

Acadia National Park

Carriage Road Explorers

An Educator's Guide to Acadia's Carriage Roads



Funded by a generous grant from the
National Park Foundation
with support from *The Pew Charitable Trusts*

Parks as Classrooms

"I hear and I forget. I see and I remember. I do and I understand." Boiled down to its purest essence, that's what the National Park Service's *Parks as Classrooms* program is all about. It's a concerted nationwide initiative to utilize the wonderful resources of the parks for teaching and learning purposes - in the process, making education active, experiential and fun.

The parks, after all, *are* classrooms. They are battlefields and Presidents' houses, where history was made. They are canyons and deserts, where geological processes have been played out eon after eon. They are historic trails, over which pioneers migrated and intermingled and resettled. They are monuments to civil rights leaders, where the lessons of cultural heritage are real and vivid. They are seashores and preserves, where a million forms of life offer daily lessons in biology, botany, evolution and survival amidst an endangered ecosystem. The national parks, in essence, help textbooks and lesson plans come to life. *Parks as Classrooms* is an idea whose time has come. Visit the National Park Service's homepage (<http://www.nps.gov/>) to explore these classrooms.

Acadia's Classroom

Acadia National Park protects close to 40,000 acres of Maine coastline. The park preserves lakes, ponds, mountains, and miles of ocean shoreline. Under Acadia's protective watch are habitats rich with plants and animals. Stories of human history are scattered throughout this park. Acadia's classroom is filled with potential lessons...

Excited squeals at the sight of a frog...

Exploring a pond displays a world of intricate connections as food webs come to life.

A reflective moment listening to a sea captain's letter written over 150 years ago...

A visit to the Islesford Historical Museum transports students to a time when Maine islands played an important role in a new nation's growth.

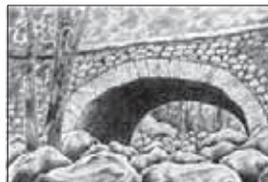
Crouched at the edge of a tidepool...

Acadia's shoreline offers an outstanding backdrop to witness the diverse and amazing adaptations of plants and animals inhabiting these rocky pools.

These are only a few of the multitude of experiences available to educators and their students. This guide, one in a series, was developed to help you prepare your students for their visit to the park. Through preparation, a student benefits so much more from a field experience. This guide includes background information to help you, the educator, understand more about the area you and your students will be visiting. A list of teacher resources, available for loan from Acadia's teacher resource library, as well as pre/post visit activities for the classroom are included.

Practice stewardship during your visit to Acadia National Park. Bring only memories (and students!) home and leave only footsteps behind. We hope you and your students unearth a vast array of new discoveries and find Acadia a perfect extended classroom!

Environmental Education Staff
Acadia National Park



Acknowledgements

(unless otherwise noted, Acadia National Park staff)

Primary Author

Laurie Hobbs-Olson

Coordinator

Laurie Hobbs-Olson

Graphic Design

Jan Kendy-Fragas

Illustrators

Kristen Britain

Jan Kendy-Fragas

Editors

Kristen Britain

Wanda Moran

Deborah Wade

Contributors

Bar Harbor Historical Society

Carol Peterson, Joshua Tree

National Monument

The Rockefeller Archive Center

Reviewers

Patti Reilly, National Park

Foundation

Anna Catherine Wylie

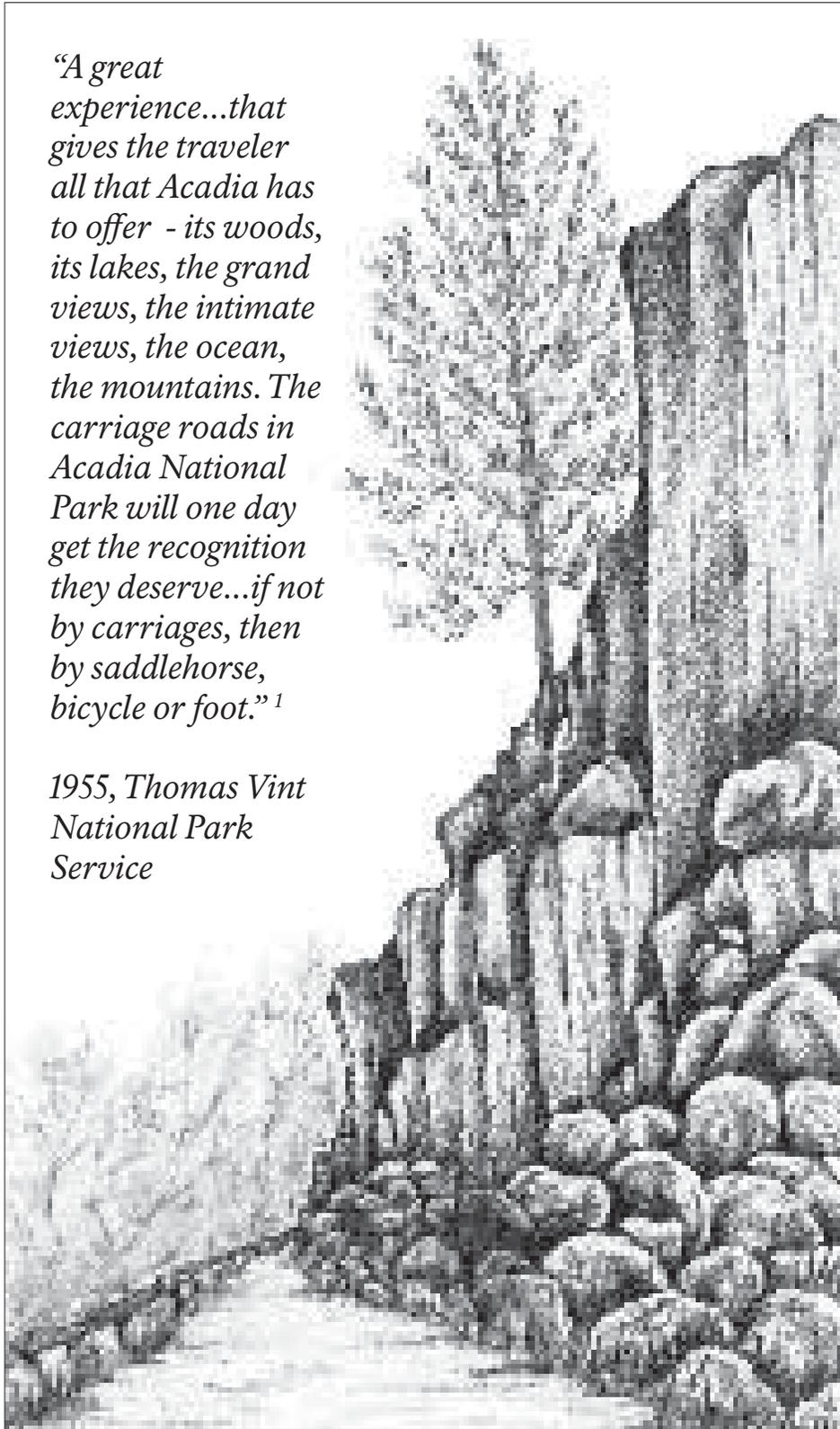
A special thanks to grades 3-6 teachers in Union 98, Union 92, Winter Harbor and Ellsworth, ME who have worked with park staff in the past to develop a slate of programs and pre/post visit activities that really utilize Acadia's classroom to its full potential!



© 1996 Acadia National Park,
Bar Harbor, ME
Printed by Horizon Printing,
Southwest Harbor, ME

“A great experience...that gives the traveler all that Acadia has to offer - its woods, its lakes, the grand views, the intimate views, the ocean, the mountains. The carriage roads in Acadia National Park will one day get the recognition they deserve...if not by carriages, then by saddlehorse, bicycle or foot.”¹

*1955, Thomas Vint
National Park
Service*



Carriage Road Explorers

Acadia National Park holds one of the most unique features of any national park. Within Acadia's boundaries are 45 miles of carriage roads, a generous gift to the American people from John D. Rockefeller, Jr. Rockefeller's determination to preserve extraordinary scenery and the horse and carriage lifestyle, combined with his love of roadbuilding, resulted in a carriage road system flanked by sweeping panoramas and intimate views of Acadia.

Beginning of the Carriage Roads: The Auto Wars

Considering the auto-choked roads of Acadia National Park in the summer, it may be hard to believe that there was a time when some of the island towns that share Mt. Desert Island with Acadia banned automobiles. This "automobile war" would eventually lay the foundation for the network of carriage roads built by Rockefeller. To help understand the sentiment against the auto, let's take a closer look at Mt. Desert Island (MDI) at the turn of the century.

Scholars, professors, and clergy called Mt. Desert Island their summer home, as did millionaires. The Pulitzers, Rockefellers, and Vanderbilts were just some of the names gracing the social registers. They escaped from cities already crowded with automobiles to enjoy the island's slower pace. Their days were spent along the shore or hiking the mountains; their evenings a flurry of social engagements.

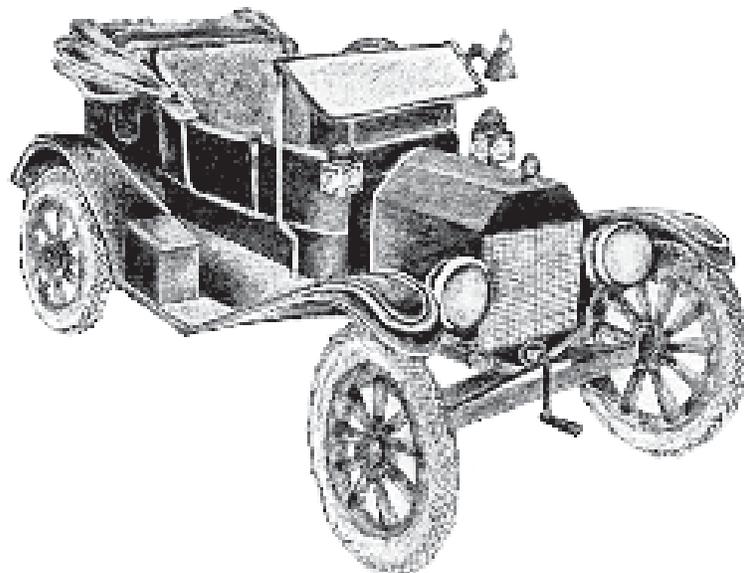
A large percentage of these summer residents had no interest in sharing their quiet solitude with the automobile. Their preferred island transportation was the horse and carriage. In Bar Harbor, ballots were placed in hotel lobbies so summer

visitors could voice their thoughts. The response to "Do you favor the admission of automobiles?" came back mostly negative. "Automobiles on MDI - perish the thought!" was just one of many similar opinions.

The summer residents, however, were not the only ones on the island. Their voices just seemed to be the loudest. Year-round residents of the island viewed the automobile

as progress - a way to make their lives easier. The wealthier part-time residents viewed the new invention as utilitarian, not recreation. And therein lay the battle lines of the automobile war.

The device for banning automobiles was a local option law passed by the state legislature in 1903. This statute allowed individual towns to vote for or against the internal



Should automobiles be allowed on Mount Desert Island?

combustion machine. Not every town on Mt. Desert Island chose to ban the automobiles. Where Bar Harbor and the town of Mt. Desert (Northeast Harbor, Seal Harbor, Somesville) picked up the local option law, Southwest Harbor and Tremont opened their roads to autos. An imaginary line that bisected the island infuriated many year round residents. Cases of civil disobedience cropped up. Sim Mayo, a Southwest Harbor resident, blatantly ignored the law and drove into Bar Harbor where he was immediately arrested. The same year, despite attempts to block his passage with wood piles set in the middle of the road, Dr. J.D. Phillips (also from Southwest Harbor) charged through Somesville in his auto. Mayo owned a garage in Southwest Harbor; Phillips wanted to reach his patients faster. In addition to year round residents, some hotel owners were concerned that the ban was interfering with their business.

The fight played out in the state legislature as well as on the roads. The pro-autoists brought forth a bill that would open all roads, but the bill was defeated due to "money from away" that spoke louder. Defeated temporarily, but not permanently, the battle raged on, until finally in 1913, Bar Harbor rescinded the law. That left one town - Mt. Desert - as the final holdout. *Automobiles - The Mount Desert Town Meeting* chronicled the voices still opposed to autos in the town.

Slowly, those voices too were overcome by progress, and by 1915, automobiles could be found on all the roads of Mt. Desert Island. The horse and carriage lifestyle on the

Automobiles The Mount Desert Town Meeting

(Reprinted from Bar Harbor Life, August 23, 1913)

Now, glory hallelujah, hip, hip, and three times three,
Mount Desert town, of fair renown, from autos will be free,
In Eden Town they rage around, with horrid smell and soot,
And make Bar Harbor' streets unsafe for those who go afoot;
But Northeast and Seal Harbors are in Mount Desert Town,
And the autos in town meeting, have there been voted down.

The voters of Mount Desert, they one and all, came there,
In motor boats and buckboards, and some upon Shang's mare.
The anxious rusticators furnished transportation free
And with their wives and daughters came the voting for to see;
In fact so many summer folk attended at the hall
That very many voting men could find no seats at all.

The meeting opened solemnly, with Judge Knowles in the chair,
Who said he'd do his duty, and endeavor to be fair,
Then Stebbins of Seal Harbor, a summer man of note,
Who claims to live within the town, and thus obtains a vote,
Moved that the rusticator, although they had no right,
Should be allowed to talk upon the subject of the fight;
And as no one dissented, this was very quickly done,
And everyone was free to talk and then began the fun.

First, Kimball, of Northeast had come these many years,
Read the rusticators' protest and chronicled their fears
That if the auto was allowed to come within the town,
Its prestige would be soon destroyed - its business would run down.

Then Elliot, the grand old man, head of the Harvard clan,
Who's squeezed the world's best literature into a five-foot span,
Who knows all things there are to know, and keeps advice in store
And hands out all that you may ask, and sometimes even more,
Said that they'd kept his taxes down, which showed their common sense;
And if they'd keep the autos out, he thought 'twould be immense.

By tales of men who only came because autos were barred,
Then Stebbins, who's a canny man, countered on Kimball hard.
Then Dr. Edward Dunham - he of the gentle voice,
Whose courteous ways, and quiet deeds have long made Seal rejoice,
Opposed the auto nuisance and urged the voters there
To let Mount Desert always keep its charm beyond compare.

Then Rockefeller, Junior, with name of mighty power,
Who overlooks Northeast and Seal from out his lofty tower,
Spoke quietly, but forcibly, against the auto plan,
And showed, although a billionaire, he was a modest man.
Then Prichard, of Seal Harbor got up and said, "me too;"
And Dr. Minor of Northeast, whose Boston Blood is blue.

And then arose Charles Clement - the great and only one,
Who, in times past, had said he thought the auto ought to run;
But now he said he'd changed his mind - his thoughts he never hid,
He'd vote against the auto, though no other fellow did.

Then Grindle - great physician, their Solon wise and true,
Who gave them pills, and cured their ills, and helped make statutes too,
Called their attention to the fact that next to its perpetrators,
The State of Maine should cherish most, its crop of rusticators;
That the town always had performed whate'er the latter wished,
And if it failed to do this now, it surely would be dishd;
Besides he showed that auto cars though made for pleasure uses,
Could bring to town cheap labor, and other great abuses.

The voters now were saying, with an impatient note,
We've let these windy fellows talk - let's get to work and vote.
Mount Desert men have level heads - they know a thing or two.
We did not need this tiresome talk to teach us what to do.

So out they turned, the summer folk, and when the count they wrote,
They'd kept the autos out of town by an enormous vote.
So glory hallelujah; hip, hip and three times three;
Mount Desert Town of fair renown, from autos will be free.

S.W.H.
Stenbert Weir Smythe

Carriage Road Explorers

island was destined to be a page in history. Well - almost destined. One summer resident of Seal Harbor had a solution for preserving the lifestyle he enjoyed so much. John D. Rockefeller, Jr., embarked on a project that would last 27 years and result in over 50 miles of “auto-less” roads. Beginning in 1913, the carriage road system idea was conceived. ❖

The following excerpt from Cleveland Amory’s book, *The Last Resorts*, details the social evolution of resort towns in the late 1800’s, and early 1900’s. Mt. Desert certainly followed this pattern with trouble coming in the form of the automobile war.

...[T]he following groups have come to the social resorts in this order: First, artists and writers in search of good scenery and solitude; second, professors and clergymen and other so-called solid people with long vacations in search of the simple life; third, “nice millionaires” in search of a good place for their children to lead the simple life (as lived by the “solid people”); fourth, “naughty millionaires” who wished to associate socially with “nice millionaires” but who built million dollar cottages and million dollar clubs, dressed up for dinner, gave balls and utterly destroyed the simple life; and fifth, trouble.

John D. Rockefeller, Jr., and the Carriage Road Construction

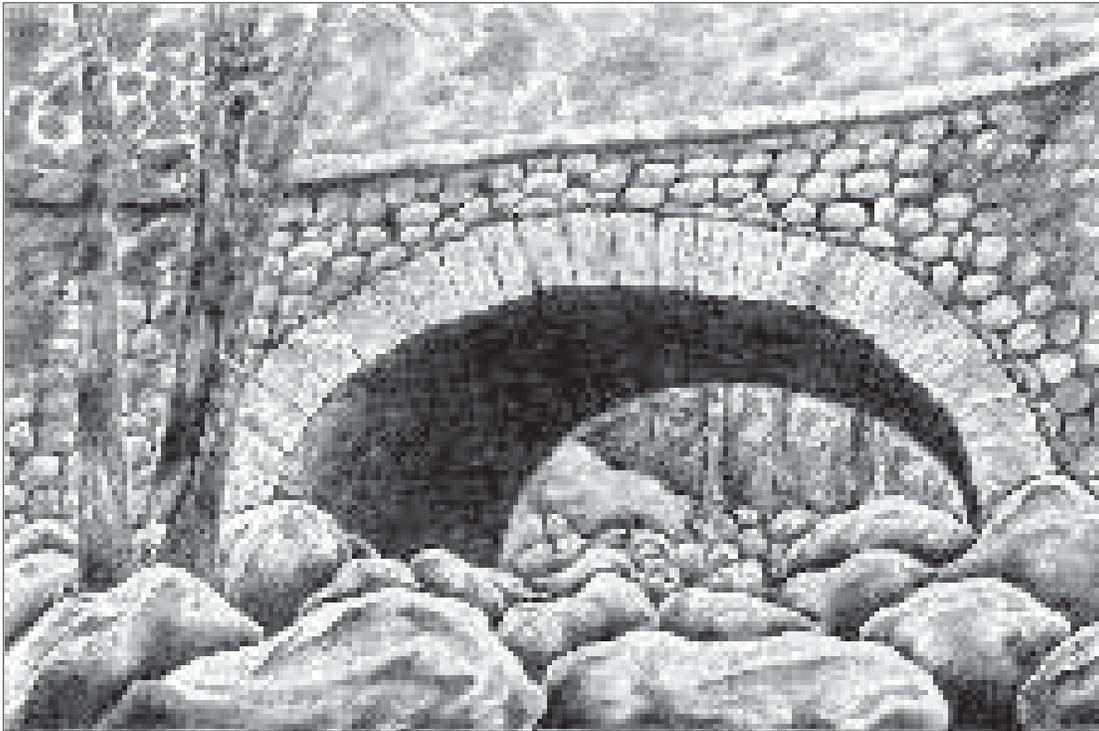
Rockefeller’s motive for the carriage roads came not only from the advance of automobiles on Mt.

Desert Island. The project was also born from his personal interests. Rockefeller’s father was building

carriage roads in Ohio and New York long before the popularity of autos. Rockefeller, Jr., inherited his father’s passion for road building. He was also an expert horseman who preferred horse transportation, even in New York City. He drove horses to work even when it was more fashionable for wealthy young men to drive an automobile. His ardent love of roadbuilding and horses, coupled with his philanthropic spirit spurred Rockefeller’s project on Mt. Desert Island. Although he began on his property in Seal Harbor, his intentions would soon reach beyond those boundaries. He saw the carriage roads as a way to preserve the fading era of the horse and carriage and to eventually provide access into the heart of Mt. Desert Island.

This undertaking coincided with another vision - the creation of a national park on Mt. Desert Island. George B. Dorr, the son of wealthy parents involved in textiles, along





The Cobblestone Bridge, spanning Jordan Stream, was the first bridge built on the carriage road system. William Welles Bosworth, an architect who had previously been employed by Frederick Law Olmsted, Sr., and had designed the extensive gardens at the Rockefeller estate of Pocantico Hills, designed this bridge. However, it was carriage road engineer, Charles Simpson - not Bosworth - who suggested the use of rounded boulders for the facing. John D. Rockefeller, Jr. agreed that the rounded boulders would lend a more natural appearance to the bridge than cut stone work. The cobblestone bridge is unique. No other bridge on the carriage road system has boulder facing. Additional "cobblestone bridges" were not built due to a lack of quantities of similar sized rounded boulders. ❖

with other interested residents, spearheaded the idea of a national park on Mt. Desert Island. In 1916, Dorr successfully petitioned President Wilson to create Sieur de Monts National Monument, consisting of 6,000 acres around Sieur de Monts Spring, the Beehive, and various mountain summits (with no access). This would grow to eventually become Acadia National Park.

The newly formed park was only to acquire land through donations. John D. Rockefeller, Jr., interested in the idea of a carriage road system beyond his property in Seal Harbor as well as offering additional lands to the park, found a way to accomplish both goals. He purchased land, completed sections of carriage roads, and then donated the land parcels, with the carriage roads already in place, to the park.

Rockefeller not only conceived of and financed the carriage roads, he was also very involved in every step of the design and creation process. Roadbuilding, after all, was a hobby of his. This was his project and he applied his own roadbuilding skills in directing all aspects, right from the initial survey of potential road sites to the final details of signposts. Just one example of his intense involvement - he even chose the

Carriage Road Explorers

type of stain for the signposts and yellow paint for the letters!

It was said that there was no one better to take on this task. "He knows intimately the physical geography and the beauties of Mt. Desert Island, its hills - its shorelines - its streams - its woods - where the fine views are - where the autumn colors are best. Few people know the lay of the land and its interesting details as well as he."² (Thomas Vint, NPS) Rockefeller believed that his interest in nature stemmed from his upbringing. "I think I have always had an eye for nature,"³ he wrote, "Because I was brought up in the woods I have always loved the trees, the rocks, the hills and the valleys."⁴

This eye for nature and his knowledge of Mount Desert Island is evident in every curve and vista on the carriage roads. Like other national park areas such as Mesa Verde, Yellowstone, Yosemite, Grand Teton, the Smokies, Shenandoah, and Redwoods, Acadia National Park greatly benefitted

from Rockefeller's love of nature and his generosity.

How the Roads Were Built

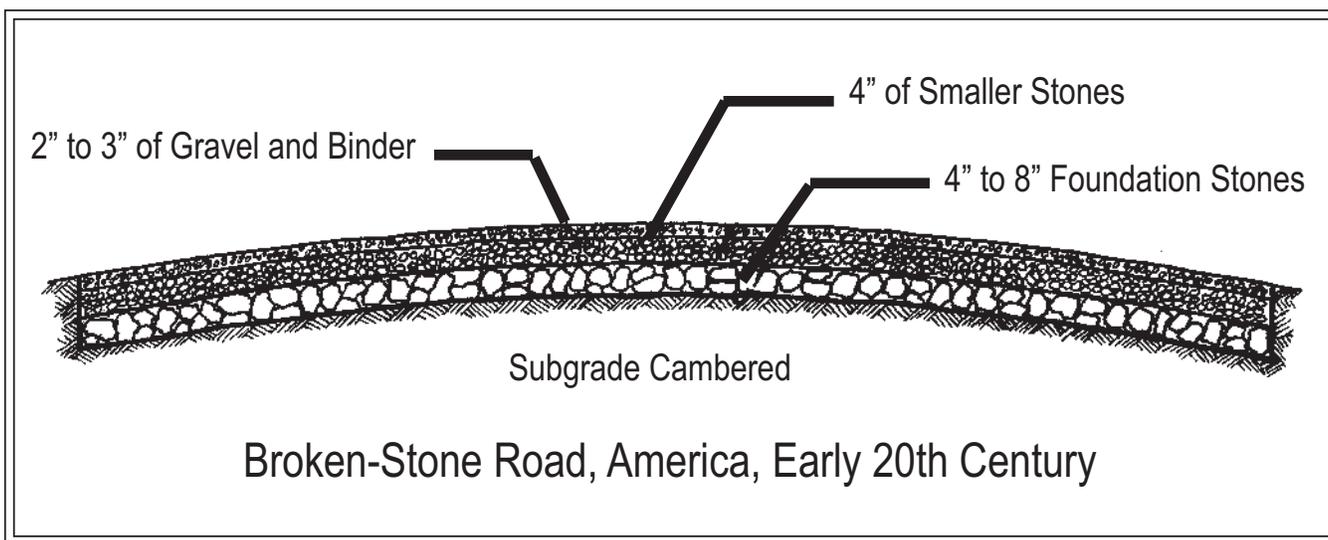
The carriage road system of Acadia is one of the last remaining examples of broken stone roads in the United States. Their existence today is testimony to their quality and craftsmanship. Rockefeller used state-of-the-art technology in addition to his love of road building to create the 16 foot wide gravel roads complemented by 17 granite bridges and two gate lodges.

Many elements had to be considered prior to construction of the roads. A "reconnaissance" survey of the topography, land, culvert location, and areas where rocks had to be removed helped to determine the initial route. Fitting the road into the landscape to assure proper grades and centering of the roads was accomplished through extensive calculations and plotting of coordinates.

Plans were reviewed by park engineers and Dorr, and then staked out. Rockefeller, involved in each stage of the process, walked each segment prior to the final drafting of plans and profile drawings with complete specifications.

Broken stone roads such as the carriage roads were more durable than earth or gravel roads. These roads are exactly what their name suggests - successive layers of stones graduated in size from a foundation of 4" to 8" diameter stones to a final layer of gravel mixed with a binder like clay. The final hard surface, compressed by horse-drawn rollers or steamrollers, was almost impervious to rain.

The 16 foot wide roads had an 8" crown in the center, dropping one inch per foot on each side. Two foot wide gutters paralleled the roads, allowing heavy rains to run off crowns. Culverts of stone or iron pipe can be found running underneath the roads throughout the system.



There were many finishing touches. Coping stones, or “Rockefeller’s teeth” as they are affectionately called, line the roadsides. These cut granite blocks define the roads and serve as guardrails. Although the roads were designed to look as though nature had done the work, Rockefeller had a hand in perfecting nature. “Windows” were cut open to expose both far away and close up views. There were many ornamental plantings on the carriage roads. Landscape plants recommended by well-known landscape architect Beatrix Farrand, often framed these vistas. Two gate lodges and 17 bridges enhance and complete the special world created within the carriage road system.

The Gate Lodges

John D. Rockefeller, Jr., originally planned two main entrances to the carriage road system: one near Northeast Harbor off of Route 198 (referred to as the Brown Mountain gate lodge) and the other near Jordan Pond (Jordan Pond gate

lodge). These entrances enabled horse-drawn carriages to enter the system from the motor roads, as well as providing a gate to keep autos out. Both gate lodges were designed by Grosvenor Atterbury to reflect the French Romanesque style and to coexist harmoniously with their natural settings. The buildings were intended to serve as a whimsical welcome into the world beyond the gates. In the 1930s, carriage road engineer Paul Simpson lived in the Jordan Pond gate lodge with his wife and son.

The Bridges

From the Waterfall Bridge framing a seasonal waterfall, to the triple-span Duck Brook Bridge, each of the 17 bridges is unique and fits with its surrounding environment. Each bridge took about one year to complete, employing many local stonemasons to perform the exacting work. Quarries for each bridge were local (usually within three miles of the bridge). ❖

Glossary

Broken Stone Road: These roads are made using successive layers of stones, with the bottom layer composed of the largest stones and the final layer of gravel mixed with a binder like clay.

Coping Stones: The large granite blocks lining the carriage roads which serve as guard rails.

Keystone: Center part of bridge arch that holds up both sides of the arch.

Pins and Feathers: Wedges used in the stone cutting process. Two feathers were placed in a pre-drilled hole. A pin was placed between the feathers. As the pin was tapped into the rock, the feathers opened up and the rock split.

Star Drill: A tool used to drill blasting holes in granite, the star drill gets its name from its 2” star-shaped tip. A hole was drilled using this tool by turning it one quarter turn after each time it was hammered. Once the hole was 10-12 feet deep, explosives were set off in the drill hole to break the granite apart. ❖



Rockefeller succeeded in providing access into the heart of Acadia National Park through the generous gift of the carriage roads weaving between the mountains and lakes of the park. They are loved by the millions who have spent time walking, bicycling, or riding horse and carriage on them. Whether in the company of friends and family or in solitude, the carriage roads leave a lasting impression of Acadia National Park on those who have traversed beneath their forests and over their bridges.

Carriage Road Explorers



Activity One Carriage Road Explorer Book

Objective: *Students will:*

- Describe three characteristics of the carriage roads.

Materials: *Carriage Road Explorer Book* (available for \$1.50 each from Acadia National Park), crayons, pen and/or pencil, park map, piece of granite and postcards (map, granite and postcards are available from Environmental Education Coordinator at Acadia)

Preparation: Read background information on the carriage roads. *Specific questions for the students are written in italics.*

(Note: Since this activity can include a visit to the carriage roads of Acadia, it is divided into pre-and post-visit sections.)

Activity: Have students open the park maps. Ask them to look for a thick white line and trace it with their fingers. These are the carriage roads. Explain that there are over 50 miles of carriage roads (almost the same number of miles as the distance to Bangor). These

roads were designed specifically for horse and carriages to use, not automobiles.

Pages 1 and 2: These pages can also be referred to when doing the Auto War vote. (Activity Two) Read aloud the two pages.

Why do you think some people wanted autos and some did not?

Pages 3 through 6: As students read, pass around postcards of the carriage roads. *Think of some questions you would like to ask about the carriage roads.*

Page 9: Give groups of students a piece of granite. Ask them to identify the minerals according to the description in the book. Let them fill in the magnifying glass on page nine with their drawing of the granite.

Why was granite used in the roads and bridges? (It's abundant, very hard, and breaks at 90 degree angles.)

After the Visit

Pages 7 and 8: Have students trace the route taken on their visit to the carriage roads, identify which bridges they saw on their walk and fill in the dates that the bridges were built.

How many more miles and bridges are there?

Pages 10 through 14: Let students work at their own pace to complete the book.

The class may want to share what they have written and drawn about the carriage roads.❖



Activity Two The Auto Wars of MDI

Objective: *Students will:*

- Name one reason why automobiles were illegal on parts of Mount Desert Island in the early 1900s.

Materials: Auto ballots, auto war roles, picture of Bar Harbor

Preparation: Review the Auto Wars background information. Photocopy auto ballots and role cards and cut apart. (pages 12, 13)

Activity: Be sure that students have read pages 1 and 2 of the Carriage Road Explorers Book. Explain to students that in the early 1900s, many wealthy people came from the cities to spend their summers on Mount Desert Island. Many other people lived there year round and had businesses.

Show students the photograph of Bar Harbor at the turn of the century. (page 10)

What is the method of transportation in this picture? Everyone had an opinion on whether or not

automobiles should be allowed on Mount Desert Island. Each one of you will have a chance to vote on the auto issue.

Activity: Hand out role cards and auto ballots. Let each student read about their role. Discuss with the

class how the various Auto War players might have felt about the automobile. Then have students fill out their ballots to reflect their vote. Roles can be read aloud and discussed as a class. If student number is greater than the number of roles available, pair students

up as families. (Unfortunately, the record of those voting on the auto issue was predominantly male. One solution - make some of the voters Mrs. or Miss instead of a Mister!) Tally up the ballots and see how your student votes fare against the actual outcome. ❖

Endnotes

1. Thomas C. Vint (Chief, Division of Design and Construction, NPS), to Horace M. Albright, April 26, 1955.
2. Ibid.
3. Ann Rockefeller Roberts, *Mr. Rockefeller's Roads*, (Camden, ME: Downeast Books, 1990), p. 55., from Fosdick, *John D. Rockefeller Jr, A Portrait* (New York: Harper Brothers, 1956, p. 302)
4. Ibid., p.81. from John D. Rockefeller Jr. letter to Lincoln Cromwell September 1, 1920, (quoted in *Bar Harbor Times* September 8, 1920).

Visual Credits

Cover:	Kristen Britain
Page 1:	Jan Kendy-Fragas
Page 2:	Jan Kendy-Fragas
Page 4:	Photograph courtesy of Rockefeller Archive Center
Page 5:	Jan Kendy-Fragas
Page 6:	Diagram courtesy of National Park Service
Page 8:	Kristen Britain
Page 10:	Photograph courtesy of Bar Harbor Historical Society

Bibliography

- Collier, Sargent F. *Mount Desert Island and Acadia National Park: An Informal History*. Camden, ME: Downeast Books, 1978.
- Dorr, George B. *The Story of Acadia National Park*. Bar Harbor, ME: Acadia Publishing Company, 1991.
- Ernst, Joseph W., editor. *Worthwhile Places: Correspondence of John D. Rockefeller, Jr. and Horace M. Albright*. USA: Fordham University Press, 1991.
- Reiley, William D. and Roxanne S. Brouse. *Historic Resource Study for the Carriage Road System, Acadia National Park, Mt. Desert Island, ME*. Charlottesville, VA: Rieley & Associates, 1989.
- Roberts, Ann Rockefeller. *Mr. Rockefeller's Roads*. Camden, ME: Downeast Books, 1990.

Resource List

(Available from Acadia's Educator's Resource Library)

Carriage Road Explorers Teacher Literature

- Abrell, Diana F. *A Pocket Guide to the Carriage Roads of Acadia National Park*. Camden, ME: Downeast Books, 1990.
- Collier, Sargent F. *Mount Desert Island and Acadia National Park: An Informal History*. Camden, ME: Downeast Books, 1978.
- Dorr, George B. *The Story of Acadia National Park*. Bar Harbor, ME: Acadia Publishing Company, 1991.
- Ernst, Joseph W. *Worthwhile Places: Correspondence of John D. Rockefeller, Jr. and Horace M. Albright*. USA: Fordham University Press, 1991.
- Leslie, Frank. *Automobiles of 1904*. Maynard, MA: Chandler Press, 1987.
- Roberts, Ann Rockefeller. *Mr. Rockefeller's Roads*. Camden, ME: Downeast Books, 1990.



What's missing from this photo
of Bar Harbor?

The Auto War Players

Fordham C. Mahoney: From New York, Mahoney came to MDI in 1907 on his honeymoon. To get around the automobile law, he had a horse tied to the front of the auto so it could be brought into Bar Harbor. Apparently, the horse had trouble with the load; so the car was started and in he drove. He was arrested.

George W. Vanderbilt: Vanderbilt was the only cottager actively in favor of autos. He was considered quite innovative, having built the first swimming pool on Mt. Desert Island.

William Sherman: Sherman was a pro-autoist who fought back against the anti-autoists with energetic leadership. He argues that the island should be available to all potential visitors and not just millionaires and their friends. Sherman continued to battle to have the ban lifted for almost 10 years.

Warner Leeds: A summer resident, Leeds predicted that horses would be frightened by the auto and that the "noise and smell of the vehicles would be highly objectionable."

Gertrude S. Rice: A summer resident, she observed that the mere presence of automobiles in the Hulls Cove area lessened driving in that direction.

William Roberts: Roberts believed the auto was necessary to save Bar Harbor's hotel business. He was a prominent hotel owner.

Sim Mayo: Mayo challenged the law allowing local option on automobiles. He owned the first garage in Southwest Harbor. By driving into Bar Harbor, he was arrested and found guilty. He appealed the verdict to the State Supreme Court on constitutional grounds.

A.C. Fernald: On the morning when Dr. J.D. Phillips drove through Somesville, A.C. Fernald hurried to Bar Harbor (via horse, of course) to issue a complaint that Phillips had "disturbed the early morning quiet of the village with his motor vehicle."

Dr. J.D. Phillips: Phillips drove his automobile into Bar Harbor on the day the court handed down its verdict on Sim Mayo. Phillips' excursion may have been well-publicized as some people tried to block his route through Somesville by constructing a large wood pile in the road. Somesville residents telephoned the Sheriff in Bar Harbor to alert him of Phillips' plan. Phillips did not drive directly to Bar Harbor but drove instead to Hancock where he left the car. He took a ferry back to Bar Harbor where he was immediately arrested.

Leslie Brewer: In 1907, he was allowed to legally drive a car because it had been built with a motorboat engine. In 1909, a law banning all vehicles assured his motorized boat engine car would no longer be prowling on the streets.

Mr. Kimball: Kimball owned the Kimball House Hotel in Northeast Harbor. He had received letters from some millionaires who stated they would not come to the Kimball House if autos were not allowed. (See poem.)

Dr. Grindle: Grindle was a physician for many of the wealthy summer residents of Seal Harbor and Northeast Harbor. He believed that automobiles could bring to town cheap labor and other great abuses.

Dr. Robert Abbe: Abbe spoke for many summer residents in a letter to Bar Harbor selectmen in 1908. Some of Abbe's comments included "automobiles bring a poor quality of transient visitor; they tear up the roads and keep an incessant cloud of dust flying which floods houses and shops along the road." He also warned that cars "cause a succession of horrible accidents, most never noted in papers, but which come under the care of surgeons and hospitals."

Arthur Train: A long time cottager and novelist, Train wrote "The Island of Mt. Deserted," a futuristic short story which predicted doom for the island if automobiles were allowed.

Dave Hennen Morris: President of the Automobile Club of America, Morris originally was against inclusion of automobiles. In 1910, he became so sure that automobiles would be allowed that he built a large garage for his many vehicles.

John D. Rockefeller, Jr.: An opponent to automobiles, Rockefeller's money came from Standard Oil. A summer resident of Seal Harbor, he conceived the idea of a system of carriage roads to preserve the lifestyle of the horse and carriage.

How They May Have Voted

(This does not represent the actual vote as official records are not available; the following results are based on each individual's sentiments towards the automobile.)

Would Have Voted Yes for Autos

Dr. Phillips
Mr. Kimball
George Vanderbilt
Rep. Sherman
William Roberts
Dave Hennen Morris
Leslie Brewer
Sim Mayo
Fordham Mahoney

Would Have Voted No for Autos

Arthur Train
Dr. Grindell
Gertrude Rice
Warner Leeds
Dr. Abbe
A.C. Fernald
John D. Rockefeller, Jr.

Carriage Road Explorers

Role Cards for Auto Wars Activity

<p>Leslie Brewer - You built a car with a motorboat engine.</p>	<p>Dave Hennen Morris - You are President of the Automobile Club of America.</p>
<p>Dr. J. D. Phillips - You are a physician in Southwest Harbor.</p>	<p>Sim Mayo - You own a garage in Southwest Harbor.</p>
<p>Warner Leeds - You said, "Bar Harbor roads are narrow and dangerous!"</p>	<p>Arthur Train - You wrote a small story about Mt. Desert Island with cars called "The Island of Mt. Deserted."</p>
<p>Dr. Grindle - You are a physician of many of the wealthy summer residents of Seal Harbor and Northeast Harbor.</p>	<p>Mr. Kimball - You own a famous hotel in Northeast Harbor where many tourists come to stay.</p>
<p>William Roberts - You are concerned that people would not come to hotels where visitation numbers are already dropping.</p>	<p>George Vanderbilt - You built Mt. Desert Island's first swimming pool. You like to look to the future.</p>
<p>A. C. Fernald - You issued a complaint against someone driving "an automobile that had disturbed the early morning quiet."</p>	<p>State Representative William Sherman - You believe that the resort should be available to all visitors, not just millionaires and their friends.</p>
<p>Gertrude Rice - You are a summer resident who said, "automobiles mean people will lessen driving their horse and carriage."</p>	<p>John D. Rockefeller, Jr. - You are a wealthy summer resident of Seal Harbor; your family money came from Standard Oil. You love the horse and carriage.</p>
<p>Dr. Robert Abbe - You said, "automobiles would not allow people walking on roads, and would require extra police to safeguard the people and arrest those going over the speed limit."</p>	<p>Fordham C. Mahoney - You have arrived on Mount Desert Island with your new bride for your honeymoon. You have driven your "internal combustion" machine here.</p>

BAR HARBOR AUTO BALLOT

(Please respond to the following questions by circling a "yes" or a "no")

- 1. Do you favor the admission of automobiles to the village of Bar Harbor? YES NO
- 2. In your opinion would the admission of autos tend to increase the prosperity of the place? YES NO
- 3. Please write any comments or ideas in the space below. Thank you.

BAR HARBOR AUTO BALLOT

(Please respond to the following questions by circling a "yes" or a "no")

- 1. Do you favor the admission of automobiles to the village of Bar Harbor? YES NO
- 2. In your opinion would the admission of autos tend to increase the prosperity of the place? YES NO
- 3. Please write any comments or ideas in the space below. Thank you.

BAR HARBOR AUTO BALLOT

(Please respond to the following questions by circling a "yes" or a "no")

- 1. Do you favor the admission of automobiles to the village of Bar Harbor? YES NO
- 2. In your opinion would the admission of autos tend to increase the prosperity of the place? YES NO
- 3. Please write any comments or ideas in the space below. Thank you.