iron rungs offered a novel climbing adventure up the cliff by “ladders” as described by the 1915 Path Guide.

On the Beachcroft Path, iron achieved a different purpose: it created a highly crafted and easy-to-hike surface on rugged terrain. Across steep ledge sections, iron pins support many of the base and key rocks that form the stone walls and steps, and support coping stones along the trailside. Intentionally or otherwise, most of the trail’s supporting pins are obscured from the hiker’s view.

Similarly, the Emery path on the east slope of Dorr, completed in 1916, made extensive use of iron pins to support coping stones and walls. Some of the highest walls along Acadia trails are on this path. On the Ladder Trail, another east-side Dorr trail, pins were used to support log retaining walls, forming pinned log walkways. It’s interesting to note in areas where iron was not used, that the action of erosion, gravity, and ice over the past 80 years has altered the initial placement of many of the constructed features along these paths.

While the most extensive ironwork was carried out under the direction of Rudolph Brunnow and George Dorr in Bar Harbor, iron was also used by the Seal Harbor Village Improvement Society. For example, on the now partially abandoned Van Santvoord Trail, completed in 1915 under Path Chairman Joseph Allen, iron stapled steps to ledge. It was a slightly different method from that used by the Bar Harbor VIA.

An apparent lull in ironwork during the first World War ended around 1919 when, as the Bar Harbor VIA Annual Report notes, “a handrail was fastened on the Bubble Mountain Climb.” The South Bubble Cliff Trail was extended by the Seal Harbor VIA in 1928 and1931, and pins were installed to support wooden steps on the North Bubble Trails. Despite the addition of iron to the South Bubble cliffs, it was considered too dangerous and costly to maintain. Abandoned in the 1950’s, skeletal traces remain on the cliff face or rusting in the woods below.

It’s interesting to note that the trail builders were opportunists of a sort and employed any material available. Many pins were broken drill steels, old bolts, or eye bolts in places where the “eye” was unnecessary. Pin diameter size may differ in the same general area. There are extant uses of square pins. On the present Beehive Trail, the integrity of a staircase is held in balance by steps pinned with a 3/8” carriage bolt! See if you can find it.

Iron was used by the CCC in the 1930’s, though less extensively than in the great trail...
building days of the early 1900’s. Written or photographic documentation of CCC ironwork has not yet been found, however examples of their work remain. A few rungs and a short ladder are on the Perpendicular trail (although it’s possible these and the associated pinned log walkway were added later). Iron pins can be found in a few locations on the Perpendicular, Valley, West Face Beech Mountain, and the Ladder trails. A notable exception, the Beech Cliff trail makes stunning use of ironwork with ladders, pins, and railings. Most of the ladders are 1980s replacements of original work. An exquisite pinned stone walkway on the Valley Cove section of the Flying Mountain Trail is another example of beautiful CCC ironcraft.

Trailbuilders affixed rungs, rail stanchions, and pins to the rock using a method employed for hundreds of years in wood furniture. The base of the pin was split, usually by hacksaw, for approximately 11/2 – 2”. A small metal wedge was then forced into the split, and placed into a hole drilled in the rock. As the rung’s driven home, the wedge opened the split and forced the end of the iron against the sides of the hole, holding the pin in place. Holes were then packed with lead wool to keep out rain and moisture.

Today, in addition to the traditional methods, pins are held with hydraulic cement, or occasionally bent before pounding home. This bend puts a torque on the pin which keeps it in place. In some instances, where pins are used solely to secure steps or walls, to prevent them from slipping off ledges, pins are simply placed in holes with friction and gravity providing the glue.

Ironwork was inspected annually by both the VIA and VIS committees. Each autumn, iron rails and ladders on the cliff trails were given two coats of paint. This attention to detail has paid off — most of the rungs, pins, and other ironwork we presently see is original. Today, park crews inspect all the rungs and handrails on an annual basis. One method, though not totally conclusive, is to strike the rungs with a hammer. The resulting “ring” ensures a sound rung.

It is apparent that building with iron on extremely sloped areas was a conscientious choice of the designers and builders of some of the early trails. We should be grateful for this incredible legacy. For more information on ironwork, or any facet of Acadia’s trails, feel free to visit the trail shop on McFarland Hill.

Gary Stellpflug is the Trail Foreman at Acadia National Park and has been hiking and working on Acadia’s trails for 25 years.
WAYS OF GIVING

The future of Friends of Acadia depends to a large degree on the foresight and generosity of today’s visionaries—our members—who are willing to consider new ways to make gifts. Here are a few suggested methods of making a difference for Friends of Acadia:

Gifts of Cash or Marketable Securities
Gifts may be restricted to a designated program or applied to FOA’s general operating purposes.

Gift of Life Insurance
Name FOA as policy owner and beneficiary, and receive immediate tax deductions on your premium payments.

Gift of Property
Gifts of real estate, boats or artwork provide FOA with marketable assets and may enable you to avoid capital gains taxes.

Named Endowment Funds
The principal of a fund established in your name—or for someone you wish to honor or memorialize—is managed for growth, while the income from the fund supports programs.

Pooled Income Fund
Gifts from many donors are managed as combined assets. Earned income is paid to you or a designated beneficiary. Upon death, principal goes to FOA.

Charitable Remainder Trusts/Charitable Lead Trusts
Provide FOA or yourself with a steady income stream and, with a remainder trust, leave a significant future gift to FOA. Both arrangements entitle you to considerable tax savings.

Bequests
Name FOA as a beneficiary in your will and make a lasting contribution to the organization.

For more information about any of these suggested methods of giving to Friends of Acadia, please contact us at (207) 288-3340.
Friends of Acadia began the Ridge Runner program in 1997 as an initiative to spread park stewardship messages among visitors while increasing awareness about the partnership between Friends of Acadia and the park. Over the years, the Ridge Runners have contacted thousands of hikers, assisted park staff with trail maintenance and curatorial work, and aided with hiker and bicycle censuses. They’ve helped Acadia National Park rangers with several emergency rescues and have served inexperienced hikers with maps compliments of Friends of Acadia and bottled water donated by Mount Desert Spring Water.

This summer, Friends of Acadia hired four Ridge Runners and worked with a fifth as a volunteer (see related story on page 5). Chris Bishop, Lindsey Cotter, Alex DeLucia, Tara Jeffers, and Petra Koppová brought diverse backgrounds in park management, environmental education, trail maintenance, and visitor information, to their jobs. All of them share a love of Acadia and a wealth of outdoor experience ranging from kayaking to rock climbing to backpacking.

The Ridge Runners are joined by Joe Cashion, Friends of Acadia’s fifth consecutive Recreation Intern. Joe served as a Ridge Runner last year, but has taken on additional responsibilities and tasks in his new role. As Recreation Intern, Joe has worked...
BICYCLE PATROLS BEGIN IN ACADIA

A recent grant of $6,500 from Friends of Acadia enabled rangers at Acadia National Park to mount bicycle patrols on Acadia’s carriage roads. The funding was used by the park to purchase five specially-equipped mountain bikes which the rangers have been using to rove the carriage roads and monitor for illegal activities and safety violations.

The bicycle patrols were initiated by Acadia’s new Chief Ranger, David Buccello, who saw a need for increased backcountry presence by uniformed rangers. “We’re grateful that Friends of Acadia was able to respond so quickly,” remarked Chief Buccello.

“This has enabled park rangers to have a greater field presence, providing assistance and information as well as addressing some of the problems associated with the carriage roads, such as speeding, pets off leash, closure violations and so forth.”

The funds came from donation boxes that Friends operates at Jordan Pond House and the Cadillac summit house. Ken Olson, Friends of Acadia President, said, “We were happy to fund this innovative move. Bike patrols will help curb reckless riders who don’t understand that Acadia’s carriage roads are contemplative places. Also, we know that visitors really appreciate seeing park rangers in the field.”

The bicycles, built by Trek, a Wisconsin-based company, are designed especially for police/ranger activities. They come equipped with rear kickstands that allow easy dismounts and prop-ups in one swift action. They coast without the clicking sound of regular bikes, enabling quiet approaches.

In addition to the four bikes on MDI, rangers also patrol by bike on Schoodic Peninsula, and plans are underway to place a bike on Isle au Haut as well. Response to the bike patrol program has been overwhelmingly positive, and rangers are considering expanding the patrol area to Ocean Drive.

“The patrol vehicle will always be the mainstay of our road patrol operation,” says Buccello, “but increasingly our visitors are getting out and using other areas of the park. This use is placing new demands on the park’s trails, carriage roads, and islands, so it is incumbent upon us to develop other patrol methods to both aid the visitor and protect the park. The bicycle is proving to be a great tool in this effort.”
In 1997, the National Park Service announced its Recreational Fee Demonstration Program, which identified 100 national park sites which would experiment with varied fee projects. Acadia is one of the parks chosen for the project.

The effects of increasing numbers of visitors and time are taking a toll on our parks' roads, buildings, campgrounds, and natural and cultural resources. The fee demo program was conceived in response to the acknowledgment that traditional government funding hasn't been able to keep pace with the needs of America's national parks, creating a multi-billion dollar backlog of maintenance projects system-wide.

As established by Congress, all fee revenue generated by the demonstration projects are available to the NPS, with 80% of the revenue remaining at the site where it's collected. So, when you purchase a $20 annual pass into Acadia, you are making a $16 contribution to the park. In the first three years of the program, 1997-1999, park users contributed $3.77 million through entrance fees. The park estimates it will collect $7.8 million by the end of the demonstration period in 2001.

Revenue collected through this program is to be used to fund the backlog of repair and maintenance needs (including projects related to health and safety); signage; habitat and/or facility enhancement; and natural and cultural resource preservation. Our operations budget allows us to do routine maintenance and respond to emergencies, says Jim Vekasi, Chief of Maintenance at Acadia. “With fee demo funds we can accomplish larger, more long-term maintenance like getting out crews off-season to remove hazard trees from along roadsides, clear vistas, and rehab stonework.”

In Acadia, user fees are funding many necessary backlogged maintenance projects: extensive tree trimming, reconstructing 70-year-old stone campground fireplaces; replacing and resetting coping stones along carriage roads; repairing the Stanley Brook Bridge; rehabilitation of the Wildwood Stable barn; improving accessibility at the Hills Cove Visitor Center, and on Isle au Haut, restoration and improvement of the pier, visitor contact station, and roads. “The focus of the fee program is to fix up existing facilities,” says Jim Vekasi, “and it’s sometimes hard to see the effects of this work. When it’s done, it looks like it’s supposed to.”

The park is building on the potency of fee demonstration funds through partnership projects. In 1999 Acadia pledged $4 million, mostly from park user fees, to match the $9 million pledged by Friends of Acadia donors to reconstruct the park’s 130-mile trail system. And user fees fund Acadia’s fair share of the Island Explorer shuttle bus system. The projects are as many and diverse as Acadia’s needs. The following sidebar, photographs and captions give a snapshot of user fees are working in Acadia.

As the Recreational Fee Demonstration Program now stands, fees can be collected through 2001, and used through 2003. The program will be evaluated, and decisions made on the future of recreational fees. The program is a budding success at Acadia because of those visitors who believe that we must take responsibility for the unique character of Acadia that will be passed on to tomorrow’s visitors. —Marla Major
YOUR USER FEES AT WORK
Projects funded in 2000, include:

- Rehab vistas and trim Park Loop Road shoulders
- Implement Island Explorer shuttle bus system
- Rehab Jordan Pond, Otter Point and Jordan Cliffs trails
- Rehab Stanley Brook Bridge
- Improve heating, cooling, and energy efficiency at Visitors' Center
- Trim roadside vegetation at Schoodic
- Rehab Cadillac sewage system
- Begin Phase I of Cadillac Mountain summit rehab
- Rehab Isle au Haut roads and assist with purchase of Stonington boat ramp
- Rehab Seawall Campground stone fire grates
- Improve McFarland Hill park headquarters and maintenance facilities
- Develop park carrying capacities
- Rehab Jordan Pond House area to better accommodate visitors

Trail reconstruction began in 1999 and includes work on the Jordan Pond Trail, tread stabilization on Cadillac Mt., reconstruction of the western terminus of the Ocean Path near Otter Point, construction of bogwalks on Bernard Mt., stabilization of the Sand Beach trail and construction of carriage road connector trails at Park Headquarters.

Workers at Thunderhole replace missing stones and repoint damaged mortar joints.

Acadia is one of several municipal, non-profit and private sector partners implementing and sharing the cost of the seasonal Island Explorer public transportation system on MDI.

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Mr. and Mrs. Robert M. Bass
Mr. and Mrs. Frances C. G. Coleman
Dr. Dianne and Mr. Benjamin Emory
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Mr. and Mrs. Paul Grondal
Mr. Edward C. Johnson
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Friends of Acadia Journal
CREATING SUSTAINABLE LANDSCAPES:
PLANTS TO PLANT, PLANTS TO AVOID

Holiday Inn Regency
Bar Harbor, Maine
October 14-15, 2000

Non-native invasive plants threaten the distinctive character of
the New England landscape. Learn to identify today’s problems, to predict
which plants may pose a threat in the future, and to promote our native flora.

Registration Fee:
Before September 14—$195 • Late Registration Fee—$225
(Continental breakfast and lunch, both days, are included in the registration fee.)

For more information about:
Conference content, call 207-581-2937 • Registration services, call 207-581-4092
Website with registration form: www.ume.maine.edu/ced-conf/hort.html

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PRESERVING HISTORIC TRAILS
CONFERENCE

Acadia National Park
Bar Harbor, Maine
October 17-19, 2000

A conference for trails program managers, cultural resource managers,
planners, maintenance staff, trail guide writers, volunteers, and trail users
to provide insights and develop skills to identify, document,
treat, and maintain historic trail features.

Historic trail systems in national parks and other public lands
will serve as case studies. Acadia National Park, with its spectacular
coastal scenery, skillfully built trails, and major rehabilitation in progress,
will serve as an informative meeting place.

Registration Fee: $150

For more information, contact Marla Major, Friends of Acadia,
P.O. Box 45, Bar Harbor, Maine 04609, 207-288-3340, marla@friendsofacadia.org

Sponsored by:
Acadia National Park • Friends of Acadia • Olmsted Center for Landscape Preservation
Preserving and protecting those things that we all hold dear—our quality of life, a distinctive heritage, and the integrity of Mt. Desert Island’s natural wonders—is a wise investment. You can help us protect Acadia Forever.

It’s simple. You need add only one sentence to your will, or a codicil:

1. I hereby bequeath $_________ to Friends of Acadia, Inc., a Maine charitable corporation, P.O. Box 725, Bar Harbor, Maine 04609, for its charitable purposes.

2. I hereby devise _______% of my residuary estate to Friends of Acadia, Inc., a Maine charitable corporation, P.O. Box 725, Bar Harbor, Maine 04609, for its charitable purposes.

3. I hereby devise the following property to Friends of Acadia, Inc., a Maine charitable corporation, P.O. Box 725, Bar Harbor, Maine 04609, for its charitable purposes: [description of property].

Your concern and appreciation for Acadia and Mount Desert Island will extend far beyond your own lifetime. It will be a lasting legacy, enriching the lives of millions now and in the future.

Please call us at 207-288-3340 for more information.
Join a Kodak representative for a short walk and learn techniques for capturing quality photos of Acadia. You will learn about composition, lighting, camera handling techniques, and more. No technical knowledge or special equipment is necessary. All Kodak photographic activities are free. Check a copy of the park newspaper, the Beaver Log, for times and meeting locations of Kodak photographic programs. The Beaver Log also lists a whole range of ranger-led programs.

**Morning Photo Walk**  Enjoy a quiet walk in morning light and occasional fog along a lake or rocky coastline. On Fridays, the Morning Photo Walk is geared toward children. *(1.5 hours, 1 mile)*

**Photography Map Orientation**  Gather around the huge relief map in the Hulls Cove Visitor Center and learn some of the best places to go for good photographs. *(15 minutes)*

**Photography Demonstration**  Learn about composition, how to handle your camera, lighting, film choices, and more. Bring your camera. *(1 hour)*

**Afternoon Photo Walk**  Learn about framing your compositions, lighting, finding the best angles, and where to focus for better photographs. *(1.5 hours, 1 mile)*

**Sunset Photo Class**  Learn valuable techniques for capturing an Acadia sunset, from one of the best viewpoints in the park. *(30 minutes)*

“Acadia—Picturing Its Treasures”  Slide program, offering many easy tips on how to get great pictures of scenic views, nature, animals, and people in Acadia.
Commemorative Pins Issued

Proudly declare your support of the Island Explorer shuttle bus system with a year 2000 commemorative pin. All proceeds from pin sales are donated directly to the Island Explorer. You can get your pin at the Acadia National Park Visitor Center. Pins are only $5.00 each.

User Fees Used to Improve Acadia National Park's Orientation Programs

Visitors to Acadia National Park are in for a real treat this season as they view the changes to the two park audiovisual orientation programs. The programs have been captioned as well as translated into French and German. Audio description has also been added to enhance the programs for persons who have limited vision. The language translations and audio description are accessible by head receivers that visitors check out at the information desk. In addition to the changes to the programs, a large movie screen and new audiovisual equipment have been added to enhance the programs.

This project was funded through the fee demonstration program from a portion of visitor entrance fees. The project was coordinated by the National Park Service Harpers Ferry Design Center with assistance from Jeff Dobbs, Ron McCann, and the Acadia National Park staff.

Ranger-led Programs for Groups

Join a park ranger for a closer look at Acadia National Park. Reserved programs for large groups and bus tours consist of talks or easy walks that capture the essence of Acadia. Program fee is $35 per hour. Times listed in descriptions reflect the typical time frames required to adequately present programs. Length of programs can be tailored to group needs. Prepayment is required to reserve the program.

Reservations should be made no later than one month in advance to allow for scheduling of staff. To schedule a program for your group, or for further information, call: 207-288-3338; Shirley_Beccue@nps.gov

Some of the programs available—

View from the Top  Enjoy the panoramic view from 1,530 feet atop Cadillac Mountain, the highest summit on the Atlantic seaboard. Discover the events that have shaped the landscape and created Acadia National Park. One hour, easy walking along paved trail. (May, June, September, and October)

Carriage Road Ramble  Autumn colors bring a special beauty to the landscape. Enjoy a leisurely stroll along one of Acadia’s carriage roads and discover the flora and fauna, and the people and practices that contributed to Acadia’s distinctive character. One hour, easy walking on firm roads. Wheelchair accessible. (September and October)

Beaver Trek  Discover why these aquatic engineers are so well suited for their work and how they have changed Acadia’s landscape. Dress warmly. 90 minutes, easy walking. (September and October)
A Footpath Canon

Appalachian Trail: Design, Construction and Maintenance, 2nd Edition
by William Birchard, Jr., and Robert Proudman
237 pp., $14.95, softbound.

America’s skinniest national park, the 2000-mile Appalachian Trail, has a guardian nonprofit, the Appalachian Trail Conference. ATC gave the AT a mission: it “shall be kept forever open, obvious, and narrowly passable for hiking. . .the treadway shall pass lightly over the land,” etc.

Now, with the acknowledged help of others, come the tested wisdom and philosophies of veteran trail builders Birchard and Proudman, in a well written, well illustrated how-to, explaining the AT’s canon of trail standards, crafts and architectures. Every national park deserves its own context-sensitive trail prescription. This book can inspire it.

— Madison Adams Col

Get There From Here

Discover Acadia National Park: A Guide to Hiking, Biking, and Paddling
by Jerry and Marcy Monkman, Appalachian Mountain Club, Boston, 2000.
279 pp. plus paper map, $16.95, softbound.

The Monkmans have produced an authoritative source book for harvesting an incomparable public resource while leaving it intact. The guide covers hiking, biking and paddling, and is family-friendly, like Acadia itself. Discover continues AMC’s tradition of distinction in the genre.

A crisp, clear AMC map by cartographer Larry Garland is included and is quite good. However, it uses solid red lines to signify trails, and one hopes the next edition will restore the revered convention of dash-lines. That quibble aside, with Discover Acadia National Park you’ll find plenty of there there.

— Madison Adams Col

Small Is Beautiful

The Shore Path Bar Harbor, Maine
90 pp., $8.95, softbound.

Steve Perrin provides a concise history of Bar Harbor’s venerable Shore Path, the cottages which grace its town side, the Village Improvement Association which has cared for it over the years, and the natural history which thrives along it. Perrin’s photographs document the small intricacies of the path through the seasons. A lovely, informative book.

— D. Brooke

To our ACADIA TRAILS FOREVER donors in 2000 (January 1, 2000–July 31, 2000), if we have omitted your name from the list presented on pages 18-19, we apologize. Please let us know and we will gladly correct any error.
Seven traditional masters accepted in the ‘TOP 100’ by the National Park Academy of the Arts:

CARLTON PLUMMER
RICHARD ROFLOW
ROBERT STEEDMAN
DAVID TUTWILER
LEE BOYNTON
MICHAEL GRAVES
JOHN LOUGHLIN

Painters of Acadia’s timeless splendor represented by

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YOU CAN HELP PROTECT
755,000 ACRES OF MAINE’S WORKING FOREST FROM DEVELOPMENT... FOREVER

Join in this historic effort to help preserve Maine’s natural heritage by pledging to protects lands through the Pingree Forest Partnership. Every acre you pledge to protect costs only $37.10. When completed, the easement will help conserve some of Maine’s most productive working and recreational forests. Call 888-367-3780, or go to www.neforestry.org to find out how you can help make history.

New England Forestry Foundation

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Getting the nation’s largest conservation easement on the Pingree lands is an inspired idea and the perfect inland complement to the 160 easements held by Acadia National Park on the Maine coast. Easements work! The Pingree project deserves everyone’s support.

W. Kent Olson
President, Friends of Acadia
The mission of Friends of Acadia is to preserve and protect the outstanding natural beauty, ecological vitality, and cultural distinctiveness of Acadia National Park and the surrounding communities, and thereby to ensure a high quality experience for visitors and residents.