



# Simpson family photographs, Series 1069

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English

Describing Archives: A Content Standard

Rockefeller Archive Center

15 Dayton Avenue

Sleepy Hollow 10591

[archive@rockarch.org](mailto:archive@rockarch.org)

URL: <http://www.rockarch.org>

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## Summary Information

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<b>Repository:</b>	Rockefeller Archive Center
<b>Creator - aut:</b>	Simpson, Paul
<b>Creator:</b>	Simpson
<b>Title:</b>	Simpson family photographs, Series 1069
<b>ID:</b>	FA464
<b>Date [inclusive]:</b>	1919-1939
<b>Date [bulk]:</b>	1925-1934
<b>Physical Description:</b>	0.2 Cubic Feet 1 clamshell box.
<b>Language of the Material:</b>	English

### Preferred Citation note

Information regarding the Rockefeller Archive Center's preferred elements and forms of citation can be found at <http://www.rockarch.org/research/citations.php>

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## Biographical/Historical note

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Charles P. Simpson was born in Sullivan, Maine, near Mount Desert Island, on September 19, 1848. At the age of twenty he headed West, learning the science of engineering in California. He later settled in Nebraska where he became a land surveyor and part owner in a sawmill and lumberyard. Simpson married Mary Walworth, of Zanesville, Ohio, in 1874. In 1880 they and their three children returned to Sullivan, and Simpson established an engineering and surveying office. He began working for John D. Rockefeller, Jr., in 1913, continuing as Rockefeller's chief engineer for the Seal Harbor carriage roads until he became ill in 1922. Charles P. Simpson died in 1928.

Paul Dyer Simpson, Charles P. Simpson's son, took over as Rockefeller's chief engineer at the time of his father's illness. Born March 10, 1876, in St. Paul, Nebraska, Paul Simpson began his engineering training while working in his father's surveying office in Sullivan. After serving in the Army during the Spanish-American War he graduated from the University of Maine in 1903 with a degree in civil engineering. He then worked in the West for eight years for the U.S. Reclamation Service. Upon his return to Maine

in 1912 he again joined his father in the surveying business. After succeeding his father as Rockefeller's chief engineer in 1922 he continued in that role until 1940, when the roads were incorporated in Acadia National Park. He then served as a consulting engineer for the Rockefeller family until he retired in 1954. Paul D. Simpson died at Seal Harbor in 1963.

The Seal Harbor carriage road system was begun in 1915 when John D. Rockefeller, Jr., already building roads on his private summer estate, received permission from the Hancock County Trustees of Public Reservations to continue the roads across land which they maintained. The system eventually embraced a 57-mile network of carriage roads laced with sixteen bridges. The chief architects for the roads were Rockefeller, who laid out the initial line for each road, the two Simpsons, and Walters G. Hill, also a local engineer. The first ten bridges were designed by Welles Bosworth, the remaining six by Charles Stoughton, both New York City architects. The roadside landscaping was planned by Beatrix Farrand, who also designed Abby Aldrich Rockefeller's garden at the Eyrie in Seal Harbor.

Most of the roads were completed by 1930, at which time Rockefeller began the gradual transfer of his property to Acadia National Park. The transfer was concluded in the early 1940s. Rockefeller ultimately presented Acadia National Park with 10,700 acres, one-third of the park's size.

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## Scope and Contents note

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Acadia, State Parks, Bridges, Maine, National Parks, Road Construction.

File Titles provide the image number followed by a description of the item.

Most of the photographic images were taken by Paul D. Simpson, and many of the descriptions were created directly by the Simpson family.

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## Arrangement

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As received.

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## Administrative Information

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### Publication Statement

Rockefeller Archive Center

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Sleepy Hollow 10591

[archive@rockarch.org](mailto:archive@rockarch.org)

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### Conditions Governing Access note

Open for research with select materials restricted as noted. Brittle or damaged items are available at the discretion of RAC. Researchers interested in accessing digital media (floppy disks, CDs, DVDs, etc.) or audiovisual material (audio cassettes, VHS, etc.) in this collection must use an access surrogate. The original items may not be accessed because of preservation concerns. To request an access surrogate be made, or if you are unsure if there is an access surrogate, please contact an archivist.

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## Controlled Access Headings

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- Photographs

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## Other Finding Aids note

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For the Simpson family papers please see:

[FA073 Simpson family papers](#)

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## Collection Inventory

### Simpson family photographs, 1919-1939 (1925-1934)

Physical Description: 0.2 Cubic Feet 1 clamshell box.

Title/Description	Instances
1: 1928 Nash car used by Paul D. Simpson. Used in 1940's by son, Chip, and was burned in fire of 1947.	box 1
2: Carriage road on Jordan Mountain.	box 1
3: Tumble-down around Jordan Pond. Breaking carriage road through rock slide.	box 1
4: Carriage road around Eagle Lake	box 1
4: View on Jordan-Sargent Mountain Road	box 1
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