

**Benton MacKaye,
the Appalachian Trail,
the Bay Circuit**

“How to Build Big by Starting Small”

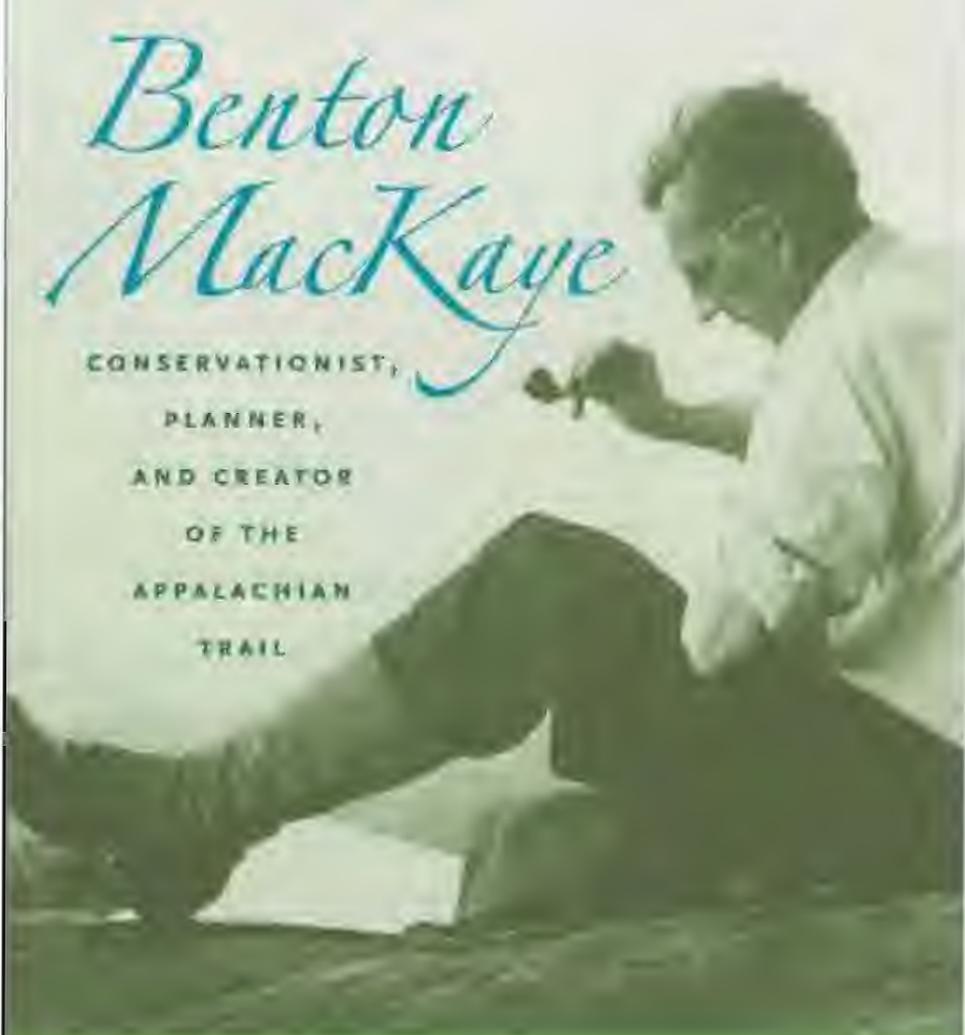
Larry Anderson

Massachusetts Trails Conference

“Sustainable Trails for a Sustainable Future”

Leominster, MA

November 14, 2015



Benton MacKaye

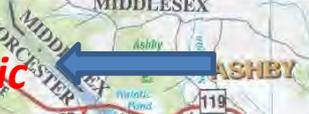
CONSERVATIONIST,
PLANNER,
AND CREATOR
OF THE
APPALACHIAN
TRAIL

LARRY ANDERSON



Benton MacKaye
Hunting Hill, Shirley/Lunenburg town line, June 27, 1937

Mt. Worcester
Wataatic



Hunting Hill

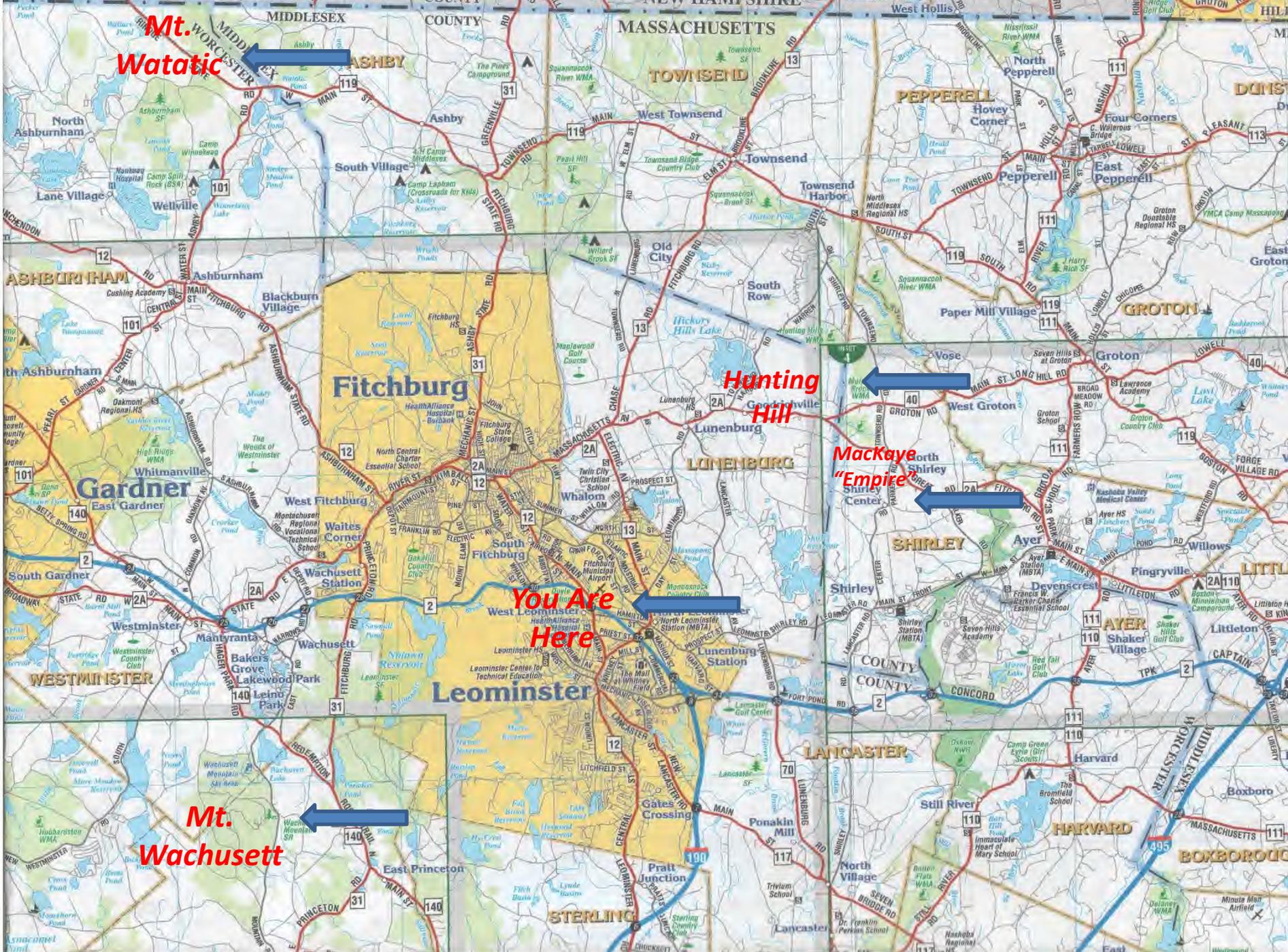
Mackaye
"Empire"



You Are Here



Mt. Wachusett



Geographical Hand Book
containing
Detailed Information
regarding
All parts of the World.

By
Benton Mackaye.

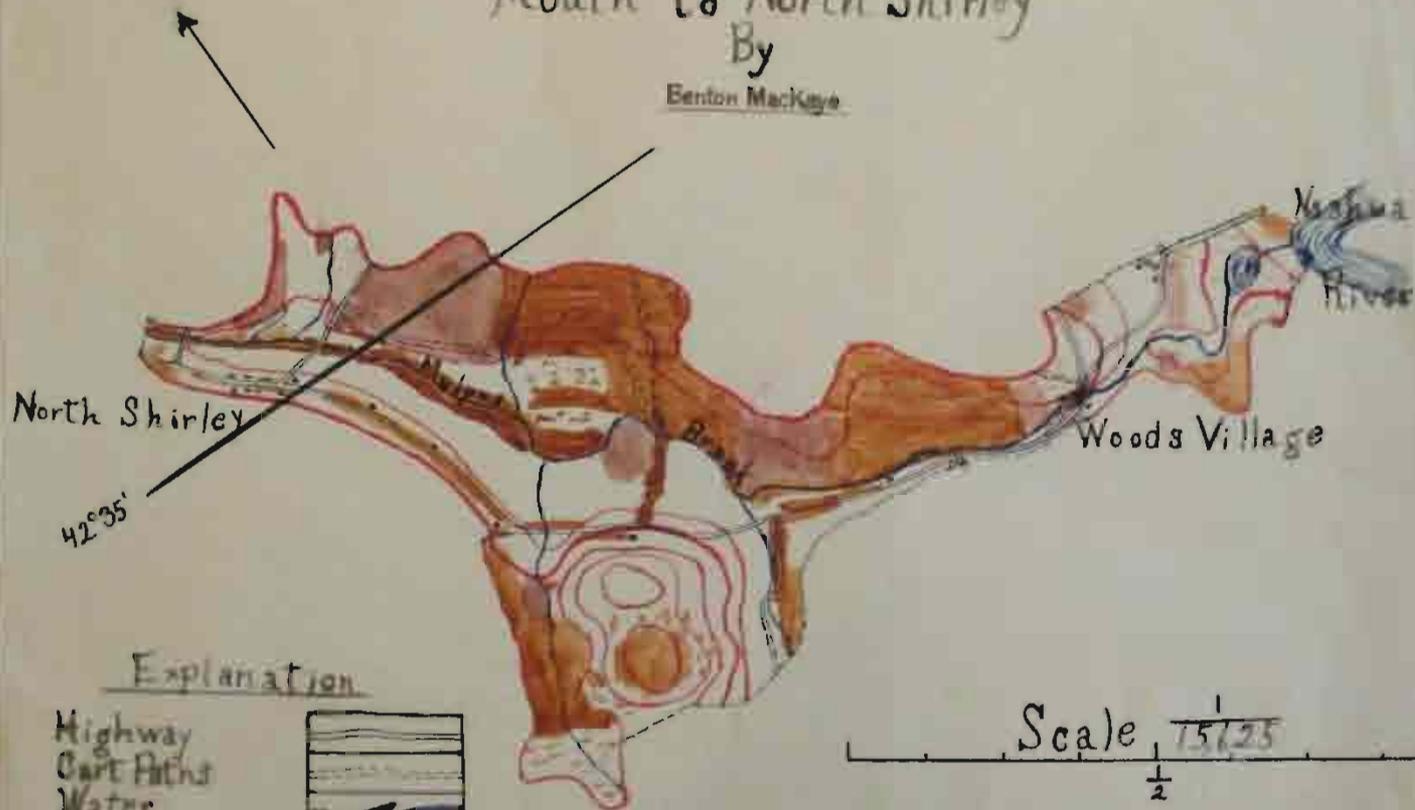
In Twelve Sections
Number One
North Atlantic Section.

1892

June 7th 1893

Map of
The Mulpus Valley
From
Mouth to North Shirley
By
Benton MacKaye

No. 1.



North Shirley

42°35'

Woods Village

Explanation

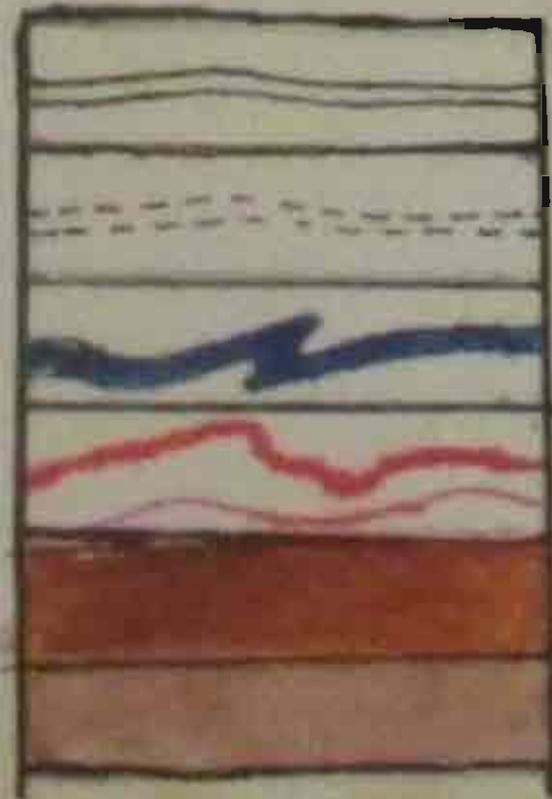
- Highway
- Cart Paths
- Water
- Contour lines
- Deciduous Veg.
- Evergreen Veg.

Scale $\frac{1}{15,125}$

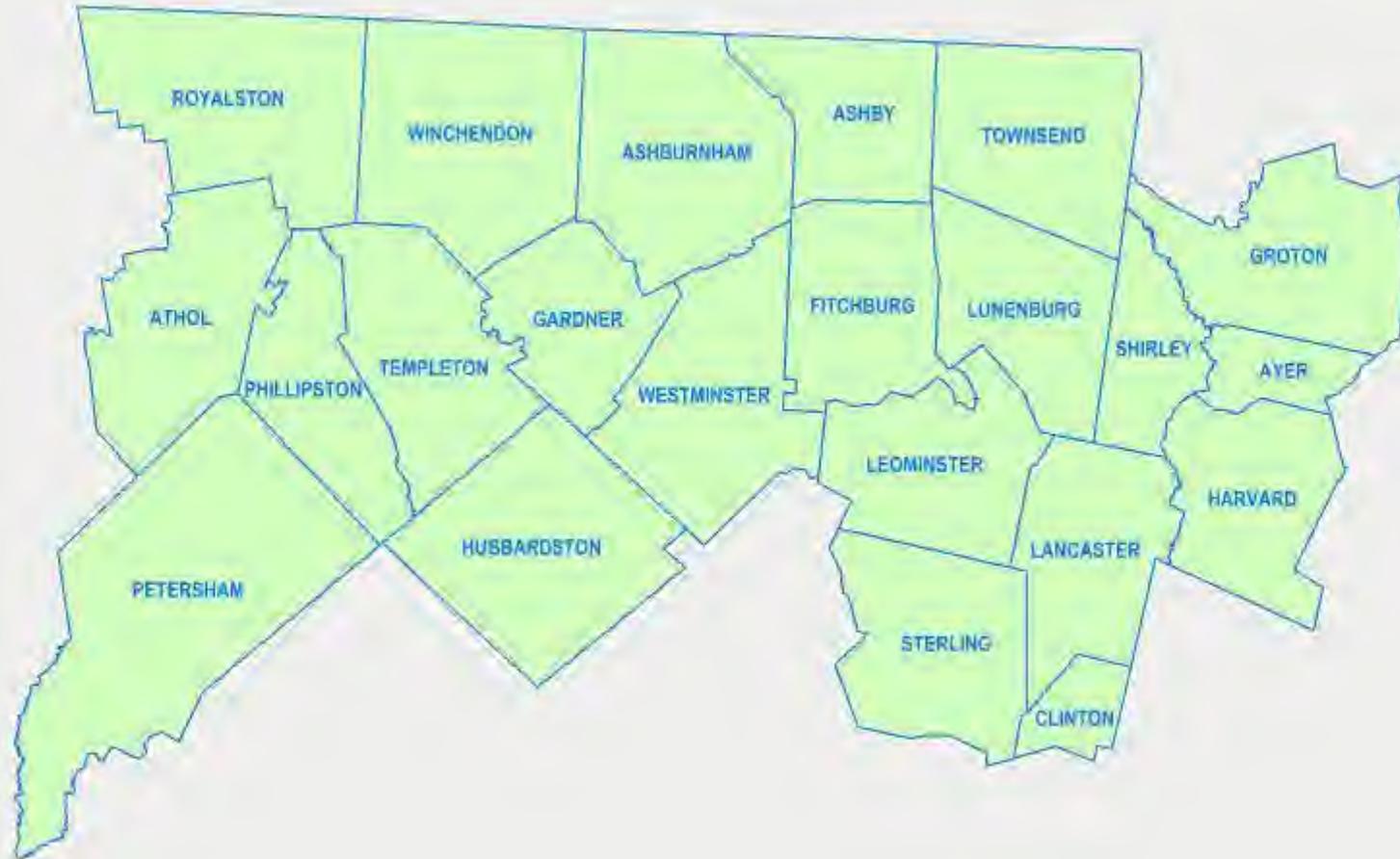
Contour Interval 20 feet
Datum is mean Sea level

Explanation

Highway
Cart Paths
Water
Contour lines
Deciduous Veg.
Evergreen Veg.



The Montachusett Regional Planning Commission services each of the following municipalities.
Click on any of them to link to their website.



“Montachusett” is the region “under the counseling of three mountains from which it takes its name, Monadnock, Watatic and Wachusett.”

--Benton MacKaye, in 1949 attributing origin of the term “Montachusett” to *Fitchburg Sentinel* editor Samuel Hopley, c. late 1920s.

An Appalachian Trail

A Project in Regional Planning

By BENTON MACKAYE

SOMETHING has been going on in this country during the past few strenuous years which, in the din of war and general upheaval, has been somewhat lost from the public mind. It is the slow quiet development of a special type of community—the recreation camp. It is something neither urban nor rural. It escapes the hecticness of the one, the loneliness of the other. And it escapes also the common curse of both—the high powered tension of the economic scramble. All communities face an "economic" problem, but in different ways. The camp faces it through co-operation and mutual helpfulness, the others through competition and mutual fleeing.

We civilized ones also, whether urban or rural, are potentially as helpless as canaries in a cage. The ability to cope with nature directly—unshielded by the weakening wall of civilization—is one of the admitted needs of modern times. It is the goal of the "scouting" movement. Not that we want to return to the plights of our Paleolithic ancestors. We want the strength of progress without its puniness. We want its conveniences without its fopperies. The ability to sleep and cook in the open is a good step forward. But "scouting" should not stop there. This is but a faint step from our canary bird existence. It should strike far deeper than this. We should seek the ability not only to cook food but to raise food with less aid—and less hindrance—from the complexities of commerce. And this is becoming daily of increasing practical importance. Scouting, then, has its vital connection with the problem of living.

A New Approach to the Problem of Living

The problem of living is at bottom an economic one. And this alone is bad enough, even in a period of so-called "normalcy." But living has been considerably complicated of late in various ways—by war, by questions of personal liberty, and by "menaces" of one kind or another. There have been created bitter antagonisms. We are undergoing also the bad combination of high prices and unemployment. This situation is world wide—the result of a world-wide war.

It is no purpose of this little article to indulge in coping with any of these big questions. The nearest we come to such effrontery is to suggest more comfortable seats and more fresh air for those who have to consider them. A great professor once said that "optimism is oxygen." Are we getting all the "oxygen" we might for the big tasks before us?

"Let us wait," we are told, "till we solve this cursed labor problem. Then we'll have the leisure to do great things."

But suppose that while we wait the chance for doing them is passed?

It goes without saying we should work upon the labor problem. Not just the matter of "capital and labor" but the real labor problem—how to reduce the day's

drudgery. The toil and chore of life should, as labor saving devices increase, form a diminishing proportion of the average day and year. Leisure and the higher pursuits will thereby come to form an increasing proportion of our lives.

But will leisure mean something "higher"? Here is a question indeed. The coming of leisure in itself will create its own problem. As the problem of labor "solves," that of leisure arises. There seems to be no escape from problems. We have neglected to improve the leisure which should be ours as a result of replacing stone and bronze with iron and steam. Very likely we have been cheated out of the bulk of this leisure. The efficiency of modern industry has been placed at 25 per cent of its reasonable possibilities. This may be too low or too high. But the leisure that we do succeed in getting—is this developed to an efficiency much higher?

The customary approach to the problem of living relates to work rather than play. Can we increase the efficiency of our working time? Can we solve the problem of labor? If so we can widen the opportunities for leisure. The new approach reverses this mental process. Can we increase the efficiency of our spare time? Can we develop opportunities for leisure as an aid in solving the problem of labor?

An Undeveloped Power—Our Spare Time

How much spare time have we, and how much power does it represent?

The great body of working people—the industrial workers, the farmers, and the housewives—have no allotted spare time or "vacations." The business clerk usually gets two weeks' leave, with pay, each year. The U. S. Government clerk gets thirty days. The business man is likely to give himself two weeks or a month. Farmers can get off for a week or more at a time by doubling up on one another's chores. Housewives might do likewise.

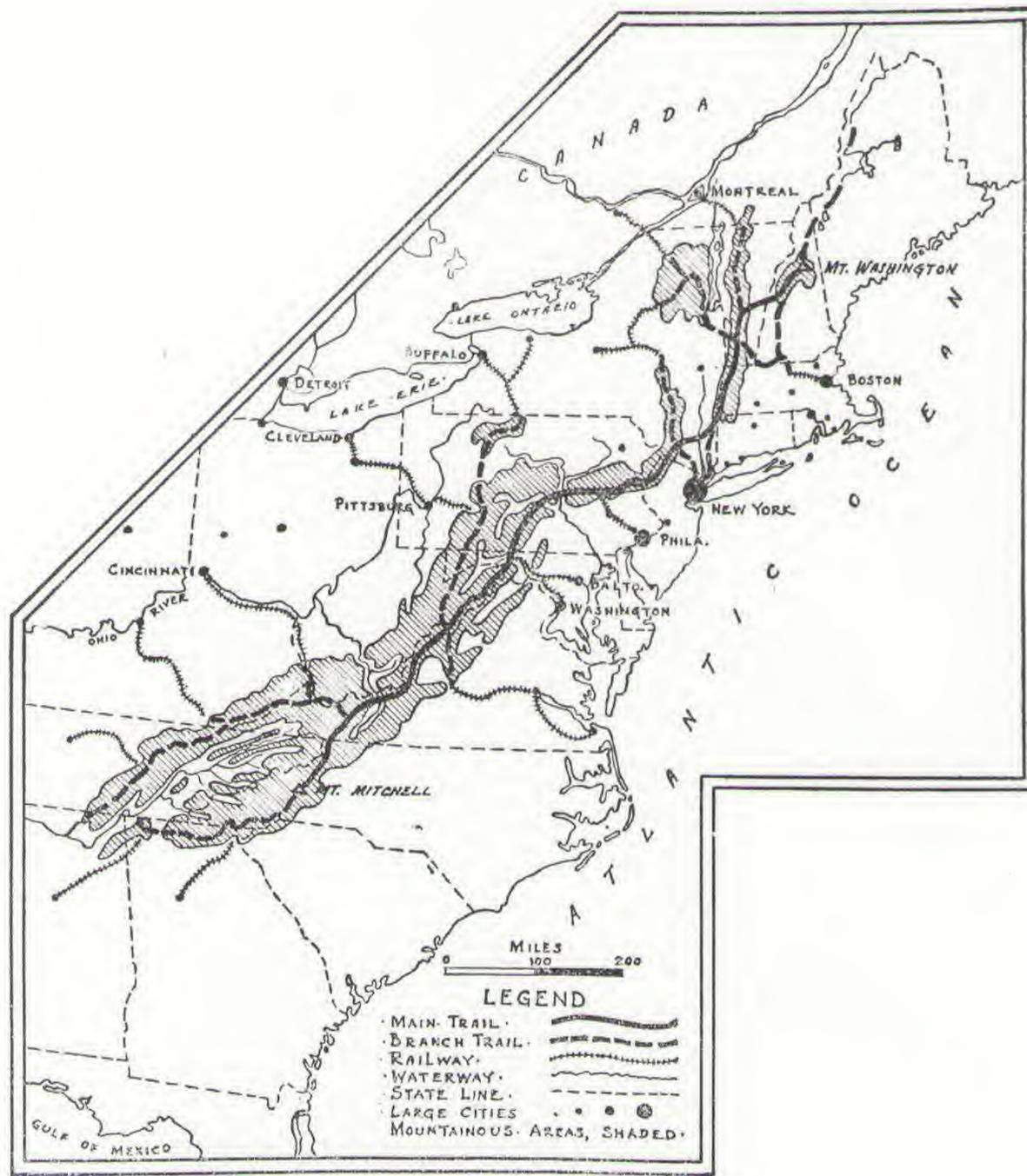
As to the industrial worker—in mine or factory—his average "vacation" is all too long. For it is "leave of absence without pay." According to recent official figures the average industrial worker in the United States, during normal times, is employed in industry about four fifths of the time—say 42 weeks in the year. The other ten weeks he is employed in seeking employment.

The proportionate time for true leisure of the average adult American appears, then, to be meagre indeed. But a goodly portion have (or take) about two weeks in the year. The industrial worker during the estimated ten weeks between jobs must of course go on eating and living. His savings may enable him to do this without undue worry. He could, if he felt he could spare the time from job hunting, and if suitable facilities were provided, take two weeks of his ten on a real vacation. In one way or another, therefore, the average adult in this country could

"The project is one for a series of recreational communities throughout the Appalachian chain of mountains from New England to Georgia, these to be connected by a walking trail. Its purpose is to establish a base for a more extensive and systematic development of community life. It is a project in housing and community architecture. . . . It is in essence a retreat from profit."

From:

Journal of the American Institute of Architects, October, 1921



“What is suggested is a ‘long trail’ over the full length of the Appalachian skyline, from the highest peak in the north to the highest peak in the south—from Mt. Washington to Mt. Mitchell.”



The Appalachian Trail from Maine to Georgia

Appalachian Trail today:

- 2,190 miles long
- Spans 14 states
- Protected corridor: 250,000 acres
- Traverses 8 National Forests, 6 units of the National Parks System
- 75 public land areas

Designated first of two National Scenic Trails under **1968 National Trails System Act**, along with Pacific Crest Trail



MacKaye Cottage, Shirley Center, c. 1890



MacKayses in Shirley Center, July 1916



MacKaye Cottage "Sky Parlor," 1958





THE
MY KNE
COTTAGE

16



August, **1897**: Sturgis Pray, Benton MacKaye, Draper Maury, setting out for two-week White Mountains hike from Albany Intervale/Passaconaway, Swift River Valley, New Hampshire, “the time I first saw true wilderness.”



**Crawford Notch, White Mountains, August, 1897:
Benton MacKaye, Sturgis Pray, Benjamin S. Pray, Draper Maury,
Robert. P. Mitchell**

1900

(MackKaye graduates from Harvard College)

U.S. Motor Vehicle Registration

(Autos, Buses, Trucks)

8,000

U.S. Population

76 million



Vermont, 1900



Vermont, 1900



Grout's Job, south of Stratton Mountain, Vermont, 1900



MackKaye on assignment for US Forest Service in eastern Kentucky, summer 1908



Harvard Forest, Petersham, Mass., 1908
(U. S. Forest Service established in 1905)

“A system of navigable rivers would dovetail intimately with a system of mountain chains skirting the edges of the various watersheds. Here would be the basis of a land-and-water transportation system which could connect and unify a possible national recreation ground which would reach from ocean to ocean.

From “Recreational Possibilities of Public Forests,”
October, 1916, *Journal of the New York State Forestry Association*

(1916: National Park Service established)

DEPARTMENT OF LABOR
OFFICE OF THE SECRETARY

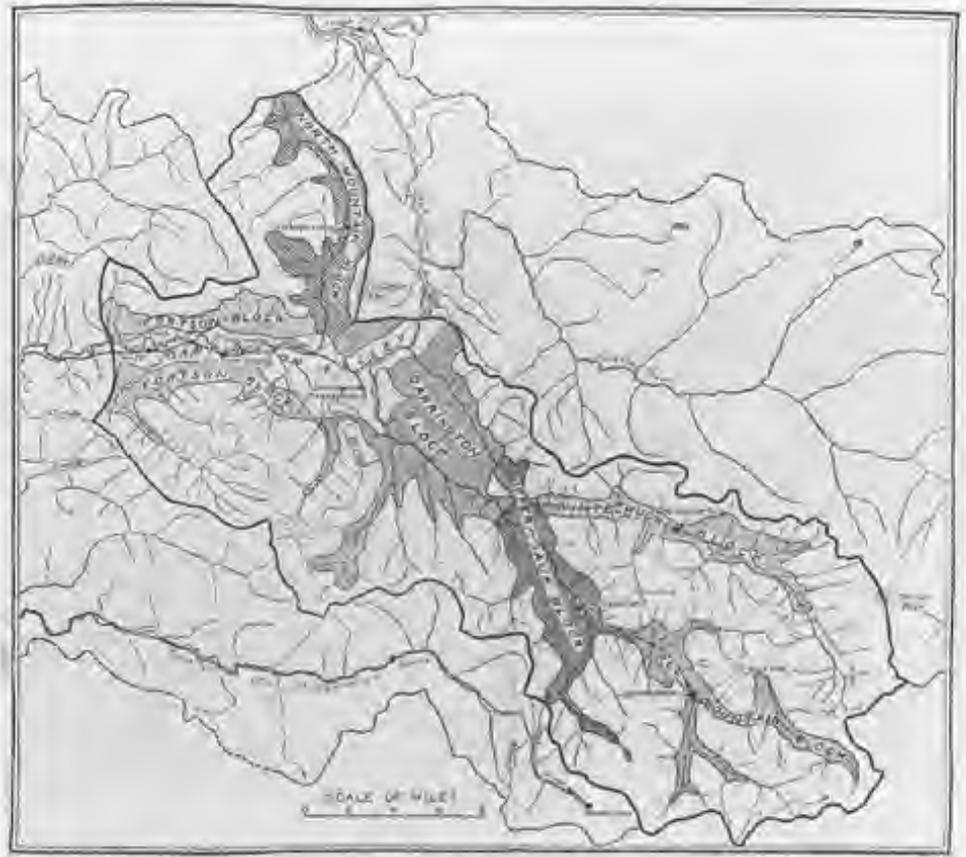
EMPLOYMENT *and* NATURAL RESOURCES

Possibilities of making new opportunities
for employment through the settlement and
development of agricultural and forest lands
and other resources

By
Benton MacKaye



WASHINGTON
GOVERNMENT PRINTING OFFICE
1919



Map 25—DIVISION OF WASHINGTON'S FOREST INTO "CUTTING BLOCKS". A general statement made by the Department of Labor, Office of the Secretary, in 1919, that the forest lands of the State of Washington should be divided into blocks of 500 to 1,000 acres each, and that these blocks should be logged in rotation in 50-year cycles. (See page 142.)

1919 U.S. Department of Labor Report, *Employment and Natural Resources*, with map of six "cutting blocks" in Snoqualmie National Forest, Washington, logged in rotation in 50-year cycles.

1920

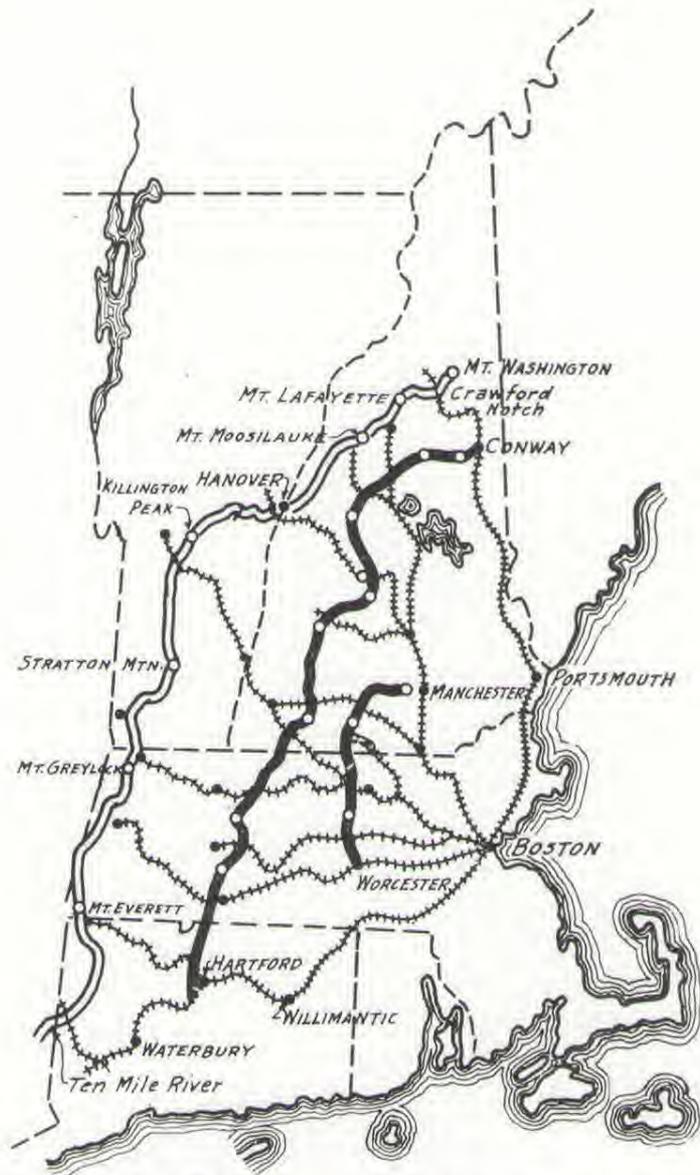
U.S. Motor Vehicle Registration

(Autos, Buses, Trucks)

9.24 million

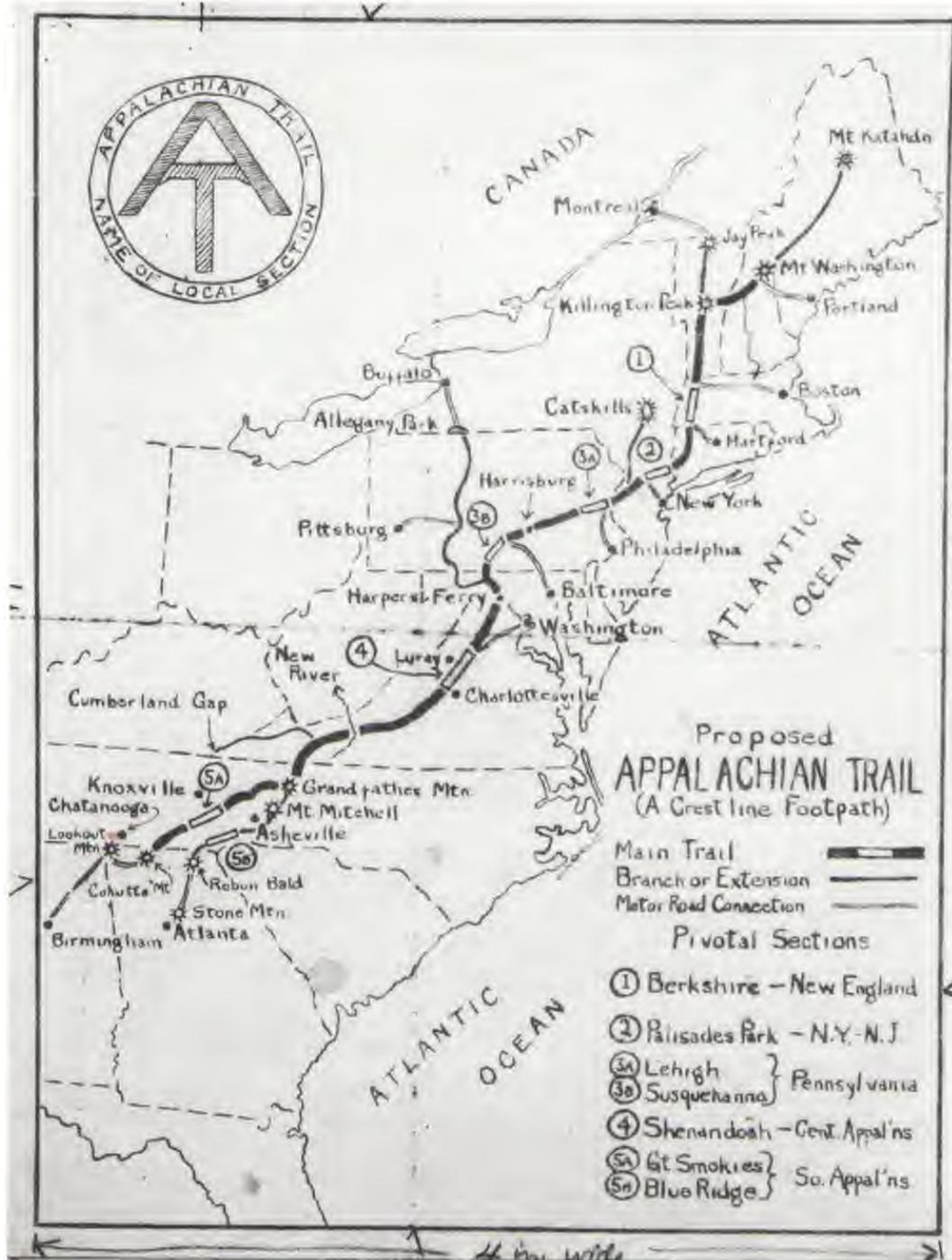
U.S. Population

106.5 million



Appalachian Trail	—————	Stage Line	-----
Side Trail	- - - - -	Main Peaks	○ ○ ○
Railroad	+ + + + +	Cities and Towns	● ● ●

From:
 "Progress Toward the
 Appalachian Trail," *Appalachia*,
 journal of the Appalachian
 Mountain Club, December,
 1922



1925:
**Appalachian Trail
 Conference (now the
 Appalachian Trail
 Conservancy) founded**

THE APPALACHIAN TRAIL CONFERENCE

By ARTHUR C. COMEY

Secretary, New England Trail Conference

AT Washington on March 2nd there gathered for the first time persons active in promoting respectively each of the principal sectors of the projected Appalachian Trail along the sky-line from Maine to Georgia. So great was the progress recorded and so firm the belief of those attending in the feasibility and value of the through foot-trail that it was decided to effect a simple permanent organization of the Appalachian Trail Conference, with Major W. A. Welch as Chairman, Miss Harlean James as Secretary, and Benton MacKaye as Field Secretary.

From Mr. MacKaye's presentation of the project, and a comparison of the problems discussed by delegates from such states as Tennessee, Virginia and Pennsylvania (where marked trails are rare) with the situation in New Hampshire and Vermont, it is evident that one great value in the idea of the interstate trail lies in using it for initiating a broad scheme of trails ramifying through each of the highland regions. While it may be that few will ever hike the entire length of the Appalachian Trail, practically every section will be easily reached by the inhabitants of one or more large cities and will render accessible to them regions now in many cases practically unknown.

At present, south of the Palisades Interstate Park, about the only portions open are those recently constructed in National Forests along the backbone of the southern Appalachians, but scouting and building is being planned by local groups at many points, so that Mr. MacKaye must be much heartened by the spread of his idea.

1925

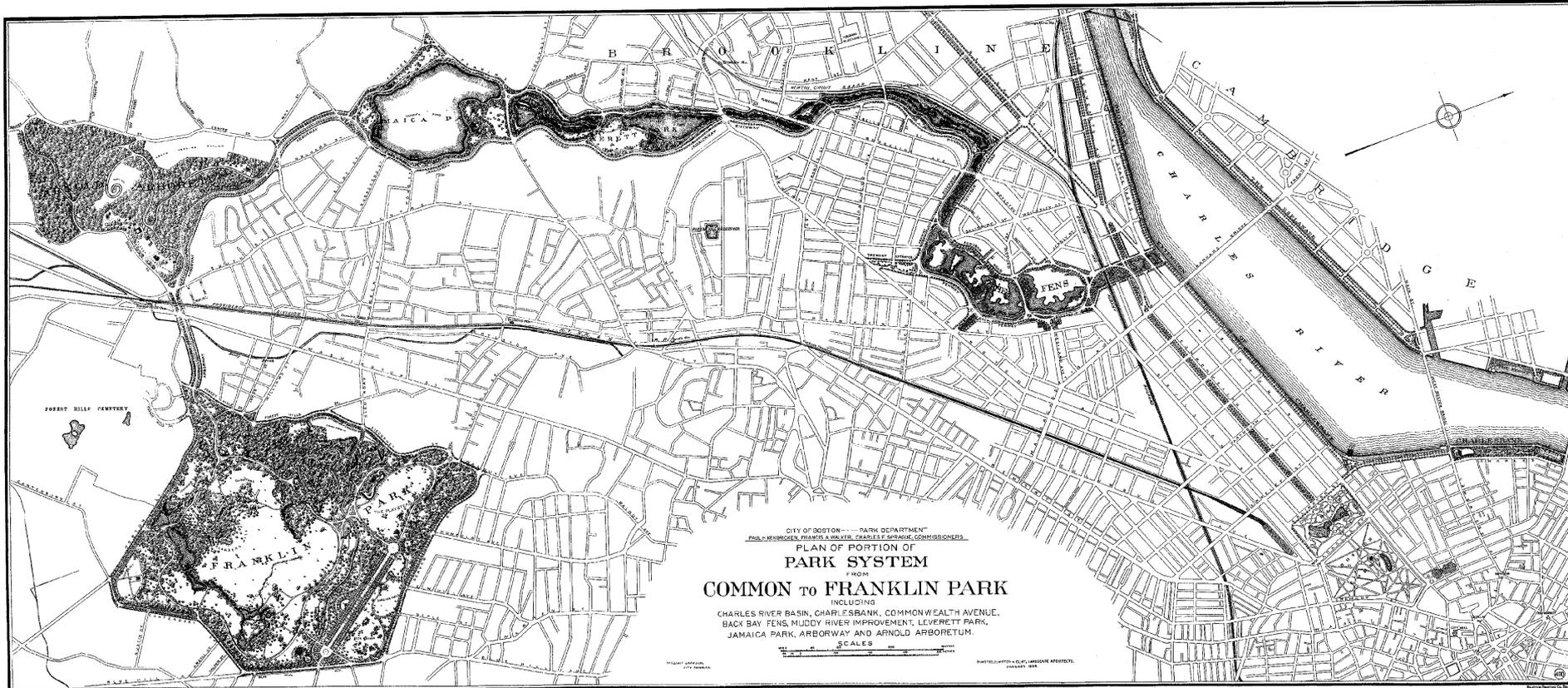
"... Mr. MacKaye must be much heartened by the spread of his idea."

Arthur Comey,
reporting in
Appalachia on the
organizational meeting
of the Appalachian
Trail Conference, 1925.



FREDERICK LAW OLMDSTED

Frederick Law Olmsted, Sr., moves to Brookline, 1883, partly to carry out work he had already begun on design and construction of the “Emerald Necklace.”



CITY OF BOSTON — PARK DEPARTMENT
PAUL W. WHEELER, FRANKLIN PARK, CHARLES RIVER, COMMISSIONERS.
PLAN OF PORTION OF
PARK SYSTEM
COMMON TO FRANKLIN PARK
INCLUDING
CHARLES RIVER BASIN, CHARLESBANK, COMMONWEALTH AVENUE,
BACK BAY FENS, MUDDY RIVER IMPROVEMENT, LEVERETT PARK,
JAMAICA PARK, ARBORWAY AND ARNOLD ARBORETUM.
SCALE 1" = 100 FEET
PUBLISHED BY THE CITY OF BOSTON, 1883.



CHARLES ELIOT
1859 - 1897



Charles W. Eliot: President of Harvard University, 1869-1909; President of Trustees of Public Reservations, 1905-1926



Eliot at Jordan Pond, Mount Desert Island, Maine; created Hancock County Trustees of Public Reservations, 1901; led to establishment of Acadia National Park, 1919



**Metropolitan
Park
Commission,
established
1893; map
produced by
Charles Eliot**



**Sylvester Baxter,
first secretary of
the Metropolitan
Parks Commission**

Conservation, planning landmarks

1875: Boston **Park Act**; initiation of **Emerald Necklace** (completed in mid-1890s)

1876: **Appalachian Mountain Club** founded

1883: Frederick Law **Olmsted**, Sr. moves home, office to Brookline

1891: **The Trustees of Public Reservations** established

1893: **Metropolitan Park Commission** established

1896: **Massachusetts Audubon Society** established

1898: **Massachusetts Forestry Association** established (later [1933] named Massachusetts Forest and Park Association, then [1993] Environmental League of Massachusetts)

1905: **U.S. Forest Service** established

1909: **Harvard landscape architecture department** offers first U.S. graduate course in **city planning**, taught by James Sturgis Pray

1911: **Weeks Act** passed, authorizing establishment of National Forests in the East

1916: **New England Trail Conference** established

1916: **National Park Service** established; language regarding agency purpose attributed to Frederick Law Olmsted, Jr.



THE TRUSTEES OF PUBLIC RESERVATIONS

A CORPORATION ESTABLISHED IN 1891 BY ACT OF THE LEGISLATURE OF THE

Commonwealth of Massachusetts

is authorized to accept gifts and to purchase property of scenic or historic interest in this state and to hold such property open to the public.

The Trustees now hold several reservations in different parts of the state which were given to preserve the memory of individuals and at the same time to preserve beautiful or historical sites. Through the generosity of the same persons and others interested in this work, a fund for the care and maintenance of these and future reservations has been and is now being raised.

The usefulness of the Corporation is entirely dependent on gifts of lands and funds from individuals. Persons interested in the work of the Trustees are asked to communicate with

CHARLES W. ELIOT, 2ND, Secretary or JOHN S. AMES, Treasurer
9 Park St., Boston Ames Building, Boston

A CONFERENCE ON THE NEEDS AND USES OF OPEN SPACES

Including The Trustees of Public Reservations in cooperation with the

Massachusetts Forestry Association	Massachusetts Civic League
Federation of Planning Boards	Appalachian Mountain Club
Society for the Preservation of New England Antiquities	Massachusetts Audubon Society
Massachusetts Fish and Game Protective Association	Federation of New England Bird Clubs
Massachusetts Federation of Women's Clubs	Boston Society of Landscape Architects

is gathering information concerning all existing and desirable open spaces in the Commonwealth. This work has been undertaken in order to secure greater cooperation among organizations interested in this subject and to formulate constructive policies for the preservation and maintenance of scenic and historic sites, forests, wild life sanctuaries and other public reservations. Suggestions of desirable open spaces, inquiries and contributions should be sent to

CHARLES S. BIRD, JR., Chairman, or CHARLES W. ELIOT, 2ND, Secretary.

The Trustees of Public Reservations, established 1891

Conference on the Needs and Uses of Open Spaces, 1925



Charles W. Eliot II

**First “Field Secretary”
of Trustees of Public
Reservations**

**Secretary and organizer
of 1925 Conference on
Needs and Uses of
Open Spaces**

OPEN SPACES IN MASSACHUSETTS

By CHARLES W. ELIOT, 2ND
Secretary, Trustees of Public Reservations

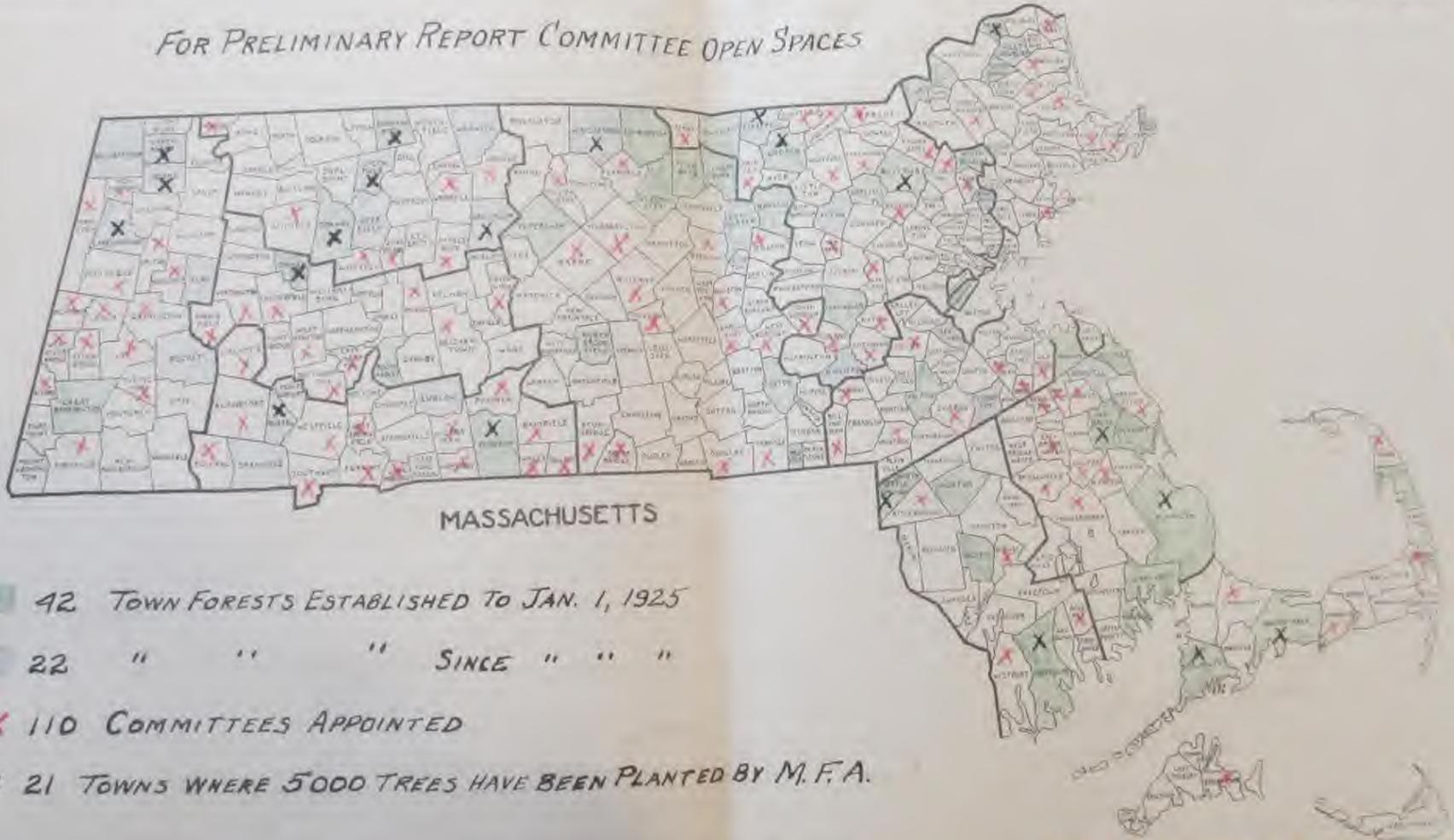
1925
THE problem of Open Spaces in Massachusetts is somewhat different from that in other states because of the number of private and government organizations which are concerned, and because of the lack of any central place or State Park organization to handle the problem.

The Trustees of Public Reservations, a private corporation organized in 1891, together with a number of other private societies, called a "Conference on the Needs and Uses of Open Spaces in Massachusetts" on May 14, 1925, at which Mr. B. Loring Young, former Speaker of the House of Representatives, presided and at which President Eliot, Commissioner Williams, and others spoke.

As a result of this meeting an executive Committee composed of representatives of organizations concerned and certain individuals was formed to further coöperation for common ends. Mr. Charles S. Bird, Jr., is chairman of this Committee. The aim of the Committee is "coöperation among existing organizations and government departments interested in the provision, distribution, development and maintenance of public open spaces in Massachusetts" as follows:

- 1 To provide a central place for the record of past accomplishments and future aims;
- 2 To speak and work together for common aims with combined prestige and influence;
- 3 To prevent duplication of effort in related or overlapping fields;
- 4 To formulate and advocate policies for (a) securing well-distributed open spaces, (b) safeguarding and preserving scenic and historic sites, (c) maintenance and development of areas for their most appropriate uses.

FOR PRELIMINARY REPORT COMMITTEE OPEN SPACES



MASSACHUSETTS

- 42 TOWN FORESTS ESTABLISHED TO JAN. 1, 1925
- 22 " " " SINCE " " "
- X 110 COMMITTEES APPOINTED
- X 21 TOWNS WHERE 5000 TREES HAVE BEEN PLANTED BY M. F. A.

CORRECTED TO JUNE 18, 1925

05/19/2014 03:17

Massachusetts Town Forests, c. 1925

New England Trail Conference

1924 Census
of
New England Trails

Summary of Reports from
49 Organizations maintaining over
2400 miles of foot trails

Publication No. 12

Boston, 1925

PUBLICATION No. 13
NEW ENGLAND TRAIL CONFERENCE

PROJECTED SYSTEM
OF THROUGH TRAILS IN
NEW ENGLAND

1925



TRAILS MAINTAINED BY ORGANIZATIONS,
TRAILS OPEN BUT NOT MAINTAINED,
PROJECTED THROUGH TRAILS SCOUTED,
THROUGH TRAIL LINKS NOT YET SCOUTED
REGIONS WITH NUMEROUS LOCAL TRAILS



Arthur C. Conroy, del.

09/20/2013 02:20



Blue label with illegible text, possibly a title or reference number.

UNITED STATES GEOLOGICAL SURVEY
WATER RESOURCES DIVISION
NEW ENGLAND
1925

09/20/2013 0

091





1927: "Map of Existing Open Spaces in Massachusetts"

MAP OF EXISTING OPEN SPACES IN MASSACHUSETTS

COMPILED BY THE
COMMITTEE ON NEEDS AND USES OF OPEN SPACES

APPALACHIAN MOUNTAIN CLUB
BOSTON SOCIETY OF LANDSCAPE ARCHITECTS
FEDERATION OF NEW ENGLAND BIRD CLUBS
MASSACHUSETTS AUDUBON SOCIETY
MASSACHUSETTS ORNITHOLOGICAL LEAGUE
MASSACHUSETTS FEDERATION OF PLANNING BOARDS
MASSACHUSETTS FEDERATION OF WOMEN'S CLUBS
MASSACHUSETTS FISH AND GAME PROTECTIVE ASSOCIATION
MASSACHUSETTS FORESTRY ASSOCIATION
NEW ENGLAND TRAIL CONFERENCE
NEW ENGLAND WILD FLOWER PRESERVATION SOCIETY
SOCIETY FOR THE PRESERVATION OF NEW ENGLAND ANTIQUITIES
TRUSTEES OF PUBLIC RESERVATIONS

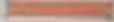
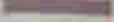
TOPOGRAPHIC BASE MAP BY THE U.S. GEOLOGICAL SURVEY

SCALE 1:250,000
0 5 10 15 20 25 MILES

VERTICAL INTERVAL: 100 FEET
EARTH IS MEAN SEA LEVEL

1927

LEGEND:

-  STATE PARK RESERVATIONS
-  METROPOLITAN, CITY AND TOWN PARKS
-  STATE FORESTS
-  CITY AND TOWN FORESTS (DARKER LOCATION NOT EXACT)
-  WATER SUPPLY LANDS
-  STATE INSTITUTIONS AND PROPERTIES
-  MUNICIPAL AND SEMI-PUBLIC INSTITUTIONS
COLLEGES, SCHOOLS, PRIVATE PARKS, WILD LIFE SANCTUARIES
-  THROUGH FOOT TRAILS
-  FEDERAL AID HIGHWAYS
-  OTHER STATE HIGHWAYS
-  STATE AID HIGHWAYS
-  RAILROADS

ERRORS AND OMISSIONS SHOULD BE REPORTED TO ARTHUR C. COMEY, CARE OF APPALACHIAN MOUNTAIN CLUB
5 JOY ST., BOSTON. WHERE THE ORIGINAL ATLAS SHEETS AT 1 INCH TO 1 MILE SCALE MAY BE CONSULTED

**“Existing Open
Spaces” in Bay
Circuit region,
1927**



NAMES COMMISSION ON NEEDS AND USES OF OPEN SPACES

GOVERNOR CREATES BODY TO CONSIDER
DEFINITE PROGRAM FOR THE
FUTURE

Announcement was made today from the office of Governor Fuller of the creation of a Commission on Needs and Uses of Open Spaces, "a somewhat unofficial" agency, organized for the purpose of suggesting a practical program and general policy to bring about the practical realization of a State plan for the gradual development of forestry—economical and recreational—town and city parks of all kinds, sanctuaries for animal, bird and plant life, historic sites, camp grounds and beaches.

It is stated that "The increasing population, the eight-hour day, the automobile, greater general prosperity and the closing of many wood and stream areas to the public by private owners, all contribute to an increasing need for a comprehensive State plan of development." It is proposed that this plan shall be worked out with the co-operative help of all existing agencies, such as the following:

Appalachian Mountain Club, Boston Society of Landscape Architects, Committee on Needs and Uses of Open Spaces, Federation of New England Bird Clubs, Massachusetts Audubon Society, Massachusetts Federation of Women's Clubs, Federation of Planning Boards, Massachusetts Federation of Women's Club, Massachusetts Fish and Game Protective Association, Massachusetts Forestry Association, Society for the Preservation of New England Antiquities, and the trustees of public reservations.

Governor Fuller believes that co-oper-

November, 1927, Governor Alvan Fuller appoints Commission on Needs and Uses of Open Spaces, "*a somewhat unofficial' agency, organized for the purpose of suggesting a practical program and general policy to bring about the practical realization of a State plan for the gradual development of forestry—economical and recreational—town and city parks of all kinds, sanctuaries for animal, bird and plant life, historic sites, camp grounds and beaches.*"

Governor's Committee on Needs and Uses of Open Spaces

Appointed November, 1927

- William A. L. Bazeley, *Commissioner of Conservation*
- Charles S. Bird, Jr., *Trustees of Public Reservations*
- Allen Chamberlain, *Appalachian Mountain Club*
- Henry M. Channing, *Trustees of Public Reservations*
- Arthur C. Comey, *Boston Society of Landscape Architects*
- Richard K. Conant, *Commissioner of Public Welfare*
- Charles W. Eliot, 2nd, *Trustees of Public Reservations*
- Laurence B. Fletcher, *Federation of the Bird Clubs of New England, Inc.*
- Charles B. Floyd, *Northeastern Bird Banding Association*
- William R. Greeley, *Massachusetts Federation of Planning Boards*
- John S. Lawrence, *New England Council*
- Joseph Lee, *Playground and Recreation Association of America*
- Hon. Herbert Parker, *Trustees of Public Reservations*
- John C. Phillips, *Massachusetts Fish and Game Association*
- Harris A. Reynolds, *Massachusetts Forestry Association*
- John L. Saltonstall, *Associated Committees for Wild Life Conservation*
- Judge Robert Walcott, *Massachusetts Audubon Society*

New England Trail Conference

OUTDOOR CULTURE

The Philosophy of Through Trails

Paper delivered before
New England Trail Conference, January 21, 1927

By

BENTON MACKAYE



Publication No. 16

Boston, 1927

“And now I come straight to the point of the philosophy of through trails. It is to organize a Barbarian invasion. It is a counter movement to the Metropolitan Invasion. Who are these modern Barbarians? Why, we are—the members of the New England Trail Conference.... The crestline should be captured—and no time lost about it.

“The Appalachian Range should be placed in public hands and become the site for a Barbarian Utopia.”

--Benton MacKaye, from
“Outdoor Culture,” a talk at the
1927 meeting of the New England
Trail Conference

NEW ENGLAND TRAIL CONFERENCE

PROGRAM AND REGISTRATION INFORMATION

1927-1928, Volume

The N.E.T.C. Conference

1927-1928, Volume

Published by the N.E.T.C.

1927-1928, Volume

Published by the N.E.T.C.

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Copyright, 1927, by the N.E.T.C.

NEW ENGLAND TRAIL CONFERENCE, Jan. 21st and 22nd, 1927, at Boston.

All members of constituent organizations and their guests are invited to participate.

FRIDAY, 1-42 p.m. Session at the A.M.C. Clubhouse, 5 Joy St.

1-18 p.m. Conference opened by the Chairman.

OUTDOOR FIREPLACES IN PUBLIC RESERVATIONS, Walter Primbard Eaton.

Discussion of Trail Facilities opened by Willis W. Ross, S.M.C.

Vote on the recommendation of the Steering Committee to insert the following new clause after Clause 1 of Rule 3 of the By-laws:-

(2) a delegate from and appointed by such chapters and sections of these organizations in New England as shall be approved by the Steering Committee;

TRAIL PROGRESS REPORTS by Constituent Organizations.

6:00 p.m. DINNER, Boston Architectural Club, 16 Somerset St., \$1.00.

(Please notify Chairman of Conference of intention by Jan. 19)

7:45 p.m. Boston Architectural Club.

OUTDOOR CULTURE: THE PHILOSOPHY OF THROUGH TRAILS, Boston MacEays.

Discussion on Securing Interest in Trails opened by Walter C. O'Leary

and Marion H. Cook.

TRAIL USE: A 220-mile Hike in 12 1/2 Days, Irving D. Appleby, S.M.C.

SATURDAY, 9:30 a.m. A.M.C. Clubhouse.

TRAIL SYSTEM, Progress in each state.

A thorough-going consideration of the Problems of Through Trails

as illuminated by Experience on the 18-mile Wachusett-Watatic Link,

presented by Frank E. Sprague, Field and Forest Club.

Discussion opened by Allen Chamberlain.

ELECTION of Officers.

THE SPECIFIC USES OF TRAIL TOOLS, Harland Sisk.

Discussion opened by Roger T. Twitchell, Concordia Wm. Club.

To Arthur C. Casey, Chairman, N.E.T.C.

January , 1927.

Harvard Sq., Cambridge, Mass.

do

I expect to attend the annual Trail Conference, Jan. 21-22.

do not

Name _____

Address _____

Delegate }
Officer } -of _____
Member }

Please reserve _____ places for me and my guests at dinner @ \$1.00.

(Please return this blank to insure receiving next year's program.)

Program for annual meeting of the New England Trail Conference, January, 1927

6:00 p.m. DINNER, Boston Architectural Club, 16 Somerset St., \$1.50.
(Please notify Chairman of Conference of intention by Jan. 19)

7:45 p.m. Boston Architectural Club.

OUTDOOR CULTURE: THE PHILOSOPHY OF THROUGH TRAILS, Benton MacKaye, *
Discussion on Securing Interest in Trails opened by Walter C. O'Kane
and Marion H. Buck.

TRAIL USE: A 250-mile Hike in 12 1/2 days, Irving D. Appleby, G.M.C.

SATURDAY, 9:30 a.m. A.M.C. Clubhouse.

TRUNK TRAIL SYSTEM: Progress in each state.

A Thorough-going Consideration of the Problems of Through Trails
as Illuminated by Experience on the 18-mile Wachusett-Watatic Link,
presented by Frank H. Sprague, Field and Forest Club.

Discussion opened by Allen Chamberlain.

ELECTION of Officers.

THE SPECIFIC USES OF TRAIL TOOLS, Harland Sisk.

Discussion opened by Roger T. Twitchell, Chocorua Mtn. Club.

To Arthur C. Comey, Chairman, N.E.T.C.
Harvard Sq., Cambridge, Mass.

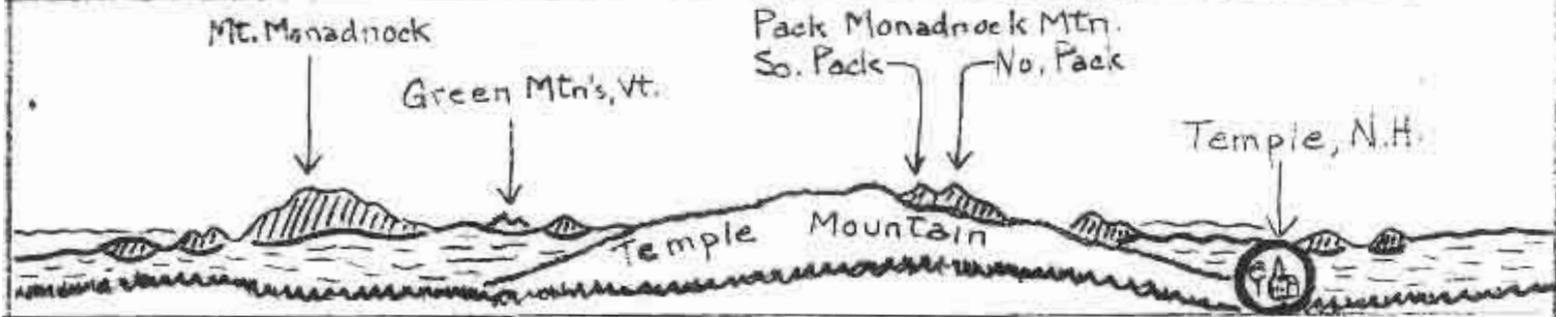
January , 1927.

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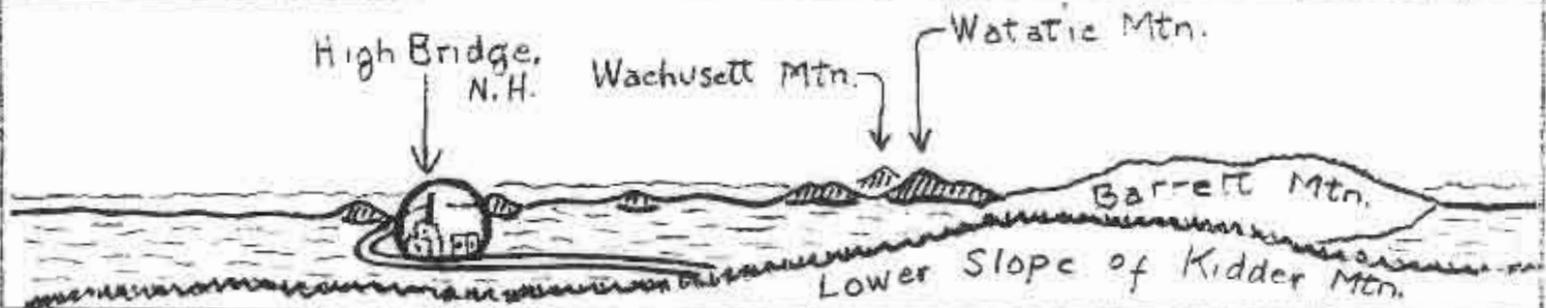
I

PANORAMA FROM KIDDER MOUNTAIN

SHOWING THREE ENVIRONMENTS



LOOKING NORTH



LOOKING SOUTH

Mountain, or Mtn. Range (Primeval Environment)



Distant Lowland Country (Colonial Environment)



Near-by Lowland Country

"

"

Colonial Village (Thru. Telescope)

"

"



Factory Town (Thru. Telescope) (Metropolitan Environment)



Motor Road

"

"





The New
EXPLORATION

A
PHILOSOPHY
OF
REGIONAL
PLANNING

BY
Benton MacKaye

WITH AN INTRODUCTION BY
Lewis Mumford

1928

Massachusetts automobile registration

1905 4,889

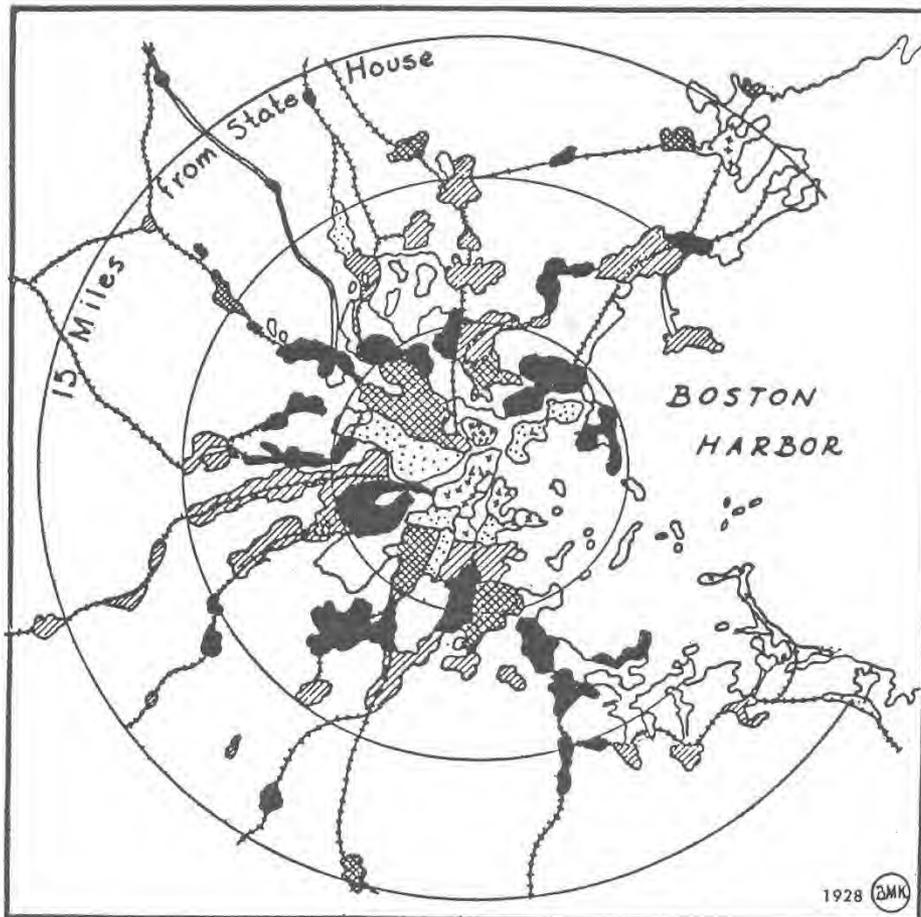
1915 102,633

1929 1,109,460

1930

***U.S. Motor Vehicle Registration
(Autos, Buses, Trucks)***

26.75 million



“The Metropolitan Invasion”

MackKaye’s 1928 depiction of the “Backflow” or “Metropolitan Flow” from Boston outwards into the suburbs, between 1910 and 1925, as Boston and nearby communities lost population and the outer communities gained population.

• LEGEND •

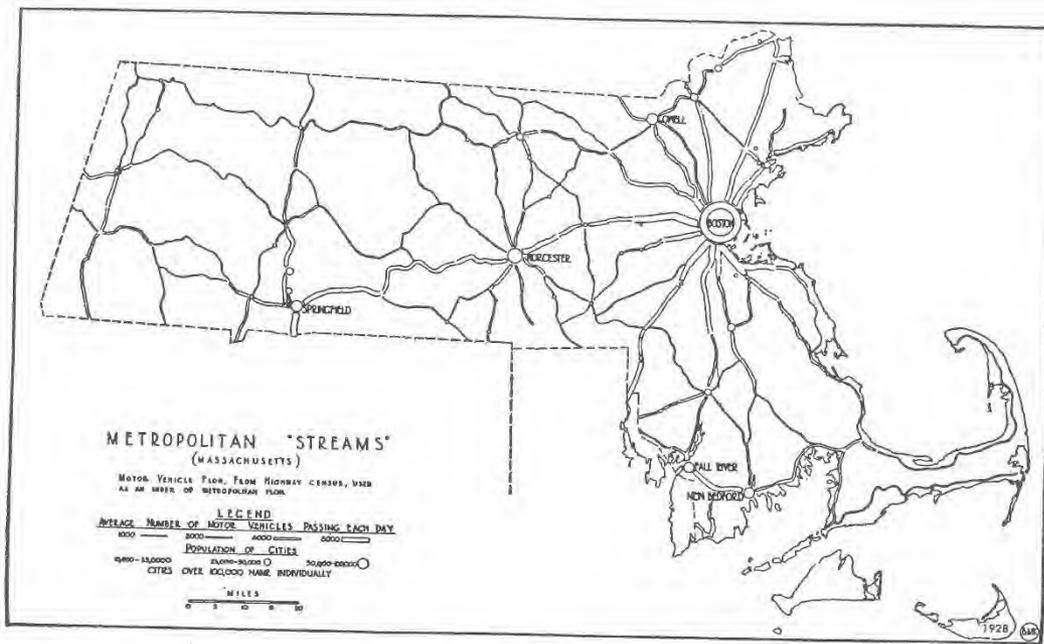
Relative Increase and Decrease of population
1910 to 1925

Increase		Decrease	
0-10%		0-10%	
10-20%		10%+	
20-30%		Railway	
30%+		Motor Way	

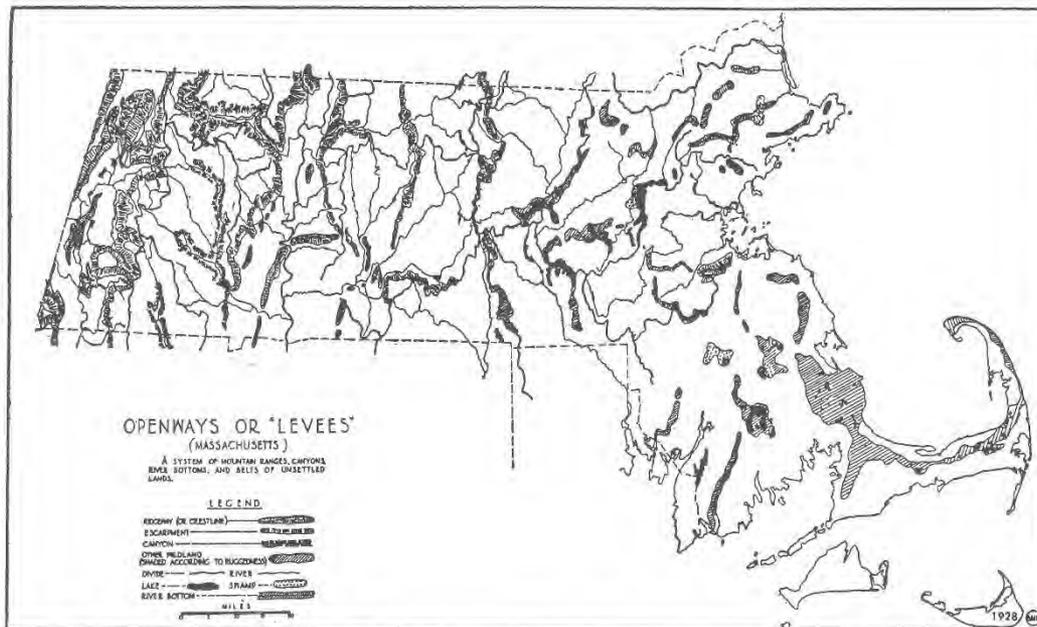
• THE BACKFLOW •

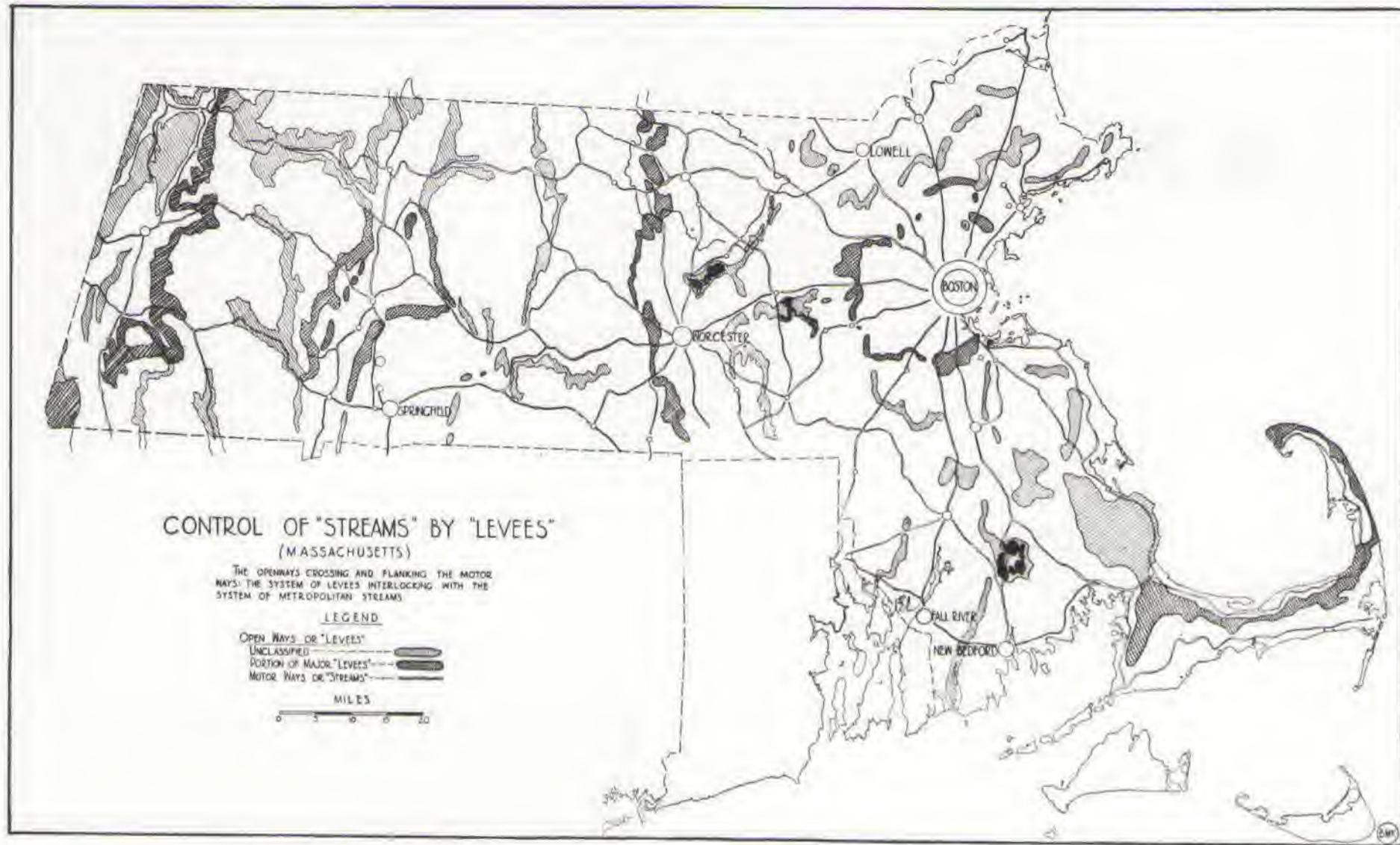
(A Sample)

Flow of Population from Center to Outskirts of a Metropolis. Boston Metropolitan District, 1910 to 1925. Another name for “backflow” is “metropolitan flow.”

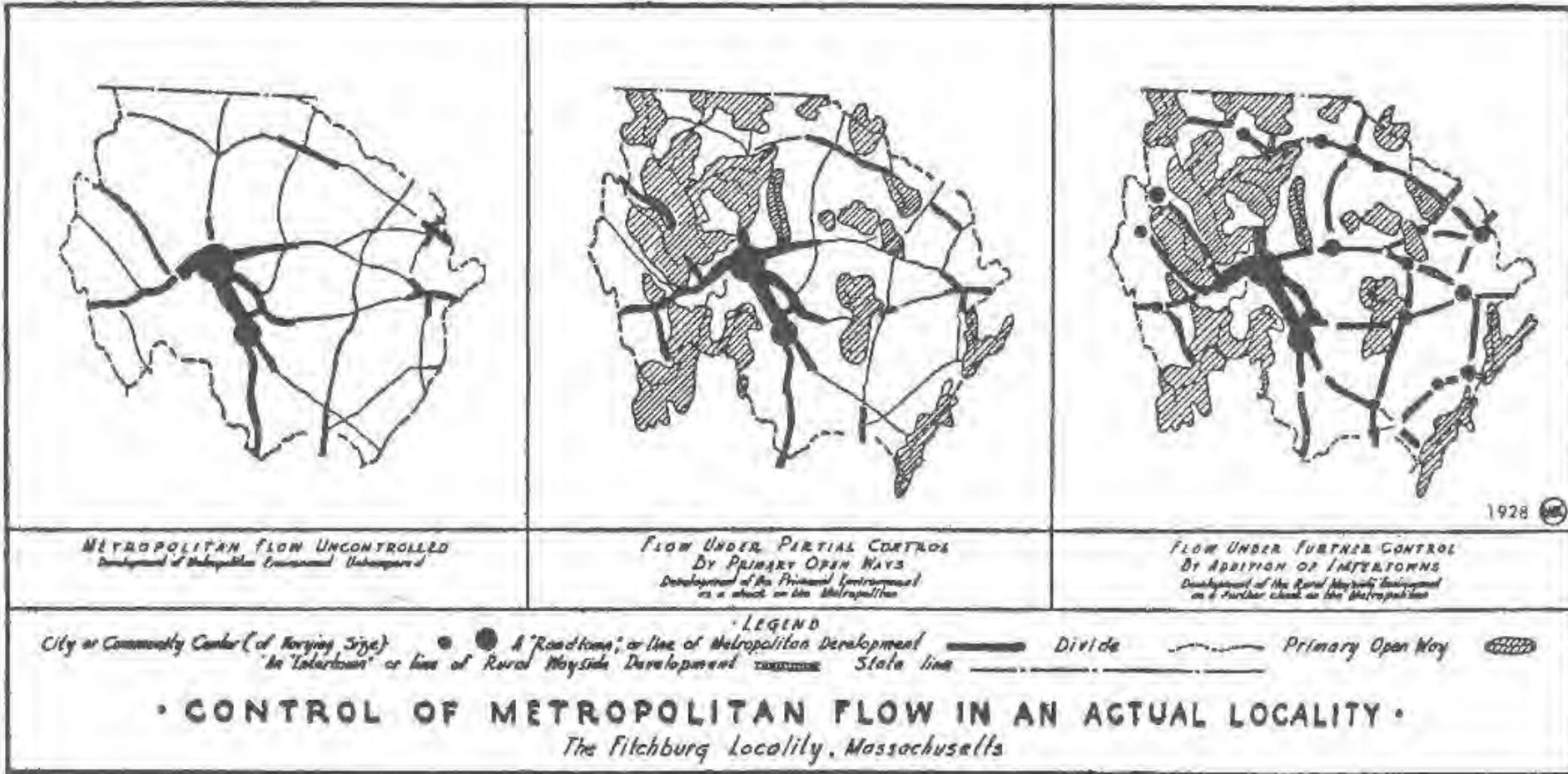


**Metropolitan
"streams,"
following roads,
and "Open Ways"
as "levees,"
following natural
features such as
mountain ridges
and river valleys.**





Controlling the “metropolitan invasion”: “The publicly regulated wilderness belt is deliberately established across the line of travel of the metropolitan flow: the wilderness way is a dam across the metropolitan way.”



**“Control of Metropolitan Flow in an Actual Locality:
The Fitchburg Locality, Massachusetts”
--From *The New Exploration*, 1928**

Landscape Architecture

A QUARTERLY MAGAZINE

Official Organ of the American Society of Landscape Architects

Vol. XIX

JULY, 1929

No. 4

WILDERNESS WAYS*

By BENTON MACKAYE

Regional Planning Association of America

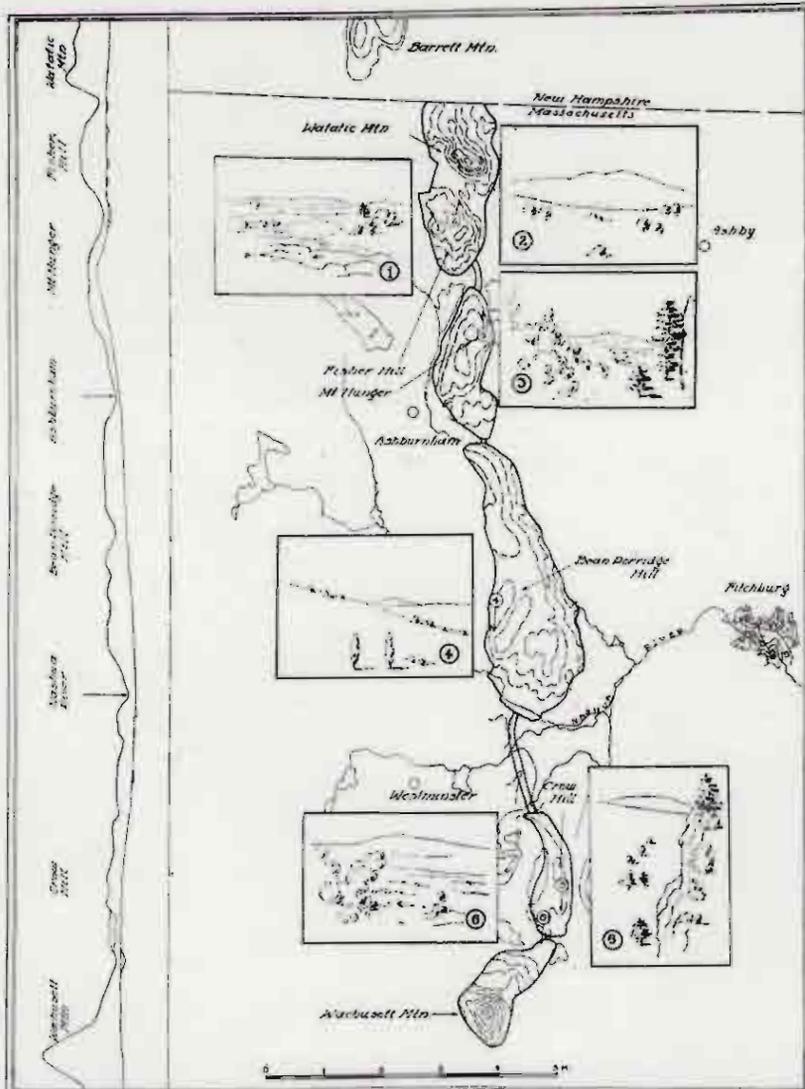
WHAT is a "wilderness way"? A wilderness way is a string of open spaces leading from somewhere to somewhere. But what is an "open space"? An open space is an area of land, usually in public ownership, which is dedicated to some conservation use. Typical illustrations of open spaces are State Forests, State Parks, and Bird Sanctuaries. Indeed these represent the three main purposes of open spaces—the economic purpose, the recreational purpose, and the cultural purpose. But all three, incidentally at least, have a recreational function. They are in part what Mr. Aldo Leopold calls "wilderness areas". They are what President Roosevelt used to call "playgrounds for the people". They are not amusement parks, however, nor children's nurseries, nor tennis courts, nor golf courses. They are really more than playgrounds, they are *living grounds*: if they do not form an actual wilderness they form a potential one. They are areas set aside for living in the open. This is a particular kind of living,—a different kind from that provided in the regular routine of civilization. The idea behind open spaces is to provide the opportunity for this other kind of living, and when the spaces lie in a row (so as to form a way) then the opportunity is really provided for. A wilderness way is an open way—it is a wilderness area that goes somewhere.

The open way is a somewhat new idea: it is a strategic method of distributing open spaces so as to gain greater access to the countryside

*Based in part on report for a Plan for Wilderness Ways in Massachusetts submitted to the Governor's Committee on the Needs and Uses of Open Spaces.

"A wilderness way is an open space—it is a wilderness area that goes somewhere."

--Benton MacKaye, 1929



THE WACHUSETT-WATATIC WILDERNESS WAY

TOPOGRAPHY & TYPICAL VIEWS

- ① Barrett Mountains From Fisher Hill.
- ② Watatic Mtn From Fisher Hill.
- ③ Watatic Mtn From Mt. Hunger.
- ④ Wachusett Mtn From Dean Derridge Hill Looking South.
- ⑤ Wachusett Mtn From Crow Hill Cliffs.
- ⑥ Wachusett Mtn From Osgood Ledge.



“It naturally gives me much gratification to know, not only of your approval of the wilderness article, but of your understanding of the real issues which it involves.... It will be particularly interesting to talk over with you the unsolved questions involved in giving the wilderness idea actual expression in the form of a program.... **It is a point of view, not a piece of land....**”

--**Aldo Leopold** to Benton MacKaye, February 3, 1926, concerning Leopold's 1925 article, “Wilderness as a Form of Land Use.”

REPORT
OF
GOVERNOR'S COMMITTEE
ON
NEEDS AND USES OF OPEN SPACES

CHARLES S. BIRD, Jr., Chairman
LAURENCE B. FLETCHER, Secretary

BOSTON, MASSACHUSETTS
1929

05/19/2014 01:08

**Report released
May 4,
1929**



Arthur C. Comey, Chairman of the New England Trail Conference, and his ten pound hiking and camping outfit including tent.



**Herbert
Parker, TTPR**
President,



**Charles S. Bird,
Jr., Chmn. TTPR**
Standing Comm.



**Henry M.
Channing, TTPR**
Secretary, VP



Harris A. Reynolds,
Mass. Forestry
Assoc.,
Secretary



**Laurence B.
Fletcher,**
TTPR Exec.
Sec.



**Allen
Chamberlain,**
AMC Pres.

Report of Governor's Committee on Needs and Uses of Open Spaces, 1929

Open space acquisition recommendations, as
depicted on 1929 map

1. The Bay Circuit

2. State Beaches:

Salisbury Beach

Duxbury Beach

Westport (Horseneck)
Beach

3. State Forests:

Nine proposed new or expanded state forests throughout state, "taking only those areas...where land is relatively cheap or unsuited for other purposes." (43 in existence)

4. State Parks:

Thirteen state parks proposed (11 "State Reservations" in existence).

5. Wild Life Sanctuaries:

Ten enlarged or created.

6. Foot Trails:

"Appalachian (through) Trail"

Wachusett—Watatic Trail

[Twenty-six existing "Semi-Public Areas" listed, including lands owned by AMC, Trustees of Public Reservations, etc.]

*Basic elements of
The Bay Circuit
as originally proposed in 1929*

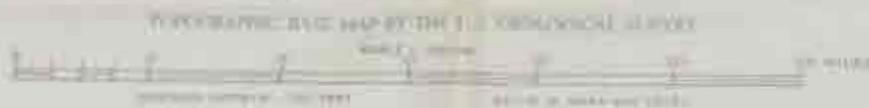
- A series of connected reservations in a semicircle about midway between Worcester and Massachusetts Bay
- A wide parkway beginning with Duxbury Beach on the south, via Charles River Narrows, Walden Pond, Bedford Meadows and Boxford to Plum Island and Salisbury Beach on the north
 - An Eastern Massachusetts Circuit of Parks
- A connected project under the title of “The Bay Circuit”

[No footpath or trail mentioned or included]

MAP OF EXISTING AND PROPOSED OPEN SPACES IN MASSACHUSETTS

PREPARED BY THE
GOVERNOR'S COMMITTEE ON NEED AND USE OF OPEN SPACES

<p>WILLIAM C. BROWN Chairman</p> <p>WALTER W. BROWN Secretary</p> <p>WALTER W. BROWN Member</p> <p>WALTER W. BROWN Member</p> <p>WALTER W. BROWN Member</p> <p>WALTER W. BROWN Member</p>	<p>WALTER W. BROWN Member</p>	<p>WALTER W. BROWN Member</p>
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1929

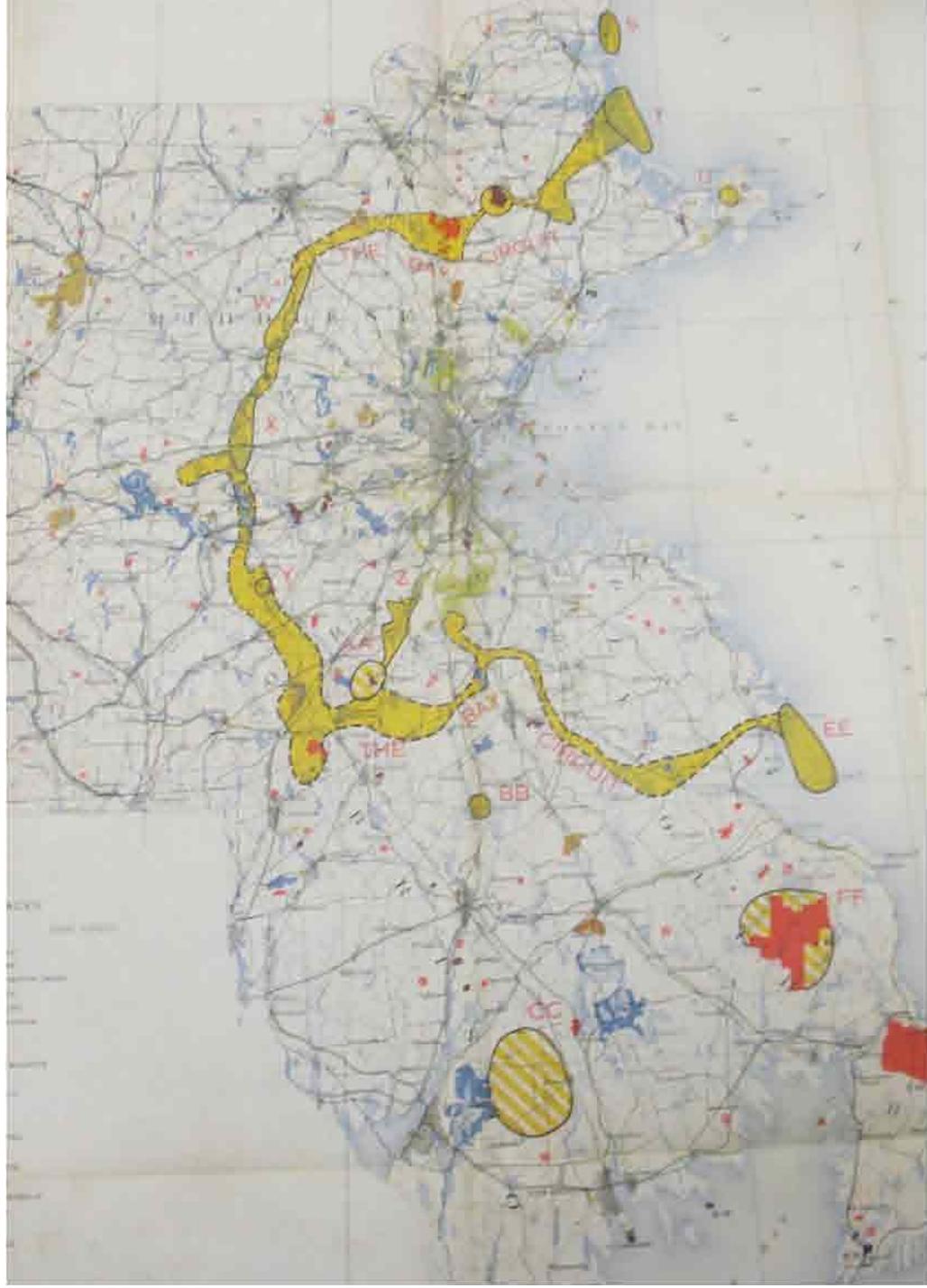
LEGEND EXISTING OPEN SPACES

- STATE PARK RESERVATION
- NATIONAL PARK, CITY AND FOREST
- STATE FOREST
- CITY AND TOWN FOREST, RECREATION AND PARKS
- BIRD SANCTUARY, WILDLIFE REFUGE AND BIRDS
- STATE RECREATION AND PROTECTIVE
- NATIONAL AND INTERNATIONAL INSTITUTIONS
- NATIONAL MONUMENTS, HISTORIC MONUMENTS
- THROUGH HIGHWAYS

CERTAIN LOCATIONS OF PROPOSED OPEN SPACES ARE INDICATED BY DOTTED LINES, BUT IN NO CASE INDICATE ANY OF THE AREAS OR BOUNDARIES.

PROPOSED OPEN SPACES GENERAL LOCATION

- THROUGH HIGHWAYS
- THROUGH RAILROADS
- THROUGH RIVER TRAILS
- OTHER OPEN SPACES
- FEDERAL GOVERNMENT
- STATE GOVERNMENT
- STATE HIGHWAYS
- RAILROADS



When the writer came to mark the spots selected by the Committee on a map which showed publicly-owned lands, he was amazed to see that many of the outstanding features--of wide variety--fell within a crescent-shaped arc,--anchored to the Eastward by Plum Island Beach, and by equally magnificent Duxbury Beach at the Southerly end;--along this curving line ran several great river-meadows--including part of Sudbury Valley. Within a few hours these chosen reservation areas had been marked on the topographic sheets in red, then connected by a band, in yellow crayon, running through great stretches of attractive country,--either (for the most part) unutilized, or of low economic value. This arc became known as the "Bay Circuit". With the aid of Professor Comey and others in the field, rough boundaries were established; Benton Mackaye, then Vice-Chairman of the Regional Planning Association of America, discussed the advantages of the plan in its various aspects; endorsement by various interested and competent organizations ensued.

The demonstrated importance of Sudbury Valley to any future metropolitan regional development, in the nature of a broad, circumferential plan, will, it is hoped, lead to a strong recommendation by this Commission for immediate acquisition of a sufficient area; there is less urgency in arriving at a precise plan of development: nevertheless, elimination of pollution is a "must".

09/20/2013 03:32

Henry M. Channing, Vice-President, Trustees of Public Reservations, recalling the origins of the Bay Circuit concept.

-- From "The Role of the Sudbury Valley in Metropolitan Recreation," in a *Report of the Sudbury Valley Commission*, Arthur C. Comey, editor (1950)



**1930 “Bay Circuit”
map, published by
The Trustees of
Public
Reservations, with
the assistance of
Frederick Law
Olmsted, Jr.**

POINTS OF GEOLOGICAL INTEREST IN THE BAY CIRCUIT

PREPARED BY DR. OLIVER H. HOWE

- G1 DUXBURY BEACH AND SAQUISH NECK—Interesting Examples of Construction by the Sea. $7\frac{1}{2}$ miles long.
- G2 BLUE HILLS—Interesting Geology. Great Blue Hill (635 ft.) is the Highest Elevation near the Sea between Maine and Mexico.
- G3 FOWL MEADOWS—An Alluvial Plain, through which the Neponset River runs in an Intricate, Meandering Course.
- G4 UPPER COURSE OF CHARLES RIVER—A Study of Tributaries.
- G5 ROCKY NARROWS IN SHERBORN—A Youthful Post-Glacial Channel of the Charles River.
- G6 SUDBURY AND CONCORD RIVERS—Good Studies of Stream Action and Stream Migration.
- G7 LAKE WALDEN OCCUPIES A LARGE GLACIAL "KETTLE-HOLE."—Celebrated by Thoreau's Hermit Life and Researches.
- G8 IPSWICH SALT MARSHES—Good Examples of Marsh Development and of Tidal Creeks.
- G9 PLUM ISLAND—Constructed by the Sea out of Materials Derived from Alluvial and Marine Sources. 8 miles long.

POINTS OF ORNITHOLOGICAL INTEREST IN THE BAY CIRCUIT

PREPARED BY DR. JOHN S. MAY

- 01 DUXSBURY BEACH, MARSHES, BAY AND OCEAN—Similar to Plum Island. Breeding Place of Least Terns, Piping Plover, Rails; many Migrating Shore-Birds and Water-Fowl; Wintering Place of Water-Fowl, Divers, Gulls. State Game Farm at Marshfield.
- 02 PLYMOUTH COUNTY—Cedar Swamps, Cranberry Bogs, Mixed Woods of Pitch Pine and Scrub Oaks; Breeding Place of Prairie Warblers, White-Eyed Vireos, Olive-sided Flycatcher, Hermit Thrushes, etc.
- 03 BLUE HILLS RESERVATION—Birds of Mixed Woodlands and Bushy Places, Swamps and Small Ponds. (Sattlersnakes and Copperheads.)
- 04 FURCATEY SWAMP—Bob-Whites and Ruffed-Grouse; Many Valuable Insectivorous Birds in Breeding Season.
- 05 FOWL MEADOWS, NEPONSET RIVER—Black Ducks, Marsh Hawks, Rails, Marsh Wrens, Warblers, etc.
- 06 MOOSE HILL SANCTUARY, MASSACHUSETTS AUDUBON SOCIETY—Demonstration of Devices for Attracting and Protecting Wild Life. Museum. Nature Trail. Nature Guide.
- 07 DOVER-WESTWOOD BOY SCOUT SANCTUARY—Showing Results of Year Encouraging Wild Life.
- 08 ROCKY NARROWS, CHARLES RIVER—Breeding Region of Many Interesting and Valuable Song Birds.
- 09 NORSCOT MOUNTAIN BOY SCOUT RESERVATION—Showing Results of Year Encouraging Wild Life.
- 10 SUDBURY AND CONCORD RIVERS—Ducks, Marsh-Birds, Songbirds. See also the work of John Burroughs, Emerson, Bolles, Faxon, Brewster and other Writers on Outdoor Life.
- 11 BOXFORD WILD LIFE SANCTUARY—Breeding Place and Refuge for Many Non-Game Birds.
- 12 WENHAM SWAMP AND UPPER IPSWICH RIVER—Many Interesting Non-Game Birds. Marsh Wrens, Warblers, etc.
- 13 PLUM ISLAND AND NEARBY BEACHES AND MARSHES—Especially Interesting for the Migration of Water-Fowl and Shore-Birds; Many Gulls, Terns, Rare Birds in Summer; Northern Ducks and Diving Birds in Winter; Ipswich Sparrow recorded.

POINTS OF HISTORICAL and ANTIQUARIAN INTEREST IN THE BAY CIRCUIT

PREPARED BY WALTER K. WATKINS

- H1 PLYMOUTH—Plymouth Rock; Burial Hill; Memorial Hall; Pilgrim Monument; Howland House; Winslow House; Court House.
- H2 CONCORD—Battle Ground; North Bridge; Wright Tavern; Jones House; Sleepy Hollow; Old Manse; Merriam's Corner; Alcott's Orchard House; Hawthorne's Wayside; Emerson House; Minot House; Thoreau House; Colonial Inn; Monument Square; Antiquarian Society; Hillside Chapel.
- H3 NEWBURY—Noyes House; Short House; Coffin House; Spencer-Pierce House; Tappan House; Swett-Ilsley House.
- H4 NEWBURYPORT—Bartlett-Atkinson House; Court House; Cushing-Burnham House; Cutler-Bartlett House; Dalton House; Timothy Dexter House; Knapp-Perry House; Lowell-Johnson House; Moulton House; Pettingell House; Tracy House; Wheelwright House; First Church; Whitfield Church; Chain Bridge.



1630 1930

NEWBURY

INDIAN REGION CALLED
QUASCACUNQUEN, SETTLED 1635
UNDER LEADERSHIP OF THE PURI-
TAN CLERGYMAN THOMAS PARKER.

MASSACHUSETTS BAY COLONY
TERCENTENARY COMMISSION

06/19/2013 03:17

1930

(Reprinted from THE NEW REPUBLIC of March 12th)

The Townless Highway

THE design of automobiles took years to outgrow the fallacious notion that the motor car was just a horseless buggy. Our motor highways are still in much the same predicament that automobile design was in thirty years ago. Even our most modern roads, modern in the sense that they have solid foundations and concrete surfaces and banks at the sharp turns, are conceived as mere extensions and widenings of the old-fashioned highway designed for horse-drawn vehicles.

Actually, the motor road is a new kind of road, as different from the old-fashioned highway as the railroad was; and it demands, accordingly, a new type of plan. The logical development of the modern motor road, from the standpoint of transporting people and goods and guiding the new migration of population, is in the direction of the townless highway. In contrast with the Utopia of Roadtown, which Mr. Edgar Chambless published a few decades ago, the modern regional planner arrives at just the opposite solution: namely, a highway completely free of horses, carriages, pedestrians, towns, grade crossings; a highway built for the motorist and kept free from every encroachment, except the filling stations and restaurants necessary for his convenience. Motor traffic and pedestrian "living" do not go together. To insulate each activity is a prime condition for speed and convenience on the one hand, and for safety and peace of mind, to say nothing of freedom from noise and carbon monoxide, on the other.

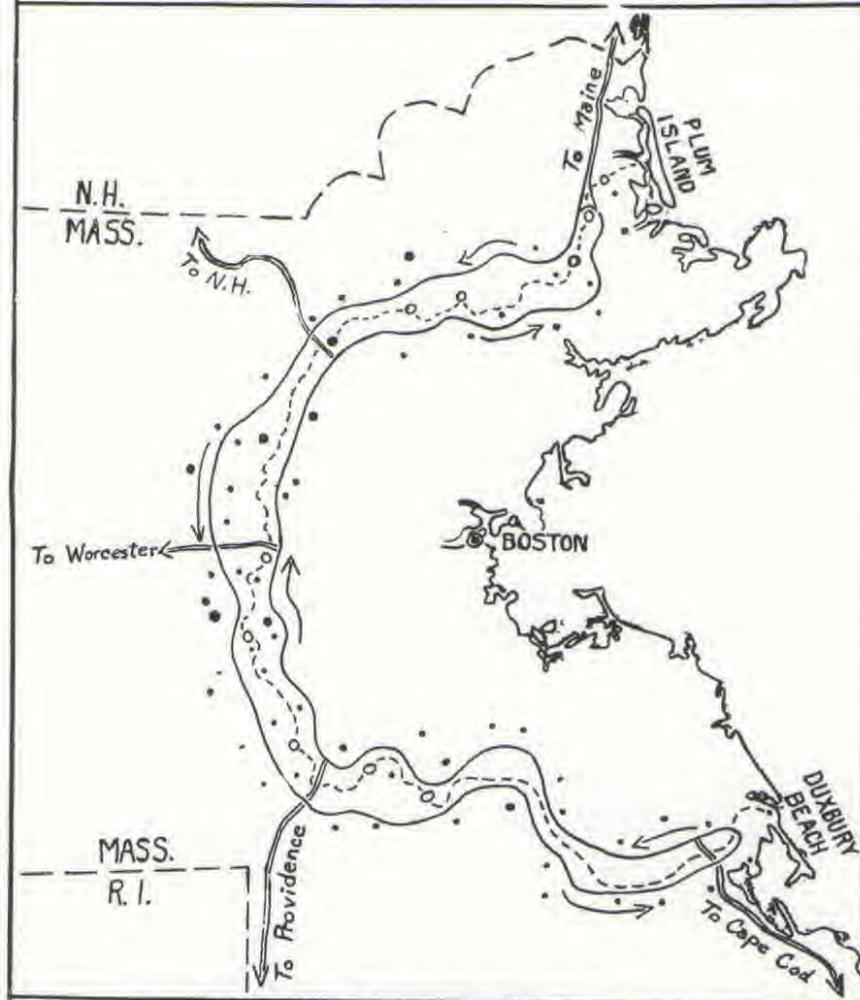
We shall see how necessary and inevitable the townless highway is if we recall the main characteristics of our earlier periods of transportation.

The first migration of the American people was led by the covered wagon; the next migration was led by the iron horse, which located the railroad framework of the country and gave importance and prestige to the terminal and junction towns. The present migration of population is being conducted by the automobile; and while a future one may result from the airplane, there is no reason to think that surface transportation will disappear in any early future, although the two may become more closely coordinated. Accordingly, it is with the present migration that we must intelligently deal. Today's migration consists of a drift, more or less automatic and unplanned, from the principal cities, out along the main highways. The modern motor road has accordingly two distinct functions: one is transportation, and the immediate flow of people

graphic distribution, the physical basis for a genuine culture which might hold its own with any of its European origins: it possessed an unspoiled natural background and a choice of environments in which to live. Before 1900, an American could live in the city, or in the country, or in the backwoods. He had a choice of contacts—the great world of metropolitan affiliations and interests, or the great spirit of the wilderness untouched by man, or the contact of friend and neighbor in the smaller home community. In short, the nineteenth-century American, though ideologically a complete individualist, had, as a fact of daily experience, the environment of community; he had also the environment of the open spaces—the forest on the mountain, the field by the wayside, or easy access to the open sea. All these primary types of environments are now in danger of extinction; the community and the open wayside are both on the point of being overwhelmed and obliterated by the present-day uncontrolled migration led by the motor car.

The motor car is a deceptive creature. As a result of its origin, we still think of it as a homely and companionable vehicle, like the old buggy, when in hard fact it is a species as distinct as the locomotive. By a similar transfer of habit, we have until very recently looked upon the motor road as a fitting frontage for our home lot, instead of regarding it realistically as a causeway, as much to be shunned as a railroad. Once these conventional prejudices are abolished, we see that the motor road is a new kind of railroad; although it has many features that make it quite distinct from that type of transportation. For one thing, this new "locomotive" swings into the track at any point along the line; for another, it runs both ways on a one-track road, and safety is based on the technique of remaining stolidly in line or becoming an artful dodger. Since the gasoline locomotive can enter at any point, it follows that continuous rows of buildings can flank the highway on either side; and thus arises that continuous haphazard wayside development known as the "motor slum." As the outcome of this purely automatic and unintelligent adaptation to a new means of transport, we have today an unsafe means of transportation and an uncivic channel of migration. The motor slum in the open country is today as massive a piece of defilement as the worst of the old-fashioned urban industrial slums; and highway transportation that leads through the hearts of our

PROPOSED BY-PASS
ON THE BOSTON BAY CIRCUIT



Proposed Motor Road—one way
Present Motor Road—two way
Proposed Public Foot Trail
Villages & Towns • •

Hills ○ ○

MacKaye's "Townless Highway"
applied to the Bay Circuit

"So it is proposed to place the motorway along the sides of the parkway instead of through the middle.... Pedestrians should have their own 'highway.'" Not a hard sidewalk along the whirling stream of motors, but an earthy footpath along the gentle stream of waters—the Sudbury River or the Ipswich. Also over the hills—Moose Hill in Sharon or Prospect Hill in Rowley.

"It is proposed to have a continuous footpath or trail through the middle of the Bay Circuit from Plum Island to Duxbury Beach. . . . It is proposed to separate just as far as possible the motor car and the pedestrian."

--From *Boston Globe*, Oct. 31, 1930:

HIGHWAY APPROACHES
TO BOSTON

A WAYSIDE SITUATION AND WHAT TO DO ABOUT IT

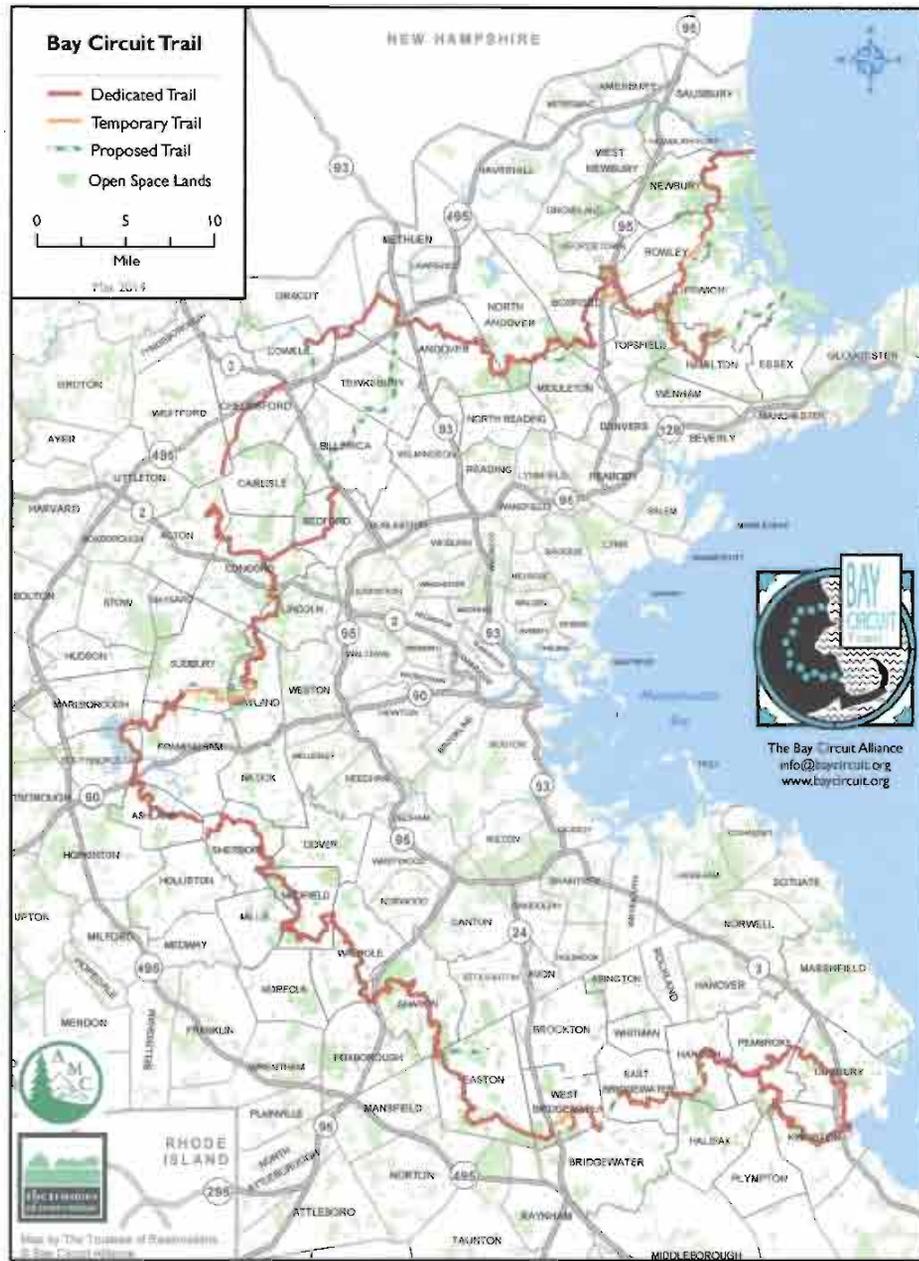
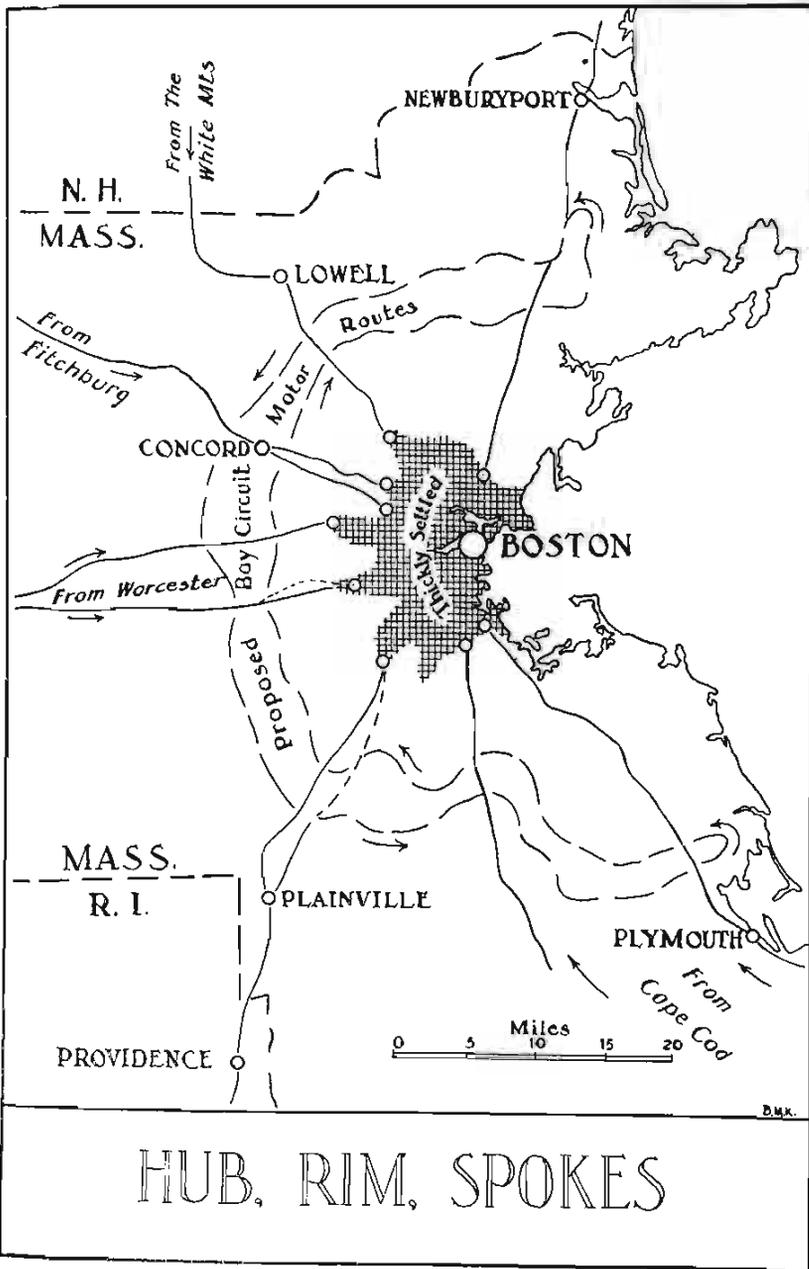
By BENTON MACKAYE

Vice-Chairman Regional Planning Association of America



PUBLISHED BY
THE TRUSTEES OF PUBLIC RESERVATIONS
BOSTON, MASS.

1931





Bernard Frank, Harvey Broome, Robert Marshall, Benton MacKaye
Four of the eight co-founders of the Wilderness Society, Great Smoky Mountains,
January, 1936



“The Woodticks,” Halfway House, Mt. Monadnock, May 23, 1937

Left to right: Harris Reynolds, Karl Woodward, Mrs. Woodward, Allen Chamberlain, Charles Porter, Elmer Fletcher, Lawrence Rathbun, Lee Russell



THE BAY CIRCUIT

A PRACTICAL PLAN FOR THE EXTENSION OF THE METROPOLITAN PARK SYSTEM AND THE DEVELOPMENT OF A STATE PARKWAY THROUGH A NUMBER OF RESERVATIONS IN THE CIRCUIT OF MASSACHUSETTS BAY

PROPOSED BY
THE TRUSTEES OF PUBLIC RESERVATIONS
OF MASSACHUSETTS

VOLUNTARILY SUPPORTED

PRIVATELY ADMINISTERED

1937

Trustees of Public Reservations publish 1937/38 Bay Circuit booklet, with text and maps produced primarily by MacKaye.

THE BAY CIRCUIT

When the Metropolitan Park System was brought into existence, by a bill presented by The Trustees of Public Reservations to the General Court in 1893, it seemed to many people a visionary scheme covering an area far too distant for any practical use. Today it is an important part of the Boston City Plan. From its inception it has given varied opportunities to the residents of Massachusetts for recreation, but, however important this has been it is small compared to the splendid open doorways it provides to the City. No more magnificent or more lucky gift could have been made to the City of Boston and the Commonwealth of Massachusetts.

With the coming of the motor car residents and visitors of Massachusetts have been saved incalculable inconvenience. The approaches to the City have been made open, accessible, and attractive, which otherwise would have been congested and ugly.

The Metropolitan Park System serves today not only Boston but the entire State. The Bay Circuit, first suggested by Henry M. Channing, then Secretary of The Trustees of Public Reservations, extends this vision to a wider arc.

It will be noted, from the plan, that this proposed circuit passes through places of little economic value where Reservations have already been made; and that a double-way road runs from Duxbury Beach to Plum Island so that no added expense for roads need be incurred.

This pamphlet is printed in the hope that it may help to mobilize forces to action and make the Bay Circuit a reality. For in delay SIC TRANSITUR GLORIA MUNDI.

JOHN S. AMES
CHARLES S. BIRD, Chairman
HENRY M. CHANNING
WILLIAM ELLERY
LAURENCE B. FLETCHER
WILLIAM ROGER GREELEY
HERBERT PARKER
JOHN C. PHILLIPS
ROBERT WALCOTT

Standing Committee

WHAT IS THE BAY CIRCUIT ?

The Bay Circuit is a project for a belt of open spaces, encircling Greater Boston and extending from Duxbury Beach to Plum Island. See Map on cover.

This belt is a little more than a hundred miles long. Within it eighteen reservations, large and small, have already been established.

These include parks, water reservoirs, and State Forests, and areas held by The Trustees of Public Reservations (a private, non-political corporation created by the Massachusetts Legislature in 1891 "to acquire and hold for the public enjoyment, beautiful and historical places").

PURPOSE

The purpose of the Bay Circuit is to extend the present park system, to meet the increasing demands for enlarged approaches to urban centres and access to the country for business and pleasure, not only for residents but for all who visit our Commonwealth.

Within thirty miles of the State House there live more than three million people. On Sunday the highways are jammed with motors filled with families seeking relaxation.

It is our duty, as well as good sense, to make the most of our assets. It pays to have visitors to the State enjoy their stay and intelligently and profitably make use of our unusual natural advantages.

PROPOSED ADDITIONAL OPEN SPACES

To carry out the plan a series of blocks is proposed wherein to concentrate needed additional open spaces, these to be connected by a parkway. These open spaces should consist of four classes: (1) outing areas, (2) connecting lanes, (3) canoe lanes, (4) outdoor stations or observation sites.

1 **Outing Areas.** Some of these could be concentrated in nineteen blocks in the vicinities of the following places: (See Map 2)

- | | |
|--|--|
| 1 Duxbury Beach and Marsh, Duxbury | 10 Nobscot Hill, Framingham and Sudbury |
| 2 Silver Lake, Pembroke | 11 Walden Pond, Concord (to be enlarged) |
| 3 Monponsett Pond, Halifax | 12 Gilson's Hill, Billerica |
| 4 Rattlesnake Hill, Sharon | 13 Foster's Pond, Andover |
| 5 Massapoag Pond, Sharon | 14 Parker State Forest, North Andover (to be enlarged) |
| 6 Neponset Reservoir, Foxboro | 15 Boxford Wild Life Sanctuary, Boxford (to be enlarged) |
| 7 Foxboro State Forest, Foxboro (to be enlarged) | 16 Wenham Swamp, Wenham, Hamilton, Topsfield |
| 8 Noon Hill, Medfield | 17 Bartholomew Hill, Ipswich |
| 9 Pine Hill, Sherborn | 18 Ipswich Marsh, Ipswich |
| | 19 Plum Island, Ipswich and Newbury (to be enlarged) |

2 **Connecting Lanes.** These should be used for "long-distance activities" such as walking, skiing, horseback riding, and bicycling. They would connect the distantly separated outing areas. Their widths would vary—from a few rods to a mile. Several connecting lanes are shown on Map 2; the longest leads from Monponsett Pond in Halifax to Rattlesnake Hill in Sharon.

3 **Canoe Lanes.** These should include as much river bank space as practicable along selected stretches of the five rivers: the Charles, Sudbury, Concord, Shawsheen, Ipswich. See Map 2. Canoe lanes should be equipped ultimately for public canoeing service.

4 **Outdoor Stations or Observation Sites.** These would be used for outdoor study. Each site would consist usually of a small piece of ground (from a square rod upward) commanding some critical spot or view, or embracing some natural feature having special value for such activities.

One type of site is illustrated in the forest fire towers. These are used for educational purposes as well as to report smoke. Several of them occur in or near the Bay Circuit belt—in Kingston, Hanson, Holbrook, Sharon, Framingham, Chelmsford, Andover, Georgetown. From these we view the larger aspects of the landscape.

Another type of outdoor station or observation site is illustrated in the wild life sanctuaries. In these we see what is going on within the landscape. There are three now established within the Circuit belt—at Andover, at Boxford, and at Plum Island.

In addition to these types sites should cover geologic, botanic, and historic features (including spots from which to view such features). Every observation site is a little sample or specimen or picture of a particular type of country or of life—a hill or swamp or wood or nesting place. These samples or specimens in any given line should be established in a series, such as the several stages of a river from torrential headwaters to tranquil meander, or the several forest types within a region. Very often all we need for an observation site is a safe parking space upon the highway.

No attempt is made to show proposed sites on Map 2.

THE BAY CIRCUIT MOTOR ROUTE

A facility already established. Motor roads radiate from Boston like the spokes of a wheel. An inner rim of the wheel has been established as an official route—No. 128, encircling the densely populated suburban towns.

A Bay Circuit Parkway has been projected to follow the outer rim. This is part of the highway system outlined by the New England Regional Planning Commission and the Massachusetts State Planning Board. It would fit in well with the Bay Circuit project. Although the parkway and the connecting lanes above noted serve two different functions it may, in some situations, be necessary to include them in the same strip of land.

While awaiting a possible improved Parkway, a Bay Circuit Motor Route has been improvised (mapped but not marked) following present roads within the Circuit belt. This is sketched on Map 3, the details to be found on any good road map. These roads are already built and therefore represent no immediate increased expense. The route serves to thread together the varied elements of the Bay Circuit project, not only as a playground and extended approaches to Boston and vicinity, but as a panorama of the countryside.

The Bay Circuit as a playground should consist of several types of areas (outing areas, connecting lanes, canoe lanes, outdoor stations or observation sites). As a panorama it would be limited to the last named. Each site (whether of hill or habitat) would constitute a living picture. People interested might well assist in finding such sites and "pictures," thereby taking part in "making" the panorama. We should hunt for features suited to interpret and unravel nature's drama, described by Benton MacKaye.

THE DRAMA OF NATURE

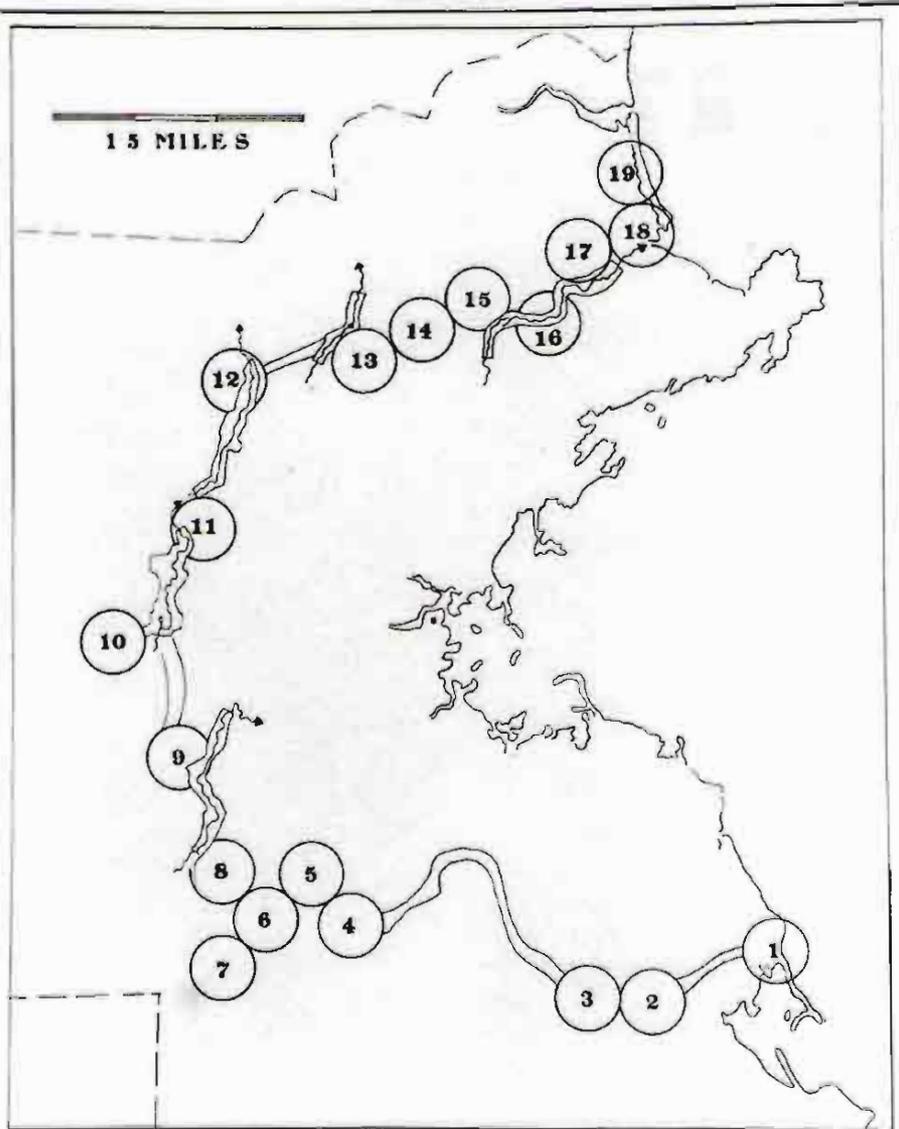
To review the acts of nature's drama we must go backwards in time, and at different periods of earth history take a few imaginary expeditions along the route of the Bay Circuit. What shall we find as we recede?

First we go back 400 years. We find the forest primeval of murmuring hemlocks and pines, but no roads nor farms nor villages.

Next we go back 400 centuries (the glacial epoch). We find a sea of ice: it covers not merely the Circuit but all northern North America; no men nor trees nor birds nor signs of life; for life has been driven by the ice sheet away down south toward Florida.

Lastly we go back 400 million years (the Silurian age). We find a desert, not of ice but of solid barren land. It is not cold but all of life seems gone. No it has not "gone," it hasn't yet appeared on the planet's upper deck. There's life within the sea—oodles of it; but it's only now beginning to invade the land—gingerly and fearfully along the beaches, with old Father Seaweed as Christopher Columbus. So we get back to land and water but virtually NO LAND LIFE.

MAP II



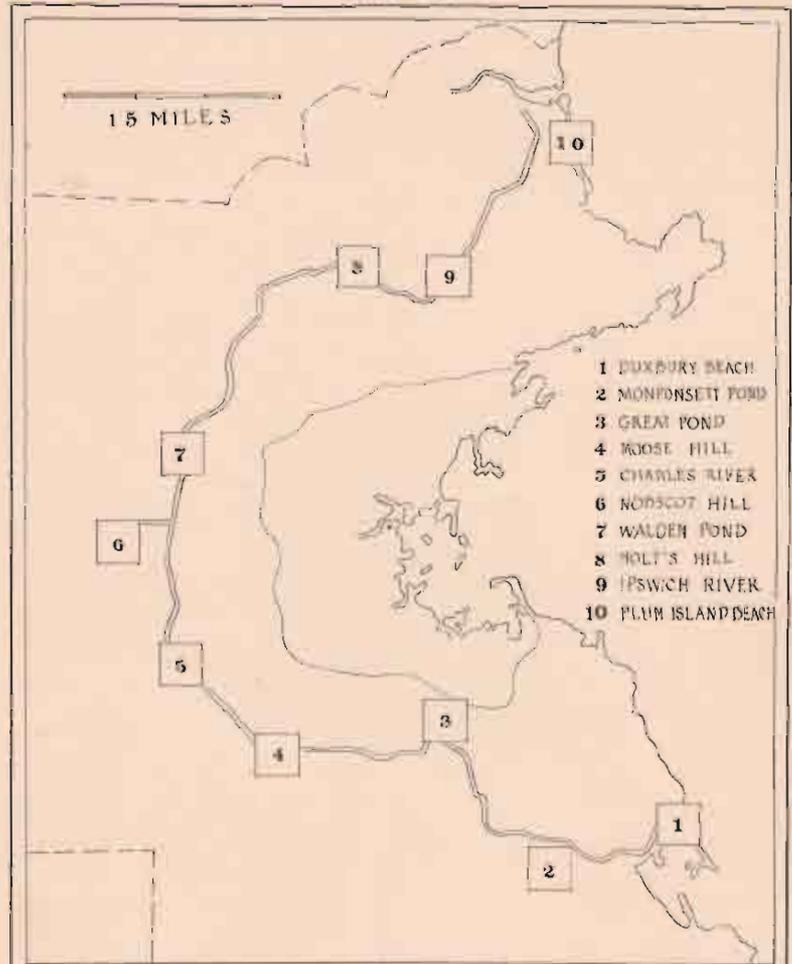
○ General location of Proposed Acquisition Block (to contain Outstanding Areas) (Numbers explained in text)

— Proposed Connecting Lane

→ Proposed Canoe Lane

PROPOSED ADDITIONAL OPEN SPACES

MAP III



- 1 DUXBURY BEACH
- 2 MONFONSET FORD
- 3 GREAT POND
- 4 MOOSE HILL
- 5 CHARLES RIVER
- 6 NODSCOT HILL
- 7 WALDEN POND
- 8 HOLT'S HILL
- 9 IPSWICH RIVER
- 10 PLUM ISLAND BEACH

— Day Circuit Motor Route

— Motor Route No. 128

MAP - OF - THE - PANORAMA

PANORAMA OF THE BAY CIRCUIT



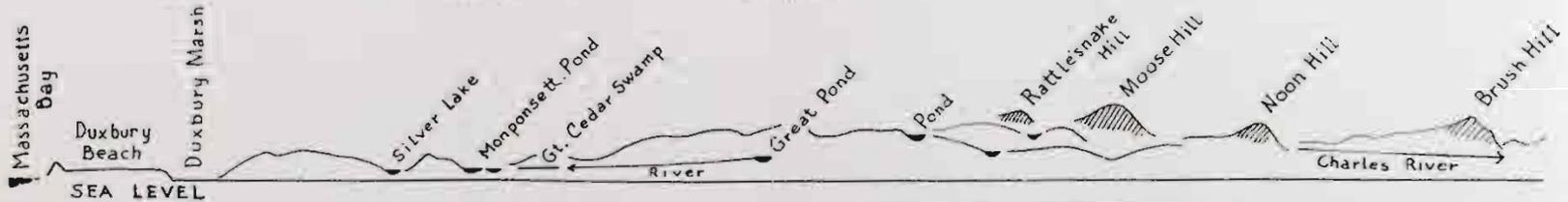
1 DUXBURY BEACH
DUXBURY

2 MONPONSETT POND
HALIFAX

3 GREAT POND
WEYMOUTH

4 MOOSE HILL
SHARON

5 CHARLES RIVER
SHERBORN



6 NOBSCOT HILL
FRAMINGHAM

7 WALDEN POND
CONCORD

8 HOLLI'S HILL
ANDOVER

9 IPSWICH RIVER
TOPSFIELD

10 PLUM ISLAND BEACH
NEWBURY



HILL — RIVER — POND — BEACH

MASSACHUSETTS
STATE PLANNING BOARD
**TENTATIVE PLAN FOR
MAJOR HIGHWAY SYSTEM**

EDWARD M. HENNING CHAIRMAN
ARTHUR W. SEARS CHIEF ENGINEER
ARTHUR S. JONES CONSULTANT

Scale in Miles
0 10 20 30 40

JUNE 1937

- LEGEND**
- ALONG EXISTING HIGHWAY
 - ON NEW ROUTE
 - ATLANTIC COASTAL FREEWAY
 - PRINCIPAL REGIONAL TRUNK ROUTES
 - ADDITIONAL MAJOR HIGHWAYS
 - ROADWAYS SUGGESTED BY OTHERS
 - SCALE OF NUMBERED ROUTE SYSTEM

EDWARD GRIFFIN
The University of
Cambridge School of Planning

9C
MASSACHUSETTS

LEGEND

ALONG
EXISTING
HIGHWAY

ON
NEW
ROUTE

		ATLANTIC COASTAL FREEWAY
		PRINCIPAL REGIONAL TRUNK ROUTES
		ADDITIONAL MAJOR HIGHWAYS
		PARKWAYS, SUGGESTED BY OTHERS
		BALANCE OF NUMBERED ROUTE SYSTEM

July 23, 1954
HARVARD UNIVERSITY

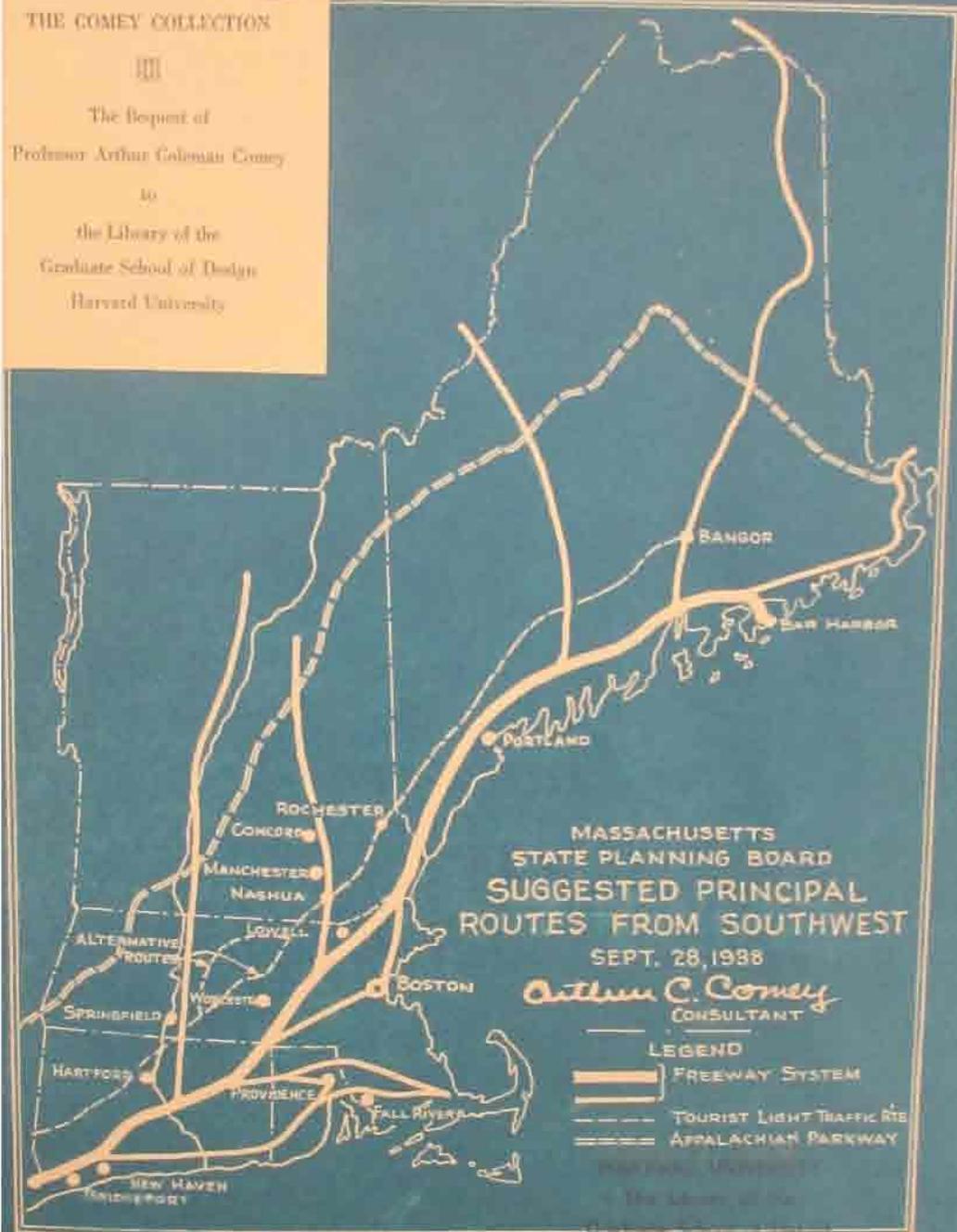
The Library of the
Graduate School of Design

Request of A. C. Conroy

THE COMEY COLLECTION



The Bequest of
Professor Arthur Coleman Comey
to
the Library of the
Graduate School of Design
Harvard University





The Commonwealth of Massachusetts
State Planning Board

11 Beacon Street, Boston 18

Established by Chapter 224 of the Acts of 1939 to act jointly with the Commission on Recreation designed to plan the State's Parks and Open Spaces, and to advise the Governor and the Department and Commission of Natural Resources in any Act in force at that time.

January 18, 1940

Honorable Leverett Saltonstall
Governor of the Commonwealth
State House, Boston, Massachusetts

Dear Sir:

I have pleasure in transmitting to you herewith the following vote taken by this Board at its meeting on Thursday, January 18, 1940:

VOTED: That the State Planning Board, having given careful consideration to present conditions and future possibilities in connection with the Bay Circuit Plan as set forth in detail in the accompanying memorandum, and believing among other things

- a. That the project as proposed by the Trustees of Public Reservations, comprising a series of connected reservations encircling the Metropolitan Boston region, about midway between Worcester and Massachusetts Bay, approximately one hundred miles in length and extending from Duxbury Beach to Plum Island, constitutes a desirable link in a state-wide recreational system;
- b. That a substantial start has been already made through acquisition by gift, deed or purchase, by public or semi-public bodies, of eighteen of the reservations or open spaces involved in the original Bay Circuit Plan;
- c. That the extent of use and enjoyment of the Metropolitan Park System affords ample justification for the provision of similar facilities when warranted by circumstances for the benefit of residents and visitors alike; and
- d. That the project as proposed does not contemplate any immediate or excessive expenditure of public funds, but rather the adoption, to be carried out over a period of years, of a plan which already has been approved with general approval and upon which public and private agencies cooperate to mutual advantage;

It hereby endorses the Bay Circuit Plan and recommends that when warranted by circumstances and to such extent as may be found feasible and necessary, the Commonwealth cooperate with other agencies, public and private, in carrying forward the project to its ultimate conclusion.

Respectfully yours,
/s/ Elisabeth M. Herlihy
(Miss) Elisabeth M. Herlihy
Chairman

05/19/2014 03:40



Proposed

UNO

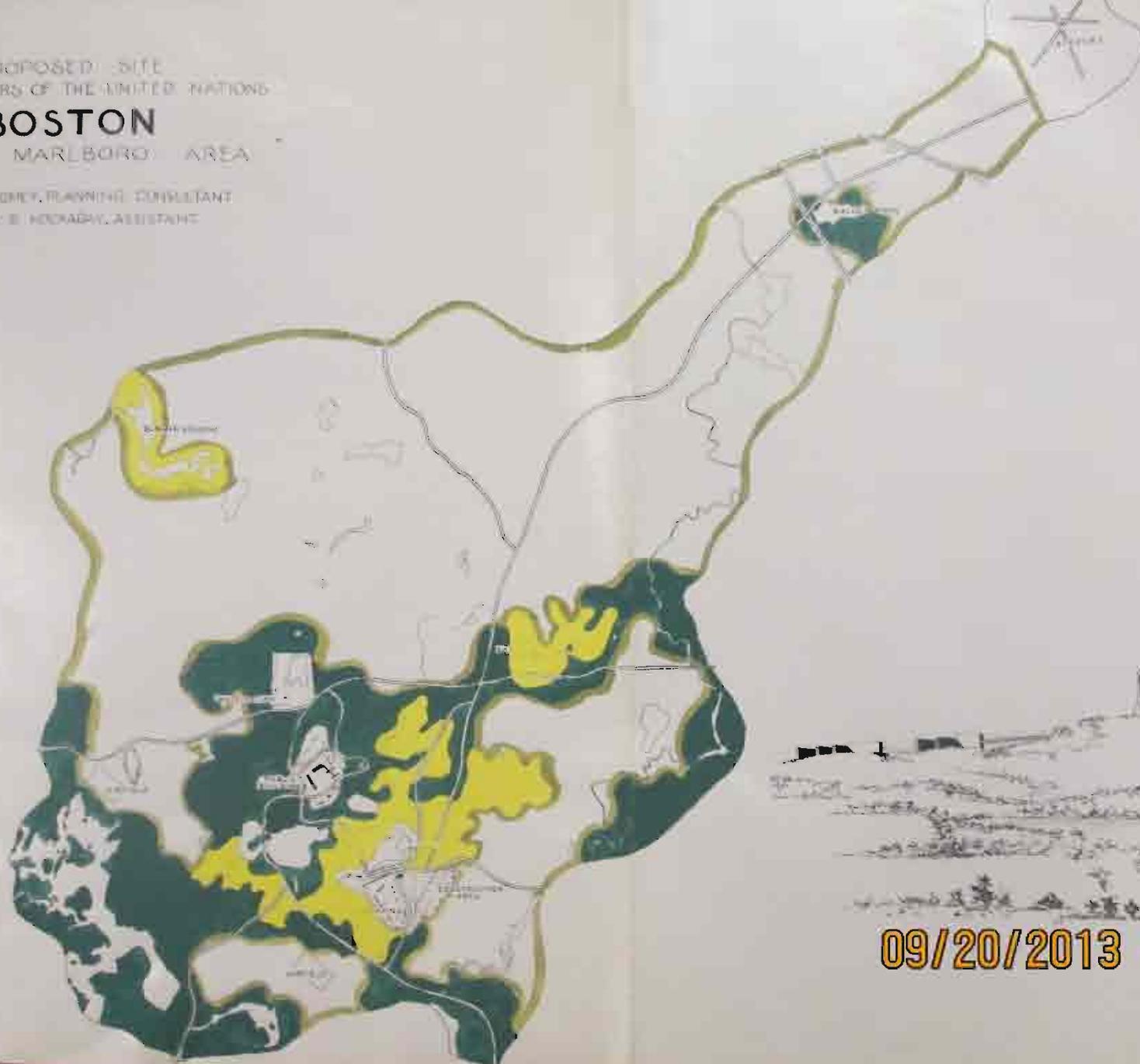
Sites . . . NEAR BOSTON

THE Sudbury Marlborough Area



PROPOSED SITE
HEADQUARTERS OF THE UNITED NATIONS
BOSTON
GLDBURY MARLBORO AREA

WALTER C. COREY, TRAINING CONSULTANT
LINCOLN B. HEDRAGY, ASSISTANT



09/20/2013 04:04

WAYSIDE INN

PUBLIC BUILDINGS

RESERVOIR

HOUSING

HOTELS

APARTMENTS

CONSTRUCTION AREA

09/20/2013 04:22



Charles River around South Natick, eight miles away. Lake Cochituate, three miles away, is no longer used for water supply and may provide boating and bathing.

Outside the metropolitan parks the "Bay Circuit" is projected, consisting of wild areas connected by a continuous park strip, with drives but not a direct high-speed parkway. As planned it would have been within the United Nations area along the Sudbury River from near Saxonville to Fairhaven Bay, and is proposed to extend south to the Foxboro State Forest 20 miles away, and thence 35 miles east to the Atlantic Ocean at Duxbury Beach; and also north-east 20 miles to Harold Parker State Forest and thence north of east 20 miles further to Plum Beach on the ocean.

4. Marginal Protection immediately outside the area but is not needed, as the natural protective belts provided by the
Massachusetts on the east, forested rolling country on the

09/20/2013 04:07

1950

U.S. Motor Vehicle Registration

(Autos, Buses, Trucks)

49.2 million

U.S. Population

152.3 million



**Governor Christian Herter signing Bay Circuit Act,
August 8, 1956.**

(seated at left) William Roger Greeley (President, Trustees of Reservations);
(standing, l-r) State Rep. Howard Russell, Charles W. Eliot II (Trustees Standing
Committee); State Rep. James DeNormandie.

*An Act Providing for the Establishment and Development of
the Massachusetts Bay Circuit*

Mass. Acts of 1956, Chapter 631

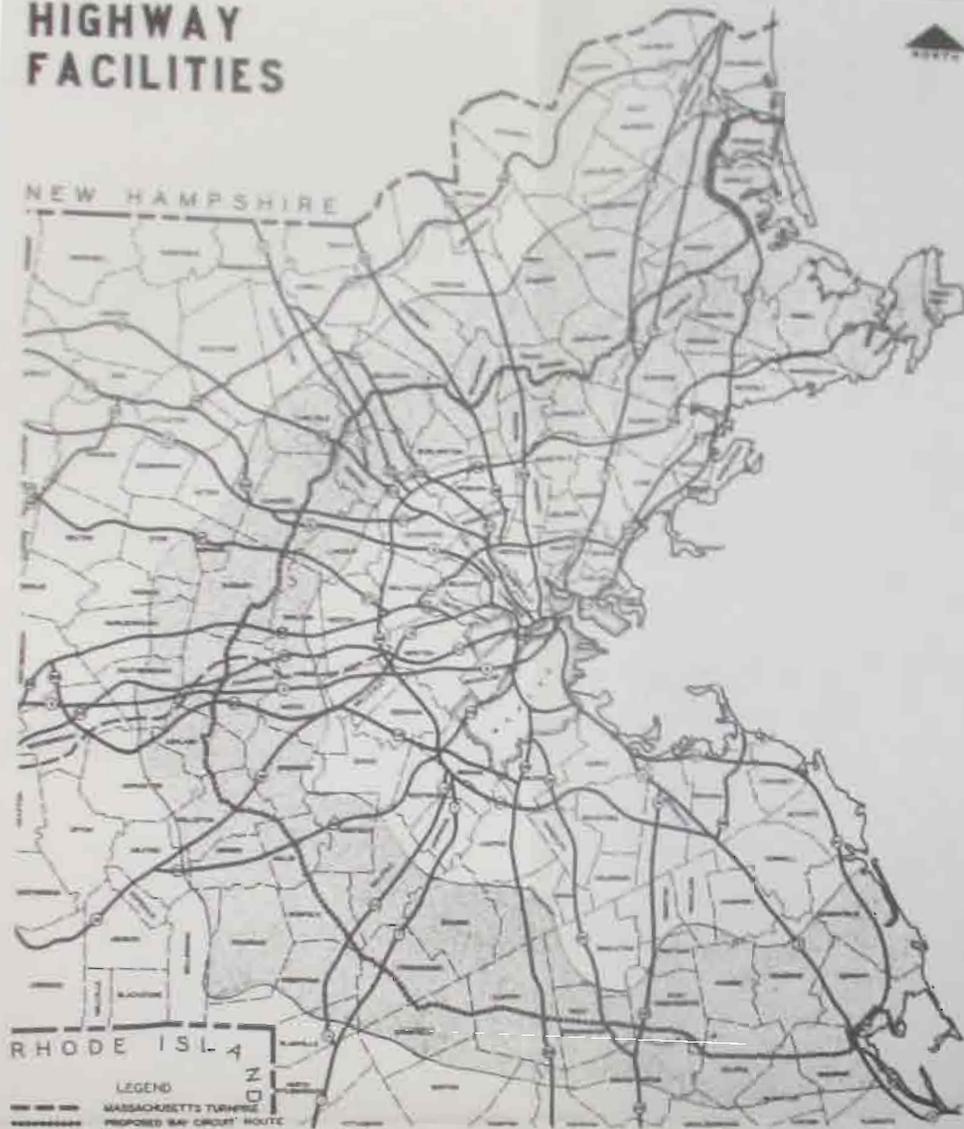
“The Massachusetts Bay Circuit is hereby established as a system of privately and publicly owned open spaces, including parks, forests, reservoirs, wild life preserves, scenic and historic sites and properties or reservations, surrounding Metropolitan Boston,” including 50 towns and cities within Bay Circuit area.

“...said spaces, scenic and historic sites, and reservations shall be connected by a tourist route to be known as The Bay Circuit, to be established and designated by the department of public works.”

HIGHWAY FACILITIES



NEW HAMPSHIRE



RHODE ISLAND

LEGEND
MASSACHUSETTS TURNPIKE
PROPOSED BAY CIRCUIT ROUTE
PROPOSED BAY CIRCUIT AREA

BAY CIRCUIT JOINT BOARD

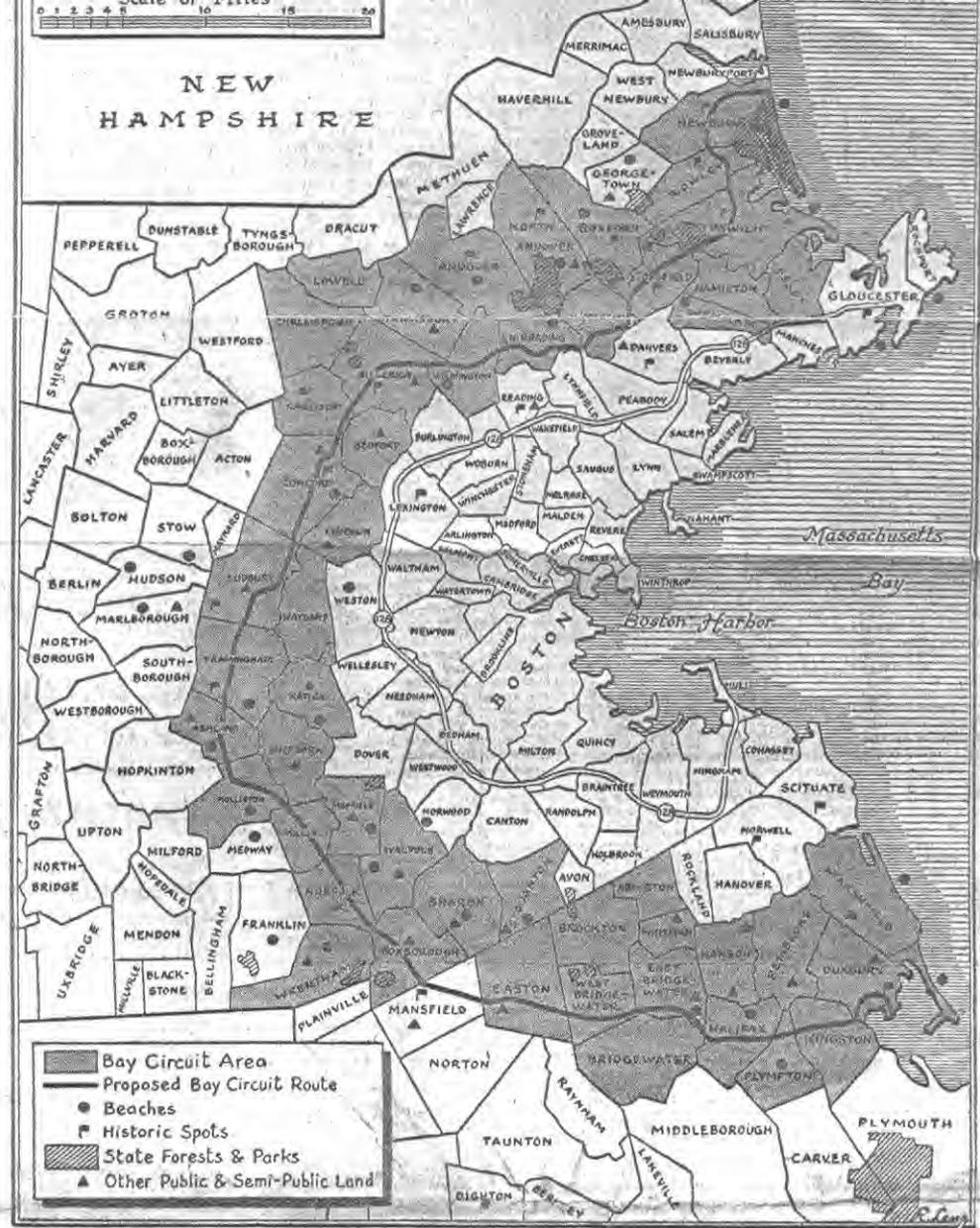
PREPARED BY THE MASSACHUSETTS DEPARTMENT OF COMMERCE, DIVISION OF PLANNING FROM DEPT. OF PUBLIC WORKS INFO. DECEMBER 1954

EXHIBIT A

From *Christian Science Monitor*,
May 20, 1957:

“This [Bay Circuit] is a **10-mile-wide green belt** of towns stretching in a semicircle from Ipswich on the north to Duxbury on the south.... A proposed Bay Circuit route . . . would be established under a new plan by linking together with signs the secondary highways that lead close to historical and recreational sites that may be of interest to the visiting tourist. This is part of an intensive effort by planners to keep ahead of population growth around Boston.”

(Route 128 depicted.)



Russell H. Lenz, Chief Cartographer

Urban Growth Widens and Bay Circuit Provides for a 'Green Belt' Around Boston

Recreational space is disappearing in Massachusetts as the line of urban growth constantly widens. Many naturally landscaped areas are being claimed by housing and industrial developments, shopping centers and superhighways. Last year, the Massachusetts Legislature legally established what has been referred to since 1837 as the Bay Circuit. This is a 10-mile-wide green belt of towns stretching in a semicircle from Ipswich on

the north to Duxbury on the south, shown in shaded area on the map. A proposed Bay Circuit route, continuous black line, would be established under a new plan by linking together with signs the secondary highways that lead close to historical and recreational sites that may be of interest to the visiting tourist. This is part of an intensive effort by planners to keep ahead of population growth around Boston. [Story: Page 2.]



Bay Circuit sign that stood until recently on Route 20 in Sudbury, just west of Concord St. Probably installed in late 1950s.

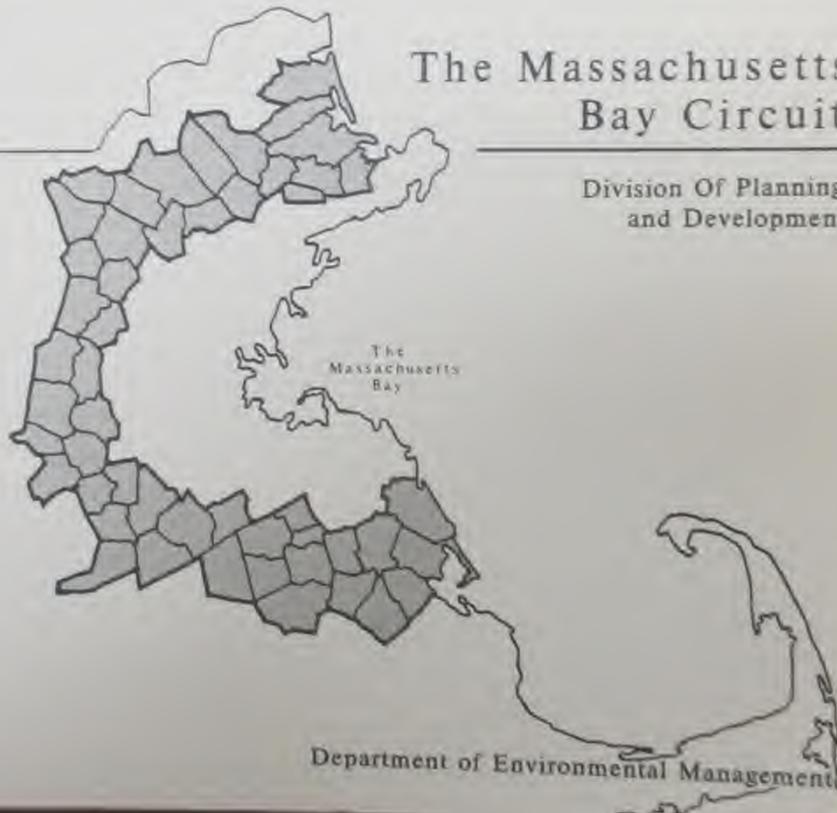


Picture of same sign probably taken in 1980s.



The Massachusetts
Bay Circuit

Division Of Planning
and Development



**Bay Circuit Program
revived by Mass.
Department of
Environmental
Management in mid-
1980s, including \$3.25-
million from open space
bonds.**



Bay Circuit Alliance
 created in 1990,
 with assistance from
 National Parks
 Service Rivers, Trails
 & Conservation
 Assistance Program,
 initiates
 construction of Bay
 Circuit Trail

Charles Eliot II,
June 27, 1992
letter to the *Boston
Globe*

Bay Circuit involves concept of open space

In response to the June 17 editorial "Trailblazing in the Bay State," which concerned the Bay Circuit, the circuit is more more than a 160-mile hiking *trail*. Its name is the Bay Circuit Greenbelt, which means a continuous open space around metropolitan Boston.

I initiated the Bay Circuit Greenbelt Project in 1925, and in 1956 my bill to establish the greenbelt as a state project was enacted by the Legislature and was followed by a \$2 million appropriation for the state's acquisition of open spaces.

The state needs to do much more than "purchase small parcels of land." It should join with public and private conservation agencies to carry out the project for open spaces, not just for a trail.

CHARLES ELIOT 2d
Cambridge



NEW WARD RESERVATION

09/18/2013 02:23

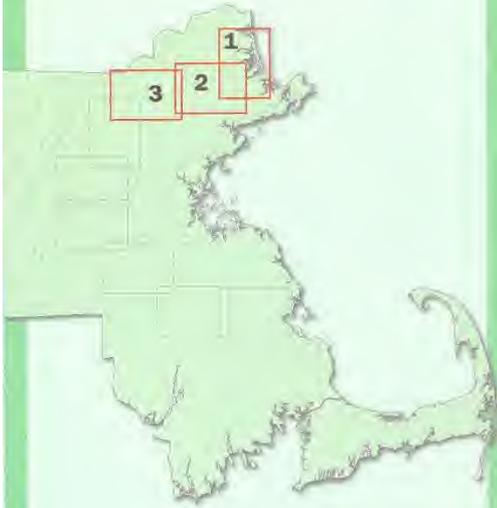


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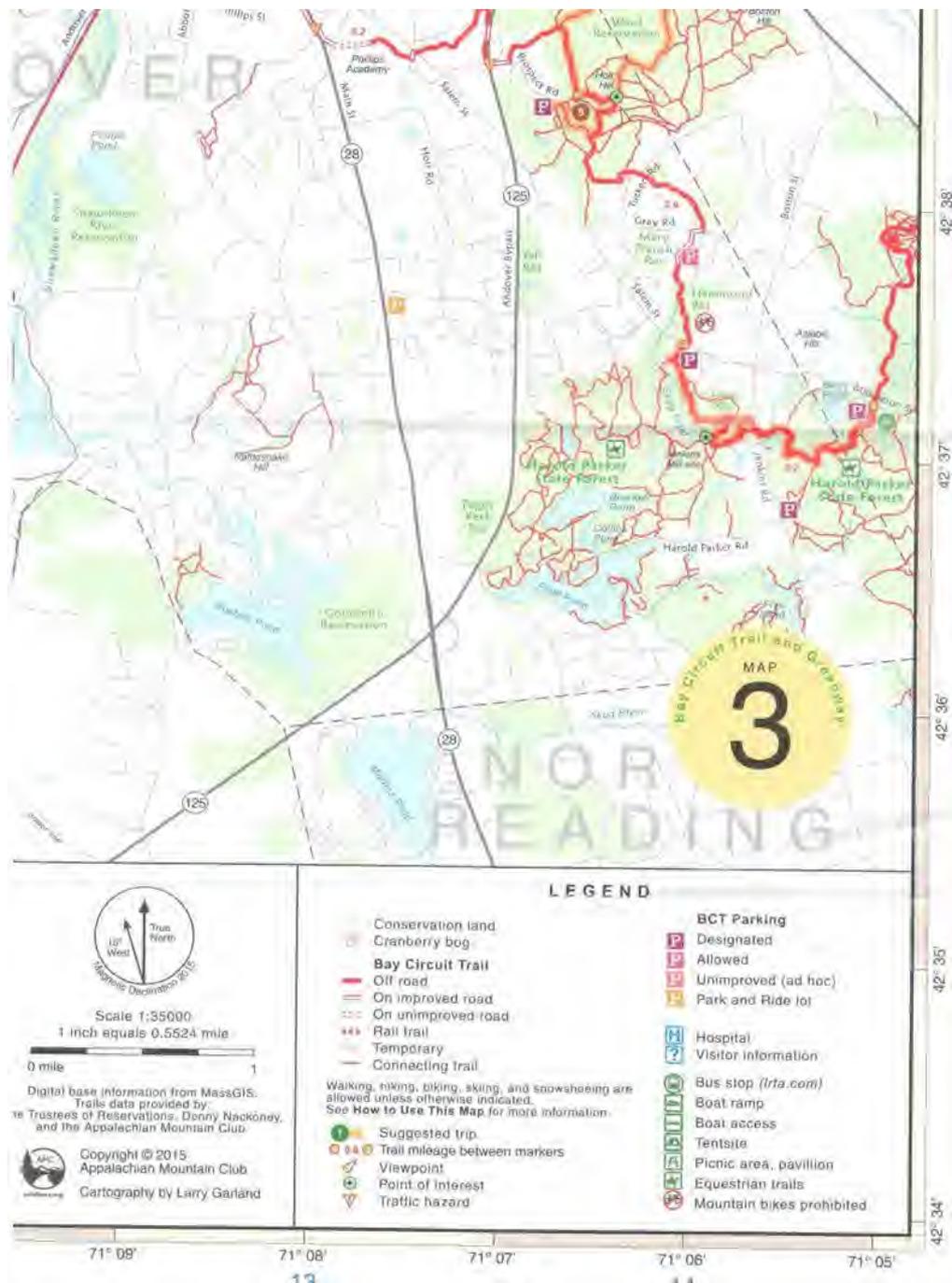


Bay Circuit Trail Map & Guide

MAPS 1, 2, 3



AMC BCT maps
by Larry Garland



BAY CIRCUIT TRAIL

 Dedicated Trail
 Proposed Trail



Enjoy your trek on the Bay Circuit Trail!

Gentle terrain and a diversity of natural and cultural sites make the Bay Circuit Trail a fun outing for people of all abilities. Thanks to the cooperation of many organizations and volunteers, the 200-mile trail is quickly taking shape.

Linking Communities

The Bay Circuit was the dream of landscape architect Charles Eliot II, who in 1929 proposed a greenway linking the parks, rivers, open spaces, and historic areas surrounding metropolitan Boston. Community by community, Eliot's dream of an arc of green space surrounding Boston is becoming a reality.

The Bay Circuit Alliance is a collaboration of more than 50 cities, towns, and land trusts, as well as hundreds of dedicated volunteers, working in support of the Bay Circuit Trail and Greenway. In 2012, the Appalachian Mountain Club and The Trustees of Reservations began working together to support the Bay Circuit Alliance in the completion, enhancement, and long-term care of the 200-mile Bay Circuit Trail

and Greenway. Our goal is to promote the trail as a vital resource for walking, hiking and biking for the 4 million people who live in the Greater Boston area. baycircuit.org

Wald Reservation, along with many other properties of The Trustees of Reservations is part of the Bay Circuit Trail. You can help support our work. Learn more at thetrustees.org



The section of the Bay Circuit Trail with a red dashed line is a cooperation and project between The Trustees of Reservations, the Bay Circuit Alliance, the Appalachian Mountain Club, and the National Outdoor Recreation Trail Program.

09/18/2013 02:28

Bay Circuit Trail

Proposed in 1929 as "the outer Emerald Necklace"

We honor

Alan French

*whose vision and persistence inspired volunteers
from more than 32 communities, as well as
state and regional organizations,
to make this dream a reality.*

dedicated in 2012

Appalachian Mountain Club | The Trustees of Reservations

09/18/2013 02:28



Massachusetts Walking Tour on Bay Circuit Trail, 2014: Silver Lake, Pembroke/Kingston
Mark, Rianne, Mark, Amy



Kristen Sykes, AMC Coordinator for the BCT; Alan French, long-time chair of the Bay Circuit Alliance, 2014, on BCT, Cranberry Watershed Preserve, Kingston



The Bay Circuit Revealed

An Oral History

Based on Interview Transcripts

By Marlies Henderson

Intern with Appalachian Mountain Club

Final Draft Version August 2013

What is the Bay Circuit?

From 1929 Governor's Committee report:

“a series of connected reservations”

“a wide parkway”

“an Eastern Massachusetts Circuit of Parks”

Benton MacKaye, 1930:

“an earthy footpath,” “a continuous footpath or trail through the middle of the Bay Circuit”

1937 Trustees of Public Reservations report:

“extension of the Metropolitan Park System”

“a belt of open spaces”

“Bay Circuit Parkway,” “a state parkway”

“Bay Circuit Motor Route”

Mass. State Planning Board, 1940:

“a desirable link in a state-wide recreational system”

1956 law:

“a system of privately and publicly owned open spaces”

“a tourist route”

Charles W. Elliot II, 1992:

Bay Circuit Greenbelt . . . A continuous open space”

Bay Circuit Alliance (?), c. 1990:

“outer Emerald Necklace”

AMC/Trustees today:

Bay Circuit Trail and Greenway



**Wilderness Society Council, June 1946, Shenandoah National Park:
Benton MacKaye (President), second from left, next to Aldo Leopold (Vice President)**

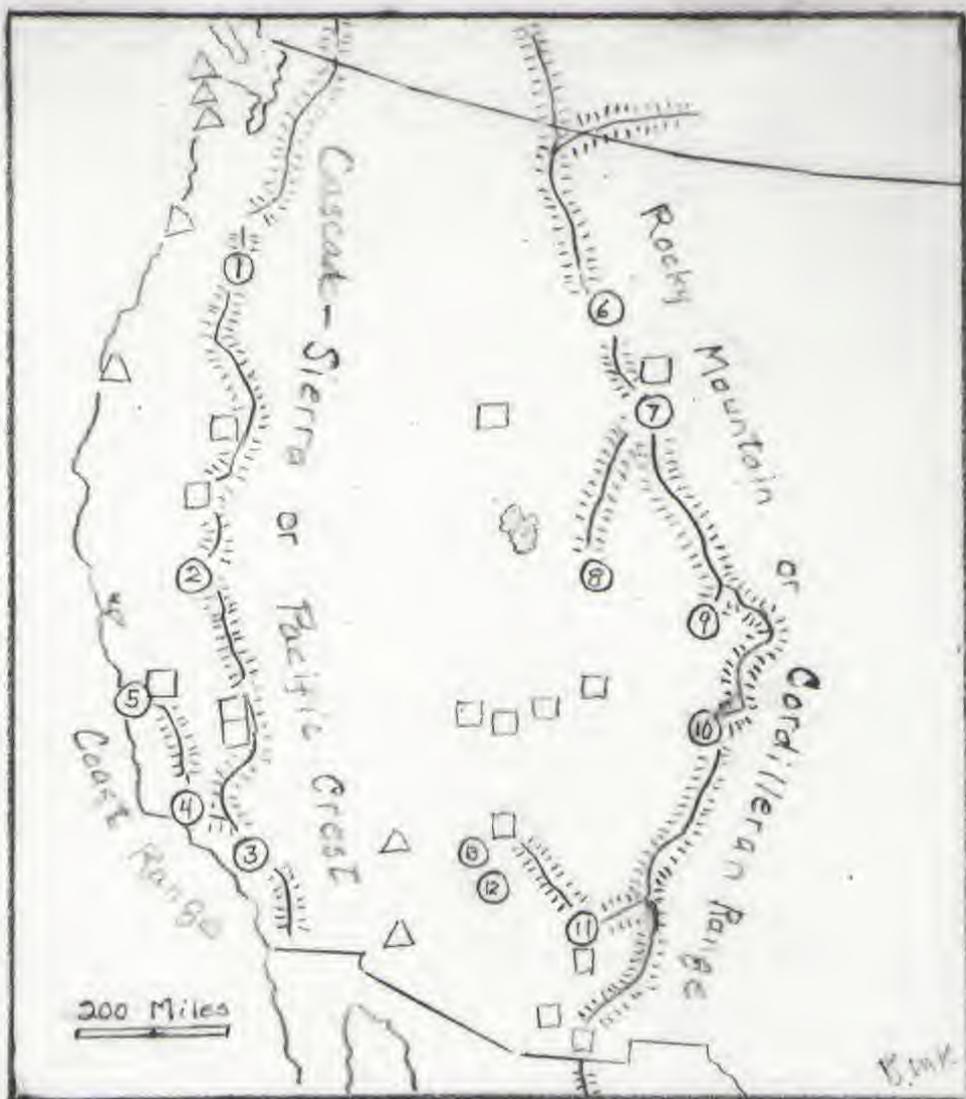


Fig. 2. WILDERNESS AREAS FOR N.W.P. SYSTEM
BEFORE MAY 1967
Western U.S.A.

Areas in National Forests shown in Circles	① ⑦ ⑮
Areas in National Parks and Monuments shown in Squares	□ □ □
Areas in Wildlife Refuges shown in Triangles	△ △ △

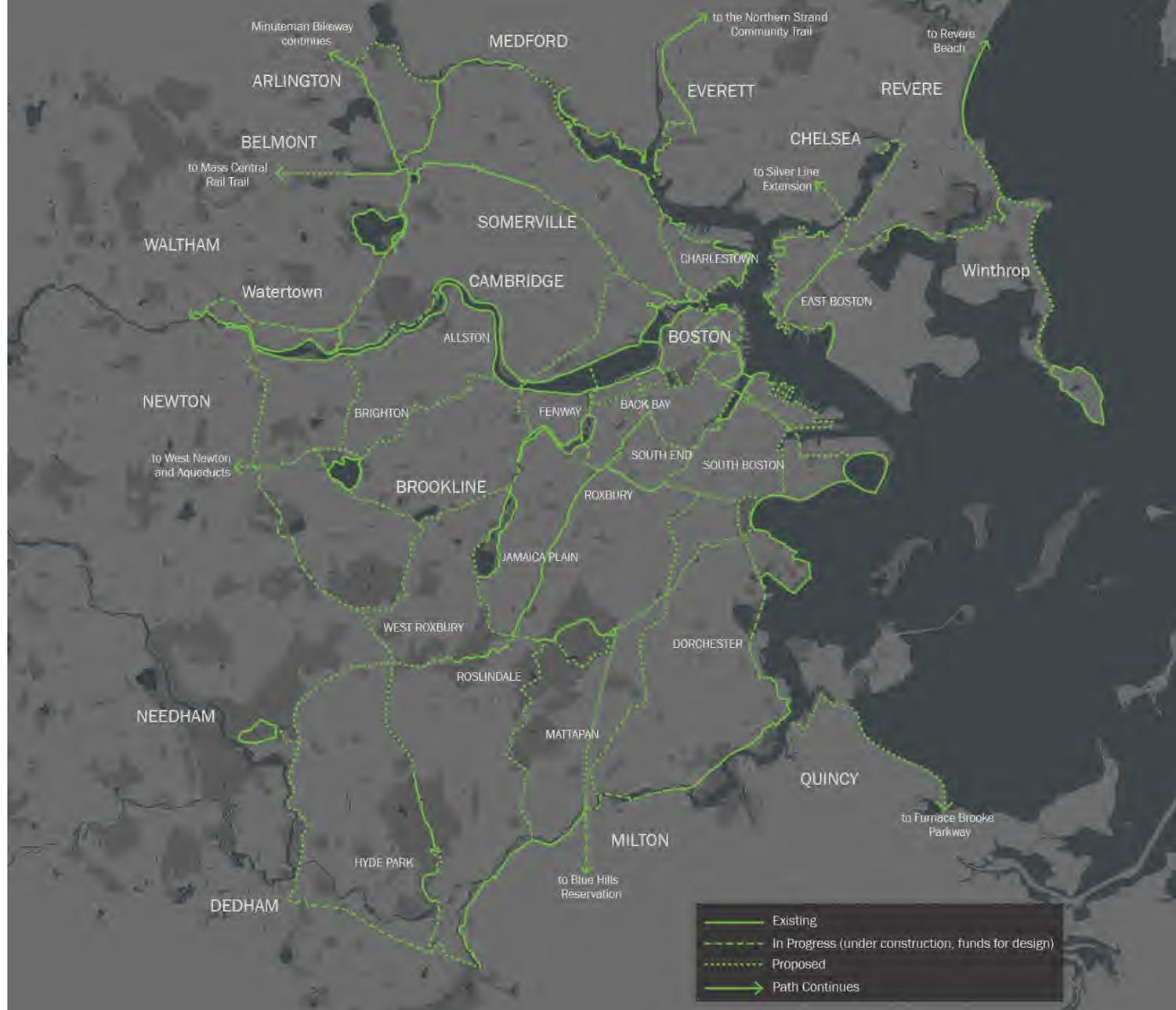
“The Trails can help the Areas, and the Areas can help the Trails.”

**From 1966 MacKaye proposal :
“Of Wilderness Trails and
Areas: Steps to Preserve the
Original America”**

- 1964: Wilderness Act
- 1968: National Trails Systems Act



“The mission of the **International Appalachian Trail** is to establish a long-distance walking trail that extends *beyond borders* to all geographic regions once connected by the Appalachian-Caledonian orogen, formed more than 250 million years ago on the super-continent Pangea.”
(International Appalachian Trail website)

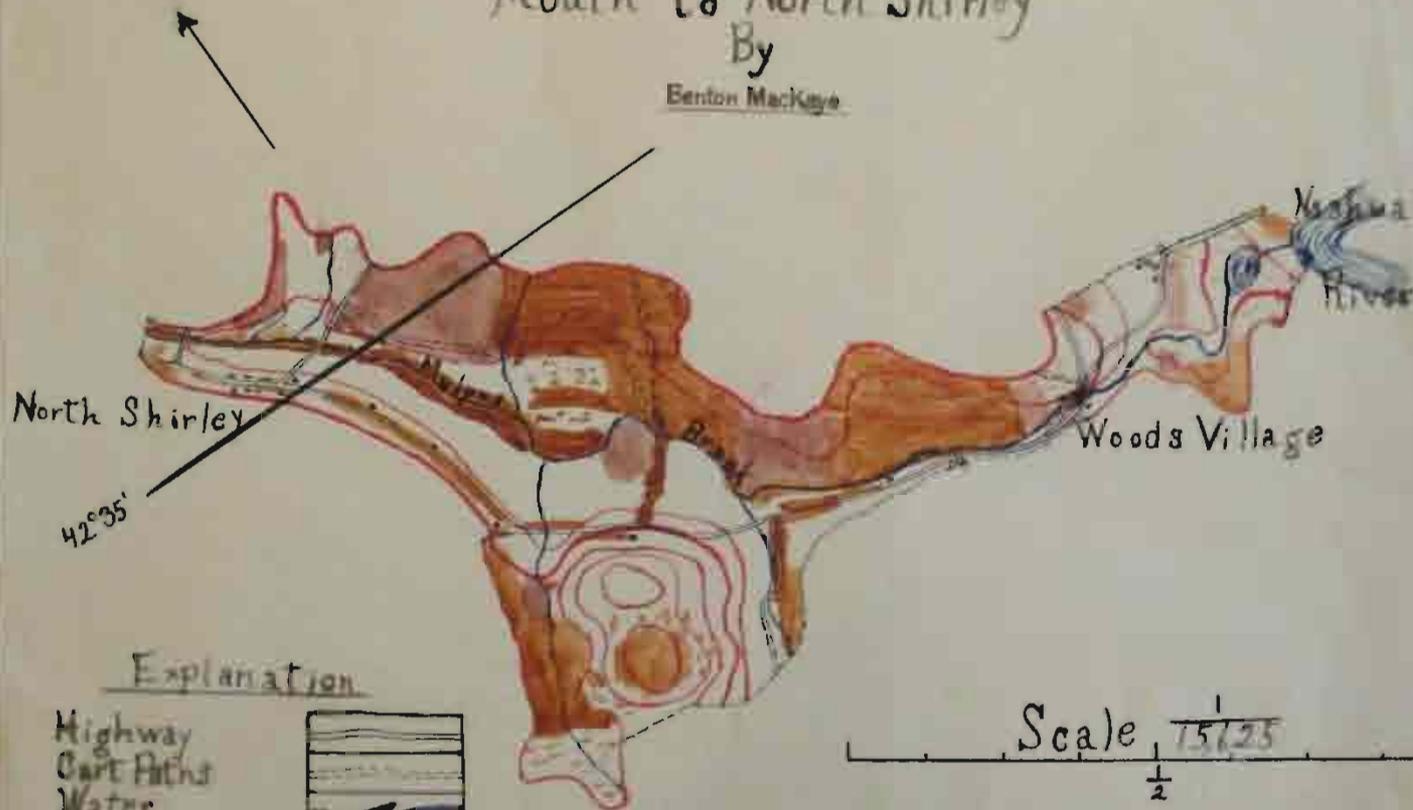


“Emerald Network”: Livable Streets Alliance:

June 7th 1893

Map of
The Mulpus Valley
From
Mouth to North Shirley
By
Benton MacKaye

No. 1.



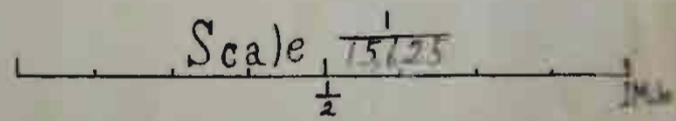
North Shirley

Woods Village

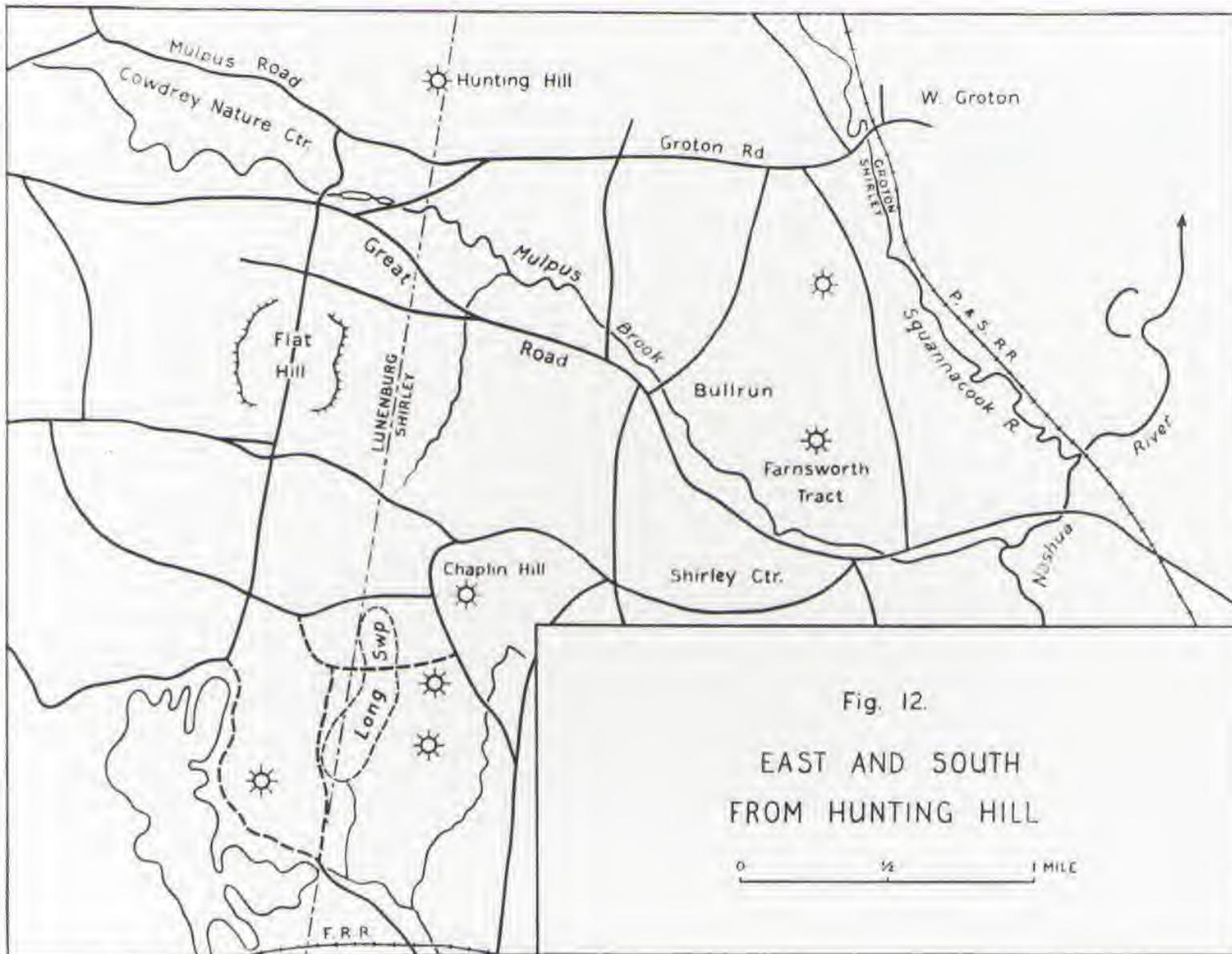
42°35'

Explanation

- Highway
- Cart Paths
- Water
- Contour lines
- Deciduous Veg.
- Evergreen Veg.



Scale $\frac{1}{15,225}$
Contour Interval 20 feet
Datum is mean Sea level



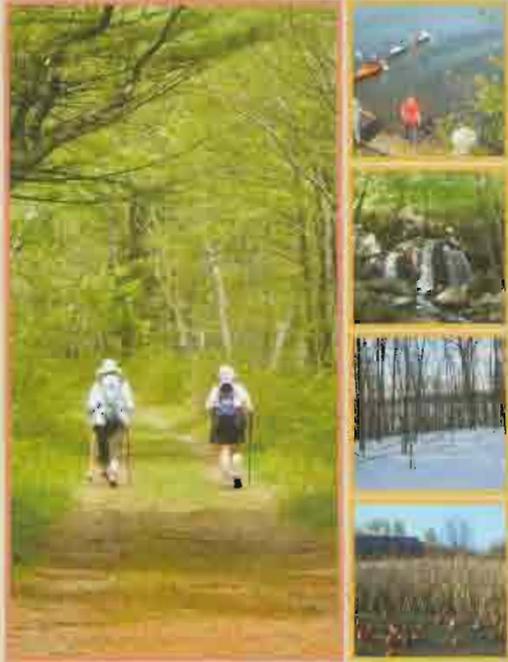
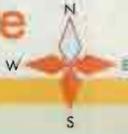
From : *Expedition Nine: A Return to a Region (1969)*

HENRY E. COWDREY NATURE CENTER

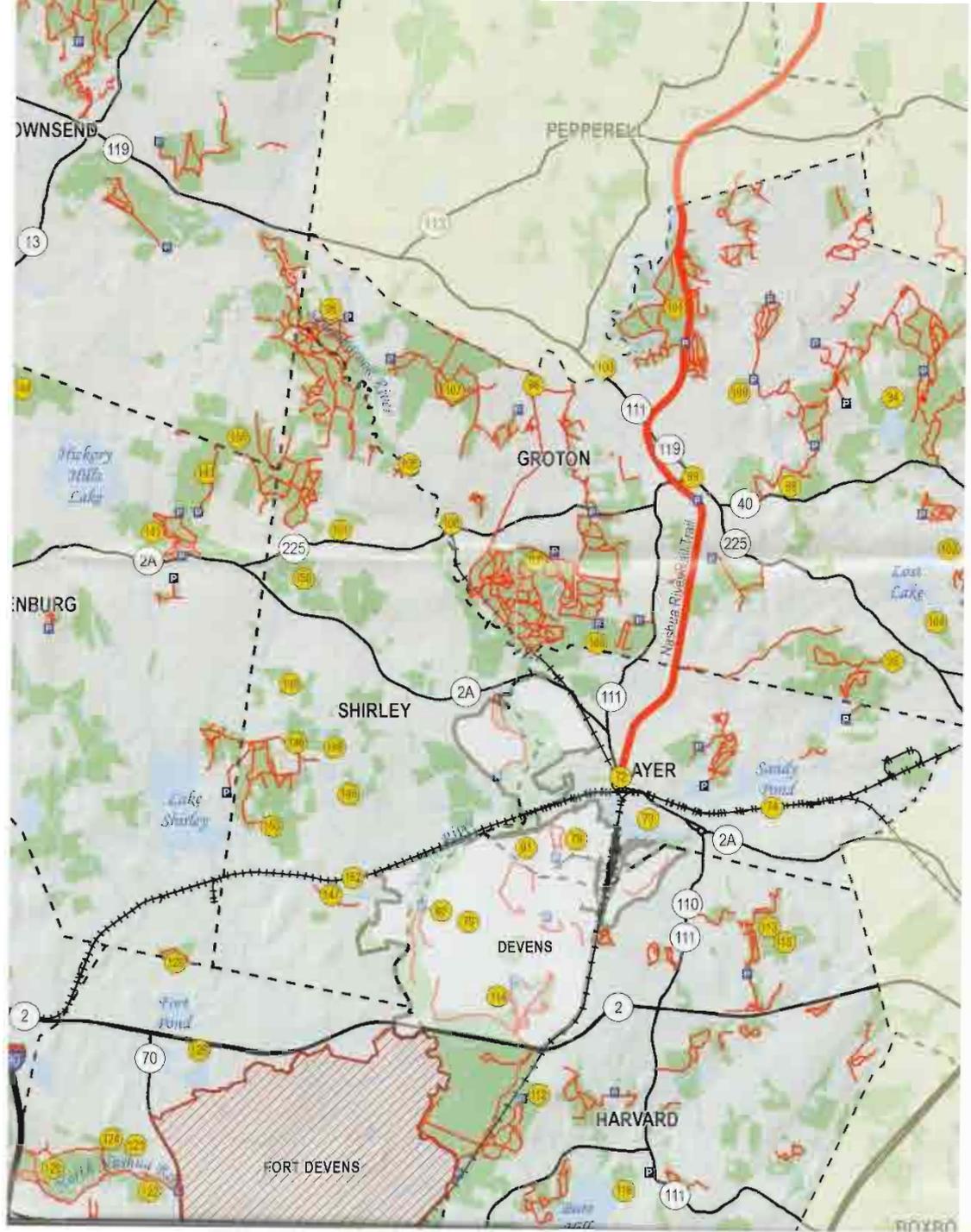
This Land has been set aside by the
Town of Lunenburg for the benefit of its
Inhabitants and to Protect and Preserve
its Natural Resources.

Lunenburg Conservation Commission

Montachusett Region Trail Guide



Printed in 2014.



“Benton MacKaye’s Theory of How to Build Big by Starting Small”

-- David Brower, 1995

“In almost every locality along the Appalachian ranges a greater or less amount of trail-making is going on anyhow from year to year. Various local projects are being organized, and in one way or other financed, by local outing groups. The bright idea, then, is to combine these local projects—to do one big job instead of forty small ones.”

From: “Progress Toward the Appalachian Trail,” *Appalachia*, 1922
--Benton MacKaye

Benton MacKaye in 1975 at age 96.

He died in Shirley,
December 11, 1975.

