









HOW TO USE THE GUIDE

- The exterior of properties in this guide can be viewed from public roads, trails, or waterways, unless otherwise noted.
- Properties listed as water access  can be viewed from public waters, but unless the property is clearly public or commercial, assume the shoreline is private and do not dock or land. This symbol is used for buildings that can only be publicly viewed from the water. Other shoreline buildings that can be visited by the public or viewed from the road may also have good viewing from the water.
- Respect signs for private roads, and respect the bounds of private property when viewing from public roads. Adirondack residents are unfailingly friendly but value private property as private. This guide is not an invitation to trespass.
- Interiors of many buildings are open on a regular basis, including all businesses, civic buildings, museums, libraries, most churches, and some camps. Opening hours, however, are variable. Numerous Adirondack businesses and sites may close or have reduced hours between Columbus Day and Memorial Day. Contact the individual, business, or property for hours they are open and schedules of public tours or events. Times of church services listed in the guide are as of the time of this writing, and may change.




- Sites with limited access  can be viewed by appointment, or during tours or special events open to the public.
- Very limited access sites  require substantial effort to arrange a visit, or require staying on site as a paying guest.
- Private sites that cannot be viewed by the public  are occasionally included in the guide for their architectural value, or for architectural-historical context.
- Accommodations Available  indicates accommodations are available to the public. Terms of accommodation, however, vary widely, from nightly rooms to residential programs open to the public to weekly cottage or condo rentals to rental of an entire property. Accommodations are available as of writing.
- At-Risk properties  are considered endangered, in the opinion of the authors, by long abandonment, an advanced state of deterioration, and/or redevelopment pressure.

As an on-the-ground (and water) guide, with hundreds of properties, individual entries are necessarily brief and intended primarily as an introduction to firsthand viewing. Introductions to each tour; essays on topics particular to Adirondack architecture; and brief biographical background on featured architects and designers all provide broader context for individual properties. Properties are numbered to facilitate driving, walking, or boating routes. Tours can be followed in any order and taken in pieces, but understanding will be cumulative with tours completed and the number of sites visited, since many sites are related to one another.















For readers inclined to learn more about individual sites and communities, major sources of information are listed at the end of each tour. Substantial information on properties listed in the National Register of Historic Places  or as a National Historic Landmark  is also available online at New York State's Cultural Resource Information System (CRIS): <https://cris.parks.ny.gov/>. For

many buildings, further information is not available and the best course to understanding the architecture may be simply looking closely, and comparing related buildings and sites. Photos are provided primarily as an aid to identifying buildings. Credits for photos used by permission are listed at the end of each tour or essay. Otherwise, essay photos are by the author of each essay and all other photos not in the public domain are by, or the property of, Janet A. Null.











- Individual entries are identified by the building or site name, where known, with the historic name first.
- Following the street or route address, coordinates of North Latitude and West Longitude are given for each site.
- Dates listed are the dates, or approximate dates, of completion of construction.
- Architects or Engineers are listed only where documented, or where an attribution of design can be reasonably inferred—indicated by the abbreviation “attrib”.
- Nonprofessionals who designed projects for themselves or others are listed as Designers, and builders who also designed what they built are listed as Designer-Builders.

Points of Interest  are included on many tours. These stops may include scenic vistas, recreational opportunities, and places that represent—through their history, products, or standing in the community—some aspect of Adirondack culture where the interest is not primarily architectural. Points of Interest have been selected solely by the author, with no solicitation or compensation from any business or organization listed.

KEY TO MAPS

	Interstate Route		Major Highway
	US Route		Minor Highway
	State Route		Local Road
	County Route		Seasonal/Dirt Road
	Building, Structure, or Site		Railroad
	Point of Interest		Hiking Trail
	Water Access or Viewing		
	Hiking Access		

KEY TO TEXT SYMBOLS

	Water Access or Viewing		On National Register of Historic Places
	Hiking Access		National Historic Landmark
	Limited Access		At Risk
	Very Limited Access		Accommodations Available
	No Access/Private		Point of Interest

WOODGATE TO BLUE MOUNTAIN LAKE

Introduction

The Moose River is the natural feature, and the Mohawk & Malone Railroad (1892) the man-made development, that most shaped the settlement and architecture of the southwestern Adirondacks. The branches of the Moose River rise in interior lakes—the **Fulton Chain Lakes** are an impounded section of the main branch—converge, and flow west to join the Black River near Port Leyden, which was consequently the early entry point to this region. John Brown, namesake of Brown University, bought about 200,000 acres (809,000 ha) of this wilderness in 1798 (Brown's Tract). He visited the following year, hired surveyors, and built a dam at what is now **Old Forge (Tour C-1)** for a sawmill and gristmill to encourage settlers. In 1811–19 his son-in-law Charles Herreshoff built a rudimentary road from Moose River settlement (**C.18**) to the dam site (Brown's Tract Rd.), rebuilt the dam, and started an iron forge near it which failed, but gave Old Forge its name. Herreshoff committed suicide, and for most of the next 50 years only hunters made the arduous trek into the area. Meantime, logging and sawmills flourished around **Forestport (C.2)** and **Woodgate-White Lake**, especially after the Black River Feeder Canal opened (c. 1850) to carry lumber from there to the Black River Canal. This made Forestport a second entry point to this region and the preferred starting point later on for the railroad, and then Route 28. With 90 miles (144.8 km) of navigable water from Carthage to the Erie Canal, the Black River Canal (**C.1**) was a vital commercial highway for lumber and other products from western Adirondack forests and mills—for example, virgin spruce logs more than 70' (21.3 m) long for the pilings of New York City's wharves and docks.



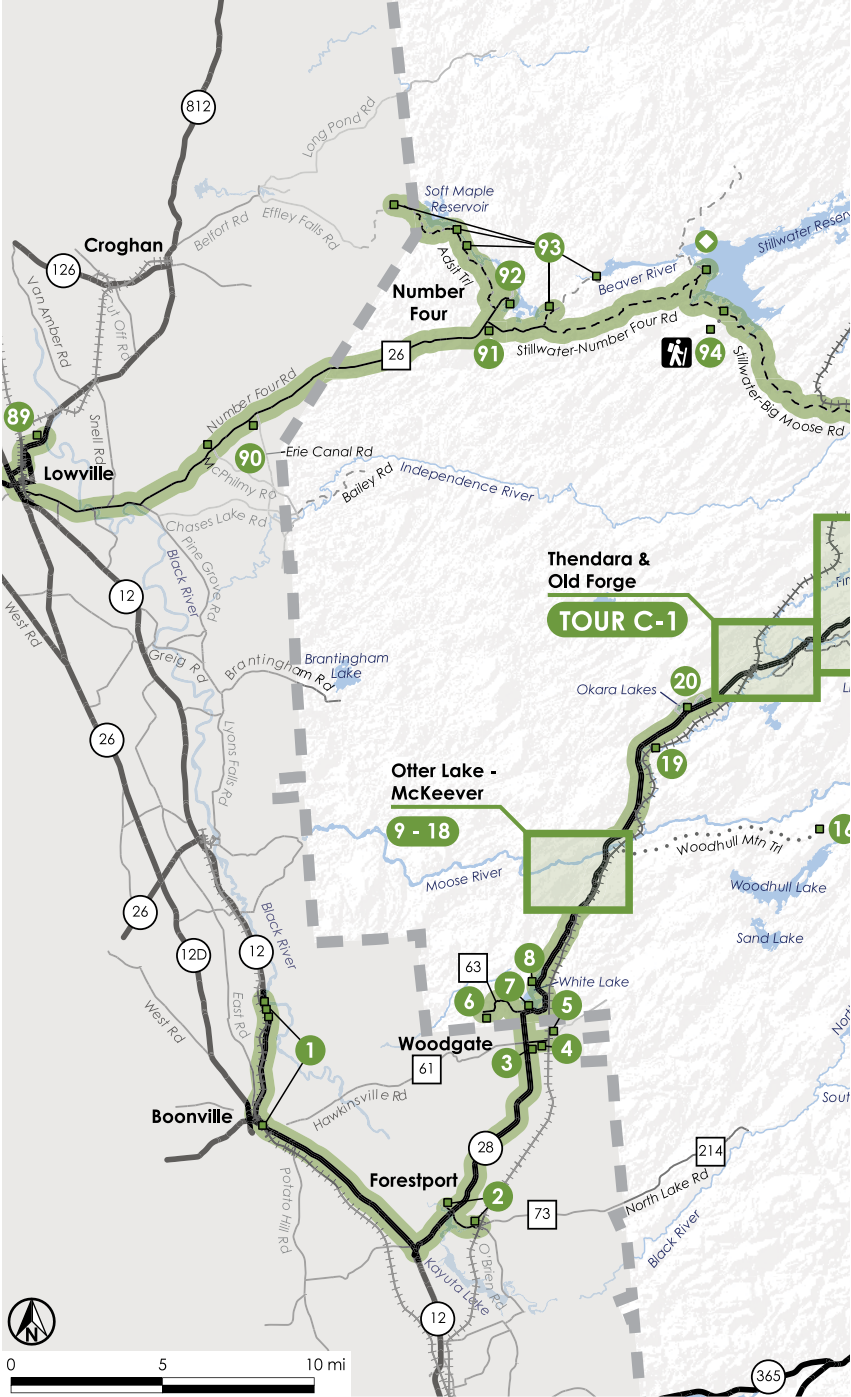
Brown's Tract and westward, 1870, with the road from Boonville (1) through Moose River Settlement (2) to Buell's Hotel (3) now Old Forge hamlet.

The most desirable resource in the western Adirondacks was water. First it fed industry, then the state's canal system, and finally, in the late 1800s, it formed a nexus for tourism. By 1885 nearly every river and lake in the region was being tapped for water, with extensive impoundment systems on the Moose River and **Beaver River**, the latter also becoming a major exporter of electrical power (**C.93**). The Old Forge Dam was enlarged in 1850, expanding the Chain Lakes to their current configuration. Buell's tourist hotel opened near the dam in 1871 and in a few years a handful of camps appeared on Second through Fourth Lakes. The state of development in 1892 is described well in a prospectus from the Fulton Chain Association, noting first the comfortable 24 mile (38.6 km), one-day journey to the lakes: a morning stage from Port Leyden to Moose River; the new wooden "Peg Leg" railroad (1888) to Minnehaha; a small steamboat up to Thendara; and a wagon the last two miles (3.2 km) to the Forge House. A steam launch then delivered some visitors to the 34 private or commercial camps on the lakes. There was even a telephone line to Old Forge, and messages would be delivered as far as Hess Camp on Fourth Lake (**C.44**). This group of businessmen had bought 6,000 acres (2,430 ha) from Fourth to Seventh Lakes to develop a club around well-to-do investors, as the Adirondack League Club soon did (**C.21**), but failed and started selling lakeside lots in 1892.

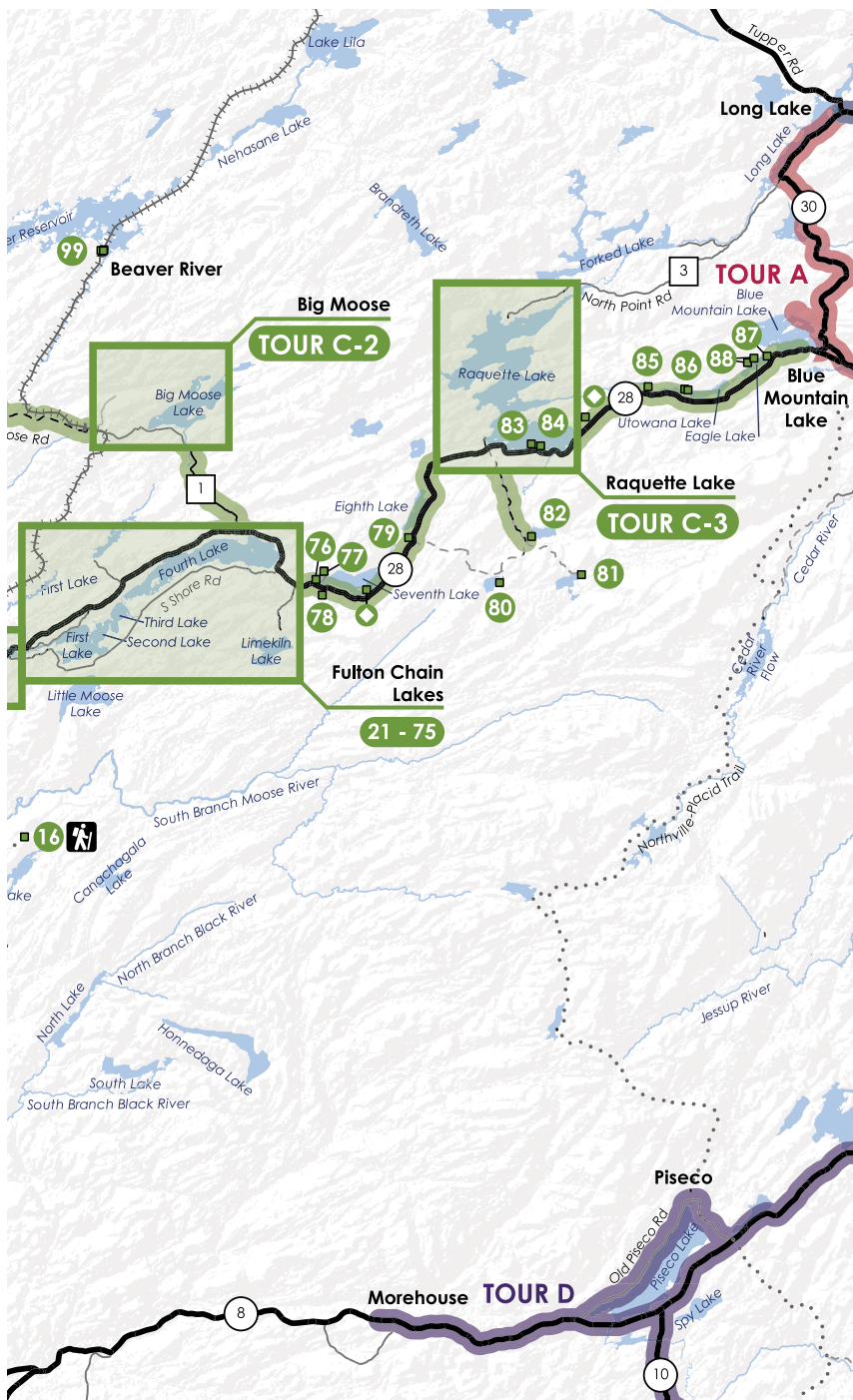
That same year, William Seward Webb's Mohawk & Malone Railroad line from Herkimer, reached Lake Clear, to connect with the main line of the Adirondack and St. Lawrence Railroad—becoming the first rail line to entirely cross the center of the Adirondacks and make a direct rail link from central

WOODGATE TO BLUE MOUNTAIN LAKE

TOUR C



WOODGATE TO BLUE MOUNTAIN LAKE



TOUR C

WOODGATE TO BLUE MOUNTAIN LAKE

New York to Canada (see “Adirondack Railroads: When, Where, and Why” essay). The railroad spurred a boom in tourism, in the growth of Old Forge, and the development of hotels and camps from White Lake and **Otter Lake to Big Moose Lake (Tour C-2)**. Owners of large tracts in the Chain Lakes area frenetically subdivided their land for lots, most dramatically on First through Fourth Lakes. Whether by genuine intent or simply for marketing, some proposed to “democratize” access to the Adirondacks. Lyon de Camp’s Okara development (**C.20**) was marketed as affordable, and William Thistlethwaite offered camp lots in Old Forge for only \$150, with payment terms, and prefabricated cabins for as little as \$300. At the same time, Thistlethwaite sold hundreds of prime lots on the Chain Lakes and in the Big Moose area, and de Camp had big plans for selling his Gawanka Corp. lands. Selling a small slice of the pie to whoever would buy it was still the developers’ core agenda. By 1893, the railroad was operating a branch from Lake Clear that enabled it to carry passengers from Utica all the way to Lake Placid. In 1913 the combined M&M and Adirondack and St. Lawrence became the Adirondack Division of the New York Central. This National Register-listed rail line is currently the subject of litigation since New York State approved removing 31 miles (49.9 km) of still-intact tracks from Tupper Lake to Lake Placid to develop another hiking-snowmobile trail.

Today’s easy east-west auto route (NY Rte. 28) right through the southern-central Adirondacks to its prized lakes—Blue Mountain, Raquette, Big Moose, the Chain Lakes—only came together from myriad pieces. Paving the final link of deplorable dirt road—**Inlet** to Blue Mountain Lake—was not completed until 1930, more than 100 years after Brown’s Tract Rd. and nearly 60 years after the railroad reached North Creek (**Tour A**). From the west, this route is a story of Adirondack opportunities for middle-class residents and visitors, one result being the dense and private development of lake shorelines—epitomized by the Chain Lakes (**C.22–C.57**). The destinations of the eastern approach—Blue Mountain and Raquette Lakes—were largely controlled by just one major developer, less successful and with different ideas. The ultimate result was sparser development, mostly for a different socioeconomic group, epitomized by large camps (**C.80, C.81, & C.82**), and a balance of public-private lakefront ownership on **Raquette Lake (Tour C-3)**.

1 Black River Canal Locks & Museum

NY Rte. 12, north of Boonville, NY

Locks 73 and 74: 43.53279°, -75.32363°, Lock 75:
43.53638°, -75.32513°, Locks 76–79: 43.54008°, -75.32640°
Date: c. 1850

Museum: Main St. and NY Rte. 12, Boonville, NY;
43.48088°, -75.32727°

Though outside the Park boundary, the Black River Canal system paralleling its western edge had a profound impact on the western Adirondacks, providing a vital commercial highway for lumber from Adirondack mills, at the same time tapping (and impounding) the water resources of the major western rivers, the Moose and the Beaver. A major engineering feat, the 35-mile (56.3 km) section of overland canal from the Erie Canal to Lyons Falls had a total rise and fall of 1,079’ (329 m) and a world-record 109 locks. It was built of local (Onondaga-type) limestone, mostly from the Lansing Kill Gorge near Boonville. These locks, in the median of the highway, are the most accessible of several remaining near Boonville. The set of four, Locks 76–79, has parking and a rest area.



Locks 73 and 74

◆ Adirondack Scenic Railroad

Union Station, Utica, NY and Thendara Station (**C-1.2**)

Seasonal service along the historic Adirondack Division of the New York Central offers an opportunity to experience much of this tour as late 1800s and early 1900s visitors did. Three trains per week currently run between Utica and Thendara, and almost-daily scenic trains run from Thendara south to Otter Lake and north to Carter Station. Scenic service may reopen as far as Tupper Lake in the coming years.

WOODGATE TO BLUE MOUNTAIN LAKE



Presbyterian Church



Train Station

2 Forestport

The Park boundary is north of Forestport, but historically this Adirondack foothills hamlet was a gateway to the region. Two buildings in the hamlet are strongly related to other buildings on the tour:

Forestport Presbyterian Church

Woodhull and Division Sts.; 43.44157°, -75.20560°

Date: 1879

Builder: Kilmer brothers

No fewer than four wood Gothic Revival churches were built in the Town of Forestport, possibly by the same (unknown) designer—and three still stand. Forestport Presbyterian is slightly longer and wider than its twin in Woodgate (C.3), but the dynamic basic design is the same—very asymmetrical towers on the front of a steep-roofed sanctuary, all clad in

board-and-batten. The large tower serves as entrance and belfry, while the small one is a rather ingenious Gothic-detailed box around the chimney. As they were historically, roof rake trim, windows, and louvers are picked out in a contrasting color, like lines on a white sheet of paper. The Episcopal Church in Forestport (gone) may have been the first of these architecturally related churches. It was almost identical to the Otter Lake Chapel (1861, C.9), with a central front tower and decorative wooden buttresses—a more static design, likely influenced by published church designs.

Forestport Train Station

NR

Woodhull Rd. at O'Brien Rd.; 43.43308°, -75.18453°

Date: 1893

Engineer: W. N. Roberts, Chief Engineer, Mohawk & Malone Railroad

The largest original station on Webb's railroad introduces the architectural form and vocabulary of other hamlet stations on the line (Woodgate C.5, McKeever C.14, Thendara C-1.2). The nominally Shingle Style building is an all-in-one station—waiting room and ticket office, station agent's quarters upstairs, and attached baggage and freight house. Hipped gables are the dominant roof form, the semi-hexagonal ticket agent's bay window (to assist visibility up and down the tracks) extends to a second story, and a deeply overhanging roof stands in for a passenger canopy. In general, the stations became a bit simpler and smaller as one traveled up the line.



3 White Lake Corners Presbyterian Church/ Woodgate Chapel

NY Rte. 28, south of Bear Creek Rd.; 43.51955°, -75.15420°

Date: 1883

The twin to Forestport Presbyterian (C.2) is a few years later and slightly smaller. Minor differences between the two are that this version has a single pointed arch front window (vs. tripartite) and single louver (vs. double) in the belfry. The two-stage entry and belfry tower remains the consummate feature of both. The tower terminates with intersecting gables, without steeple or finials, and this feature alone shows an interesting evolution through the four related churches in the area. The first, Forestport Episcopal, masked the tower roof with a fancy parapet lined with finials, as well as corner finials; Otter Creek dispenses with the parapet, but still decorates the gables and mounts finials at the apexes; the final two churches display no more than the pointy gable in all its simplicity. (In the absence of a historic contrasting

WOODGATE TO BLUE MOUNTAIN LAKE

paint color, the trim that picks out the pointy Gothic lines washes out against the white building.)

4 Woodgate Common School, No. 3

1190 Bear Creek Rd.; 43.52113°, -75.14601°

Date: 1924

Elaborate for a one-room schoolhouse, the design channels the Shingle Style of the nearby train station (C.5) with cascading roof forms and shingle siding. Combine that with the building height due to the raised main floor and Colonial Revival detailing of the vestibule, especially the fanlight, and the result is an unusual hybrid. Classroom windows are only on the north side, for optimum light.



5 White Lake/Woodgate Train Station

Bear Creek Rd. at RR crossing; 43.52327°, -75.13942°

Date: 1893

Engineer: W. N. Roberts, Chief Engineer, Mohawk & Malone Railroad

Essentially the same building as the Forestport station (C.1), only smaller and with a balcony on the end gable. Woodgate has the distinction of being the only standing station on the line that retains the roof lantern, which Forestport, Thendara and other original stations also had—a delicate feature with a bell-cast “hat” that finishes off the amassed roof forms of the station design.



6 Masonic Home Camp/Camp Turk

6461 Round Lake Rd.; 43.53412°, -75.18037°

Date: farmhouse and barn pre-1923; Masonic buildings 1924–30s; expanded 1960s

As a branch of an established institution, this children’s camp differed from the Adirondack norm, most notably by housing campers in dormitories rather than tents or “family group” cabins (see “Adirondack Children’s Camps” essay). The Masonic Home in Utica cared for children of Masons (nearly 1,000 in all, mostly orphans) and established this summer home for them on an existing farm, subsequently buying all the land surrounding Round Lake. The original barn was adapted as a girls’ dormitory, and the Masons—with help from the boys—constructed a boys’ dorm, dining hall, gatehouse, boathouse, workshop, and other buildings. The layout was irregular but with lawns—as much campus as camp. Buildings were large for a kids’ camp and conventional in design and materials for the 1920s, with clapboard siding and metal roofs. Cobblestone used for the original camp gate subsequently was used on the base of buildings and in site features, creating unusually unified architecture across the site. Masonic symbols are reportedly cut into some stones. Most of the original camp buildings are preserved and still in use. After closing for a time, the camp reopened in the 1960s as a children’s camp with general registration.



Ainsworth cabin

WOODGATE TO BLUE MOUNTAIN LAKE



7 Camp Russell

12470 NY Rte. 28; 43.53599°, -75.15273°

Date: museum building 1918; dining hall and cabins 1960s; headquarters lodge 1970s

The first Boy Scout summer camp in the Adirondacks closed after the 2015 season. It began with a simple two-story, gabled common building (1918) built by the Scouts, a decade-long reforestation program for the heavily logged land, and with

the boys sleeping in platform tents, which they did until the end—using two-person canvas tents, though staff used basic cabins. Though common at early Adirondack children's camps, Russell was (until closing) one of only three to still use tents instead of cabins as a core aspect of the camp experience. Common buildings around the central green and other structures, partly constructed by the Scouts, were added over the years in a variety of forms and using lumber mostly grown on the property. The Health Lodge headquarters is a substantial log building, and the Trading Post-Program Center is notable for incorporating totem poles made by the Scouts.



8 White Lake Lodges

12973 NY Rte. 28; 43.55002°, -75.14685°

Date: early 1900s and later

An example of the modest guesthouses and cottages built around White Lake after the railroad arrived. Over a period of decades, the original simple, two-story cottage was joined by another cottage, several small cabins, and a cobblestone entry gate.



Otter Lake & MacKeever



9 Otter Lake Community Church & Parsonage

NY Rte. 28; 43.58946°, -75.11290°

Date: 1861; relocated 1921; parsonage 1924

Builder: B. A. Capron, W. C. Schaufler & R. G. Norton (reconstruction)

After the railroad arrived at Otter Lake, a substantial hotel was built and the lakefront carved into so-called "campsites," small lots for cottages. Both the railroad station and hotel are gone, but the church is an artifact of

WOODGATE TO BLUE MOUNTAIN LAKE

the seasonal community that thrived here from the 1890s until the mid-1900s. Originally built for a German Lutheran congregation at Hawkinsville (between Woodgate and Boonville), it was dismantled, moved by wagon and reconstructed as a nondenominational church. Based on the published Gothic Revival churches of architect Richard Upjohn, in turn inspired by English medieval masonry churches as the proper ecclesiastical model, the church exemplifies the Gothic Revival style as executed in wood (also known as Carpenter Gothic). Steep roof pitches, pointed arch fenestration, and a tall tower with pinnacles are all characteristic, as well as the signature wood siding of the style—board and batten, which emphasizes vertically. The structural buttresses of masonry construction are translated into nonstructural wood buttresses on the sidewalls and articulating all the building corners. The interior has a simple but elegant hammer beam ceiling (also from the English Gothic), a high pulpit in the tradition of early Protestantism, and a balcony probably added when the church was moved. The adjacent bungalow built to serve and architecturally complement the church houses visiting pastors. Services: Summer, Sun 10:30AM, or request church access from the pastor.



10 Otter Lake Bungalows

13978 NY Rte. 28; 43.59086°, -75.11165°
14000 NY Rte. 28; 43.59162°, -75.11081°
Date: c. 1912–20s

Popularized by innumerable publications, the affordable bungalow form has many variations, but the essential characteristics are one story with an additional half-story under the roof or dormers; shallow slope roof with overhang; and a large or full-width integral porch to extend living space, typically with tapered posts on piers and a solid “railing.” No. 13978 also presents common bungalow materials—shingle and cobblestone—and features, such as the triangular roof brackets and a very flat “arch” between porch posts. No. 14000 has unusual round and tapered cobblestone porch posts on its typical cobblestone piers.



13978 NY Rte. 28

11 St. Mary of the Snows Church

NY Rte. 28; 43.59323°, -75.10987°
Date: 1921

Though the name is picturesque, the Catholic Church for Otter Lake is a simple building, with a bit of exterior detail and unfortunate aluminum siding. Among the statues in front is St. Christopher (1928), the patron saint of travelers—reportedly a stop for many Adirondack visitors to ask his blessing on their travels. Services: Sun 11:15AM.



12 Lighthouse Cabins

NY Rte. 28; 43.59678°, -75.10954°
Date: 1930
Designer–Owner: Ray Duntz, Otter Lake, NY

Lighthouses were a popular theme of roadside commercial establishments designed to attract the attention of, and appeal to, passing motorists. The relevance to the Adirondacks might appear sketchy, but the imagery here reflects that the owner was from Maine. A loop of small cabins were built behind a pre-existing house and a large addition—including



WOODGATE TO BLUE MOUNTAIN LAKE

the “lighthouse”—telescoping off its front to take maximum commercial advantage of the road frontage. Although a lighthouse tower is most often emphasized as a discrete object, in this case the base and wings that capture the tower are original.



13 McKeever Schoolhouse

130 McKeever Rd.; 43.61023°, -75.10029°

Date: 1923

The company town of McKeever was established with an early 1890s sawmill on the Moose River (operated by future governor John Dix), which became the Iroquois Pulp & Paper Co. (C.15). When this schoolhouse was built, the settlement had about 20 company houses (boasting indoor bathrooms with hot and cold water), and a public square with a miniature pond in front of the train station. Containing two classrooms, apparently with teacher quarters upstairs, the hipped-roof building has distinctive roof “flaps” extending over the original two canopied entrances, probably one for boys and one for girls.



14 McKeever Train Station

110 McKeever Rd.; 43.61170°, -75.09743°

Date: 1908; second floor expanded c. 1920s

The combination passenger-freight station repeats characteristics of earlier stations down the line—notably the floor plan, two-story trackside bay, hipped roof, and shingle siding. At the same time, it introduces contemporary design features common to many rural New York stations of the early 1900s—an encircling skirt of a different material and color differentiating the walls below the windowsills, and prominent timber brackets supporting the roof overhang. Note the large doors and high windows in the baggage-freight section of the station. The original small second floor under dormers was subsequently expanded to its current size, making the building appear top-heavy.



15 McKeever Mill Ruins

McKeever Rd.; 43.61228°, -75.10036°

Date: 1920s

These massive ruins on the river draw curiosity, as they should. The wood and paper industry was a major chapter of the Adirondack economy throughout the 1900s, but it is now only a footnote, as seen here and at other locations such as Warrensburg (F.54), Corinth (G.17), Hadley, Ticonderoga, and Newton Falls. Logs are now trucked out of the Park for milling or processing. This mill and its settlement (peak population about 100), was the Iroquois Pulp & Paper Co., then Gould Paper Co. (1924), and, after the dam was breached by flooding (1947), the Rice Veneer Co. (1949). Rice and successor Georgia Pacific produced about three million feet (914,400 m) of high-grade plywood veneer until the plant closed in 1960. The town was auctioned off in parcels. View from DEC trail parking on the north side of Rte. 28 bridge.

WOODGATE TO BLUE MOUNTAIN LAKE

16 Woodhull Fire Tower



McKeever Rd. Spur; 43.61258°, -75.09041°
(trailhead); 43.62301°, -74.96149° (tower)

Date: 1916

Designer–Manufacturer: Aermotor Corp., Chicago, IL
Builder: NYS Conservation Commission (DEC)

One of the first 10 steel towers erected, the 50' (15 m) tower is one of only four LL-25 lighter-gauge models still standing (**A.46**, **F.46** are also accessible. See also “Adirondack Fire Observation Stations” essay). The exterior ladder was replaced by Aermotor’s retrofit kit interior stair (c. 1919) after the state acknowledged that interior stairs and a heavier gauge structure were better choices for new towers. Still used for a solar-powered radio repeater, but unrestored. One of the lesser visited summits. Stairs open, cab closed. Trail 7.6 miles (12 km), 5 miles (8 km) on bike-accessible administrative road, plus strenuous 2.6 mile (4.2 km), 812' (247 m) ascent.



1917, NYS

17 Moose River Railroad Bridge



East of McKeever settlement; 43.61538°, -75.09214°
(bridge); 43.61251°, -75.09624° (access point)

Date: 1912

Builder: Elmira Bridge Co. (American Bridge Co.), Elmira, NY

The 269' (82 m) long, three-span, deck-plate girder bridge crosses the river on two massive stone piers. (See “Crossings: Bridges of the Adirondacks” essay). From the access point east of McKeever, it’s a short walk along the public railroad right-of-way, but the tracks are in use by the scenic train.

18 Moose River Settlement Bridge

Moose River Rd.; 43.60777°, -75.15657°

Date: c. 1900–10

The first road to the Old Forge area crossed the Moose River at this point, adjacent to the largest tannery in the Adirondacks (1866–88), and its surrounding community of Moose River Settlement. (Tannery ruins are not accessible). This elegant Pratt truss bridge would have replaced the first wooden bridge (or bridges) and stands now in an isolated and scenic location. Built of many light steel angle and bar stock members, riveted together—economical to transport and erect—the lattice verticals, braces, and “arches” at each end are the most distinctive feature of its design. Diagonal rods are used as tension members for the trusses and the top. The manufacturer’s plaque has unfortunately been lost. Apart from the replacement steel grating deck (originally wood plank deck), the bridge is entirely original and has not even been compromised with modern guardrails, since the road terminates at private property.



19 Minnehaha Railroad Bridge



Minnehaha Rd.; 43.66177°, -75.06939°

Date: 1913

Designer–Manufacturer: Elmira Bridge Co. (American Bridge Co.), Elmira, NY

Minnehaha was a flag stop, with a very basic station (1892, gone). The 85' (25.9 m) long steel bridge is an early single span through plate girder design. Accessible by a short walk along the public railroad right-of-way that crosses the middle driveway at the end of the road. Tracks are active.

WOODGATE TO BLUE MOUNTAIN LAKE

20

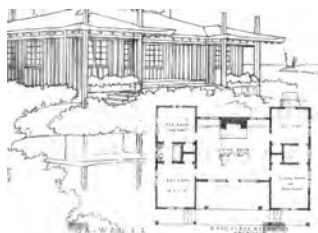
Okara

Lake Easka and Lake Teker

Architect: H. Van Buren Magonigle, New York, NY

Builder: attrib. William Goodell, Herkimer, NY

Fulton Chain (now Thendara) was the railroad station stop for Old Forge and all of the Chain Lakes. Owner-developer Lyon de Camp and his eminent architect H. Van Buren Magonigle created a very grand plan for Thendara, which was never built. The part of Ga-Wan-Ka (de Camp's new Indian name for his lands) that they did partly realize before the Depression was the nearby Okara development of middle-class camps around the Okara Lakes, (Easka and Teken). Magonigle created about a dozen model camp designs available to Okara buyers, as well as a teahouse (now gone)—all in Japanese style, which he had already used for de Camp's own large camp (C.56) and the Thendara Golf Club (now greatly altered). The neat formality of Magonigle's cottage plans reflects his Beaux Arts background, as well as the houses of Japanese commoners, whether deliberately or coincidentally.



Okara camp, by H. Van Buren Magonigle



Camp Hiawatha, 107 Easka Road



Camp San-Jan, 139 Easka Road



Camp We-Li-Kum, 204 Easka Road



Camp Russell, 148 Onekia Road

Camp We-Li-Kum

204 Easka Rd.; 43.68153°, -75.04792°

Date: 1920s

In an interview, Magonigle spoke about his search in the woods for "true Adirondack colors" for the camps, resulting in his selection of red roofs and yellow trim to reflect maple and beech fall colors, and battens painted dark as spruce bark after a rain. This camp preserves not only the original siding and batten color, but what may be the original yellow trim along the roof (also on Camp Hiawatha).

Camp Hiawatha

107 Easka Rd.; 43.67892°, -75.05142°

Date: c. 1925

Most characteristic of this and Magonigle's other Okara camps is the *irimoya* roof, a traditional Japanese form of hipped-gable roof with upturned eaves. The cobblestone chimney was later boxed with siding to match the building. The camp has a matching original garage.

Camp San-Jan

139 Easka Rd.; 43.68077°, -75.05230°

Date: c. 1924

Long and low massing under the continuous *irimoya* roof is also typical of these camps. Fenestration consists of regularly placed casement windows. Unusual asphalt sheet siding, overlaid with battens, provides a vertical counterpoint to the horizontality of the overall form and—in combination with the fenestration—a geometric pattern for the facades.

William Goodell Camp

151 Adota Rd.; 43.68117°, -75.04848°

Date: 1920s

One of two camps that Goodell—the builder to whom 20 Okara camps are attributed—built for himself. It preserves the overall form, but siding and windows have been significantly altered, illustrating (by its absence) the wonderful architectural integrity of the original design seen in the other listed camps.

WOODGATE TO BLUE MOUNTAIN LAKE

Camp Russell/Peg Spain Murtagh Camp

148 Onekia Rd.; 43.68191°, -75.04655°

Date: c. 1921

The only preserved camp of this form, with two wings joined—a difficult intersection for the *inimoya* roofs—to form a functional courtyard open to nature. The camp also preserves the original siding, with dark battens, and a matching outbuilding.

Tour continues east of Thendara—Old Forge (Tour C-1)

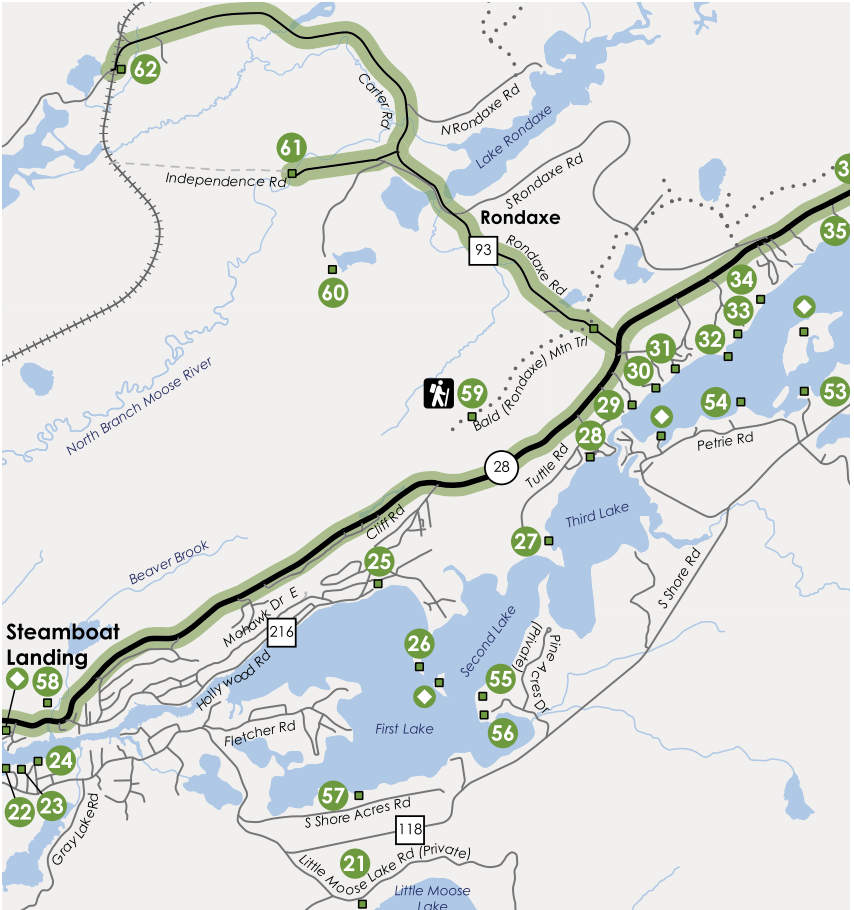
21 Adirondack League Club

221 Little Moose Rd.; 43.69925°, -74.92564°

Formed in 1890, the club remains today one of the largest private preserves in the Adirondacks, and is known for its longtime forest management. It is also architecturally notable for the work of two architect-members, William S. Wicks and Augustus D. Shepard. Wicks designed the first clubhouse, Mountain Lodge (1892, burned 1913), and Shepard the second, called the Summer House, and its boathouse—



Summer House



Fulton Chain Lakes




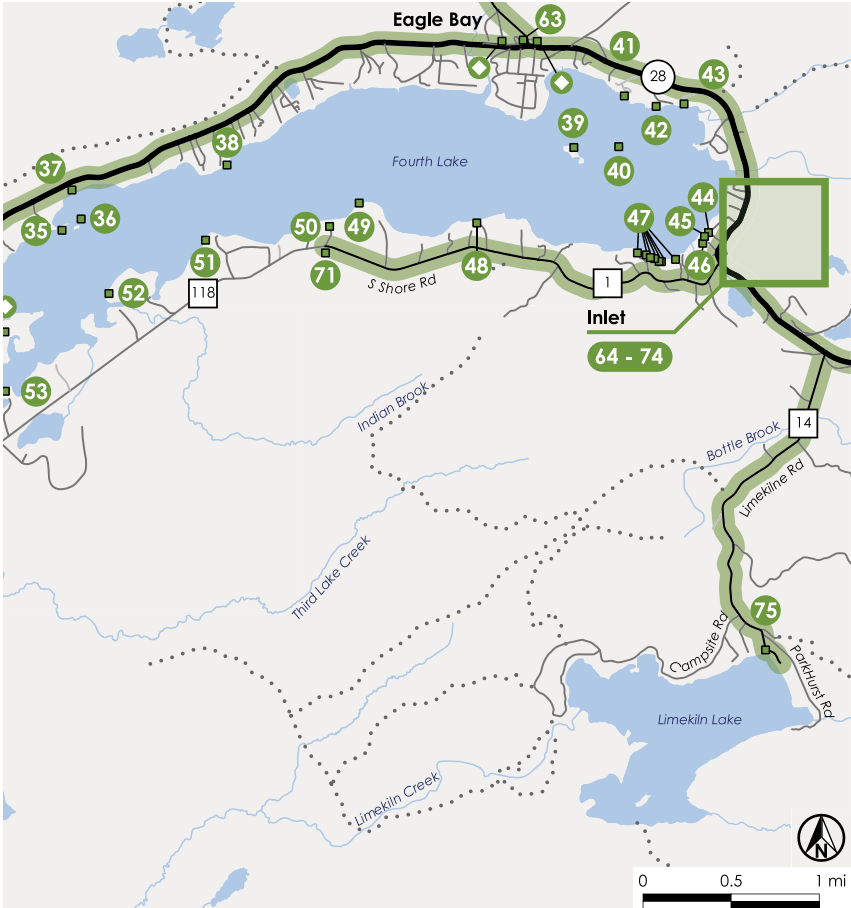
Snyder Camp sketch, 1889, William Wicks

WOODGATE TO BLUE MOUNTAIN LAKE

casino (1914). The large clubhouse, containing dining, common, and guest rooms has articulated gable roofs, clapboard, and board and batten siding. The interiors of both buildings are refined rustic, with exposed peeled log structure and stone fireplaces. Wicks published *Log Cabins: How to Build and Furnish Them* (1889), a widely read "how-to" book on building a camp, which contained several of his designs for the Adirondacks and elsewhere. Yet there are no publicly accessible camps definitively credited to him. His Snyder

Camp at the club (1892, burned 1980) was a compact yet articulated log building indicative of his designs. Shepard designed numerous camps between 1902 and the mid-1920s, which were larger and more refined than Wicks's "cabins," but they are virtually all on club property or in otherwise private, inaccessible locations. A number of Shepard's camp designs can be seen, though, in his folio-format book, *Camps in the Woods* (1931), now a collector's item.

The following portion of the tour is on the water, starting from Steamboat Landing on Old Forge Pond, up the channel into First Lake, then clockwise around First through Fourth Lakes, and returning to Old Forge. Properties not indicated as "water view only"  can also be viewed on land, when the tour continues east on NY Rte. 28 from Old Forge.



WOODGATE TO BLUE MOUNTAIN LAKE



Old Forge Lake Cruises

116 Steamboat Landing; 43.71267°, -74.96646°

Seasonal daily, narrated sightseeing cruises, as far as Barton Island on Fourth Lake. Mail Boat cruises are longer and pull into shore at various stops. Boat rentals are also available from several businesses in Old Forge, Eagle Bay, and Inlet.

22

Camp Onnalinda Boathouse

Old Forge Pond; 43.70961°, -74.96606°

Date: early 1900s; restoration 2013

Builder: Brian Morgan, Old Forge (restoration)

The eye is easily drawn to this colorful boathouse with the small, fake but picturesque, lighthouse. It is all that remains of the original camp, but the boathouse is an Adirondack architectural icon—less prevalent now than it was when water travel was easier than a poor road, if one existed. The Chain Lakes present a significant sampling of boathouse architecture. Onnalinda's and the adjacent boathouse introduce one type—single-story, with one-water-access boat bay and a dock-access small boat or gear room to one side. Compare with other types and styles on First through Fourth Lakes; several are in the tour.



23

Sundial Lodge

43.70953°, -74.96428°

Designer–Builder: Walter Topp

Date: 1924

English immigrant, organ manufacturer, and woodworker Topp created the 5' (1.5 m) high carved oak "sundial" on the exterior of the massive cobblestone chimney, for which he named his camp. Below the central Father Time figure is written: "My face makes only the sunny hours. What does your face show." The Tudor Revival-style camp is fully half-timbered, with stucco and cobblestone facing between the timbering. Partial view.



24

Charles C. Leeds Cottage – "Stags Leap"

513 South Shore Rd.; 43.71385°, -74.94487°

Date: c. 1922

Architect: H. Van Buren Magonigle, New York, NY

Built after Pine Acres Camp (C.56) and in the same period as the Okara cottages (C.20), this two-story camp by Magonigle does not possess the elegance of those buildings, even with the distinctive *irimoya* roof. Put it down partly to the chunky proportions and partly to subsequent alterations, including windows, shutters, siding and the angled screening that obscures the original porch. Two camps to the west is a smaller Magonigle-designed camp (43.71369°, -74.94745°, partial view).



WOODGATE TO BLUE MOUNTAIN LAKE



Interior, 1950s



25 Hollywood Hills in the Adirondacks Hotel

43.72477°, -74.92383°

Date: cottages 1929–34; hotel 1933–34

This hotel—locally claimed to be the largest log structure in the country east of the Mississippi—was a testament to the persistence of developer Joseph W. Young. After a 1915 mudslide wiped out one development in California and a 1926 hurricane destroyed a second under construction in Hollywood, Florida, Young took on building a “new town” in the Adirondacks. He planned to have paved streets, a palatial hotel, golf course, business, and residential sections. Young advertised Hollywood Hills with free bus trips from New York City and upstate cities, sold 1,400 tiny cottage sites, built a number of cottages (a few remain), a lakeside casino (gone) that became a popular night spot with celebrity entertainers, and the 47-room hotel, which opened just after he died of a stroke. Long two-story wings branch off a two-story octagonal central rotunda—focused on a four-sided stone fireplace. The rustic porch originally wrapped three sides of the rotunda. Hollywood Hills failed during the Depression, the hotel was auctioned twice in the 1960s, and converted into 15 condos in the late 1970s. Porches and sliding glass doors on the wings were added for the condos.

26 Dr. Nicoll's Cottage Boathouse

43.71794°, -74.91915°

Date: 1897

Builder: James C. Pullman

An archetypal boathouse is the only structure visible at this early camp. This simple type of boathouse is a gable-end structure with one water-access boat bay and a second-floor loft.

De Camp Islands/Treasure & Skull Islands

43.71663°, -74.91691°

Now a scenic DEC Day Use area, the islands were the site of an early de Camp family camp (1888, 1910), parts of which were dismantled and reconstructed for a Native American museum in Owasco, NY.

27 Victorian Camp

43.72828°, -74.90447°

Date: c. 1900

An Adirondack “camp” does not denote any particular architectural style, which is well demonstrated by the stylistic variety on the Chain Lakes. This Victorian example, with its tall gable-front form, novelty siding and wrapping porch with turned posts and brackets, would be more expected in a hamlet, but camps in this style are not uncommon.

WOODGATE TO BLUE MOUNTAIN LAKE

28 Bald Mountain House Landing

43.73517°, -74.89976°

Date: c. 1890s

The only surviving part of the historic hotel formerly on this site is a delicate steel archway near the dock that spells out "Bald Mountain House." Another Victorian-style camp, with lovely star-cutout brackets on its wrapping porch, is just west of the landing (43.73456°, -74.90113°).

29 The Chalet

146 Old Camps Rd.; 43.73945°, -74.89500°

Date: early 1900s

A singular design, the camp is raised on a log-sided base and culminates in a tall pyramidal roof capped by a hipped-roof dormer. The central feature of the roof is a dormer with flared gable and ogee arch. Though symmetrical, the composition gives the impression of complexity due to the articulated secondary roof forms, including the winged porch. The single-bay boathouse combines vertical and horizontal log siding.



30 Moss Rock Lodge

175 Fulton House Spur #1; 43.74084°, -74.89230°

Date: c. 1900-06

This not quite symmetrical camp is nominally Shingle Style, without the characteristic irregular massing. Still, the strong gambrel roof continues without a break, flaring into a swooping curve, to also cover the full width porch along the lakeside. Two bays of the porch have been enclosed, but the remainder preserve original jigsawn brackets.



31 Camp Sunnyside/The Fulton House

199 Fulton House Way; 43.74242°, -74.89010°

Date: Late 1890s

A simple cross-gable, late-Victorian house with steep roof slopes and wraparound porch (now enclosed) was augmented with an even taller rear addition, making the approximately four-and-a-half-story building the tallest on the lake. The original two-bay boathouse is also altered, but retains jigsawn decoration in the gable.



32 Shoal Point Lighthouse

43.74342°, -74.88410°

Date: c. 1900; restored 2001

Restoration contractor: Pete Bishop

This real, operational lighthouse originally had an oil lamp (tended by a light keeper), and was electrified about 20 years after construction. Approximately 25' (7.6 m) tall, the flared and shingled octagonal tower melds into an octagonal wood lantern with an encircling gallery. Abandoned in the 1950s, the Fourth Lake Property Owners Association secured a 99-year lease on the lighthouse, funded its restoration, and established an endowment for its preservation.



WOODGATE TO BLUE MOUNTAIN LAKE



33 Eidlitz Camp – “Cold Spring”

197 Cold Springs Rd.; 43.74528°, -74.88300°

Date: c. 1912

Designer: Otto Marc Eidlitz, New York, NY

Builder: Attrib. George Burnap

City contractor Eidlitz built hotels such as the St. Regis, Altman's and Lord & Taylor stores, and “many fine residences.” His large camp blends into the trees and also blends forms, including a large bay surmounted by a half-octagon dormer into a long porch, and materials that include log, shingles, and board and batten. The most prominent element is the chalet-like block at the end, with board and batten over log siding and a recessed balcony with Swiss motif railing. The contemporary boathouse has a cantilevered balcony wrapping the second floor.



34 Harry Marvin Camp/Fieldstone Lodge

4540 NY Rte. 28; 43.74812°, -74.88041°

Date: c. 1900

Built for one of the founders of the Biograph Film Co., it was renamed Fieldstone by the next owner, who may have added the righthand casino building. The main lodge and casino face each other across a plaza reached by a winding set of steps from the lake, an unusually formal composition. The most defining feature is the extensive use of fieldstone from the property, forming retaining walls, sides of the approach stairs, large chimneys, much of the first floor walls of the main lodge (which also includes horizontal log siding and shingles), and all of the casino walls. The casino approaches a column and glass structure, with large sections of diamond pane windows set between stone “columns.” Shingled dormers sit atop both buildings and there are several small shingle outbuildings, including a boathouse with pine tree cutout railings.



35 William Thistlethwaite Camp/Thistle Island Camp

43.75379°, -74.86901°

Date: c. 1902–05

Architect: Charles E. Cronk, Herkimer, NY

Builder: William A. Goodell, Herkimer, NY

On a modest scale and tight island site, the camp optimizes the experience of connecting with the outdoors. Approached by a pedestrian bridge, the building has a wraparound outdoor living porch, decks off the upstairs bedrooms, and culminates in an Adirondack dream spot, a deck on a rock in the lake. Designed by the same architect as Berkeley Lodge (C.55), a plain, log-sided exterior conceals another of his elegant yet intimate interiors. The living room has fir board and batten walls and a stone fireplace extending into the second floor, encircled by a balcony. The dining room, with another stone fireplace, has rough-sawn board and batten walls with a mossy gray-green stain, an Arts and Crafts finish. Thistlethwaite was William Seward Webb's bookkeeper and formed



WOODGATE TO BLUE MOUNTAIN LAKE

the Adirondack Development Co. (**Tour C-1**). Builder Goodell also built Webb's Ne-Ha-Sa-Ne (demolished) and camps at Okara (**C.20**).

36 Dr. John Barton Camp/Barton Island Camp

Barton Island; 43.75471°, -74.86683°

Date: 1902

Builder: William A. Goodell, Herkimer, NY

Another well-preserved island camp on an even more restricted site, the Shingle Style main building is perched on the rocks, with the integral porch on tall, tapered and shingled piers. The gambrel and extended porch roof surfaces are virtually indistinguishable from the shingled walls.



37 St. Peter's by the Lake

4800 NY Rte. 28, east of Rondaxe Rd.; 43.75710°, -74.86787°

Date: 1905; rear extension and rectory 1912; front deck 1963

Architect: Charles E. Cronk, Herkimer, NY (church)

Builder: Chris Goodsell, Old Forge, NY (church); George Burnap, Old Forge, NY (rectory, church extension)

Sited on a bluff with a panoramic view over the lake, the land for this summer Episcopal church was donated by Dr. and Mrs. William Seward Webb. The front faces the lake, since parishioners arrived by boat until Rte. 28 was completed in 1926 (even then it was a climb of 96 steps down from the road). The otherwise simple rectangular sanctuary has a small cantilevered entry canopy, rose window, alternating bands of square and staggered cut-shingle siding, and a rear tower. At some point the tower was truncated and the steel alloy bell placed in the yard. The rectory is a Craftsman-style cube with attached porch. The original interior is unfinished wood with exposed roof trusses. Services: Summer, Sun 9:00AM and 11:00AM.



38 Lewis H. Lawrence Camp – “Fair View”/ Lawrence Point

150 Lawrence Point Rd.; 43.75913°, -74.85027°

Date: by 1874; additions c. 1890s–1905

Builder: H. Dwight Grant and others

The board and batten camp built by lumber and railroad tycoon Lawrence appears to be the earliest extant building on the Chain Lakes, and is still in the family. Expanded and fashionably updated within a few decades, the camp gained Queen Anne gables with scalloped and staggered shingles, and half- and quarter-round windows, as well as an extraordinary tower with the same shingle pattern, a heavy cornice, and cross-gables with applied curved “stick” decoration (originally painted in a contrasting color). The current three-sided porch, with Tuscan posts and spindle railing, likely was part of the update and takes full advantage of the camp's location on the point. As incongruous as a listing of the parts may imply, the building has integrity to its different periods and as a unified composition.



WOODGATE TO BLUE MOUNTAIN LAKE

39

Cedar Island Camp

43.76051°, -74.81092°

Date: c. 1934–50s; rehabilitated 1970s

The island has had several lives—a commercial camp (1890–1917), a Jewish girls' camp (1918–33), burned down, rebuilt, and operated by Dr. H. G. Longstaff as Cedar Isles Boys' Camp (1934–50s), and since 1970 the private camp of former New York City Ballet Principal Suzanne Farrell, who also ran a ballet camp there for many years. The 1930s “stone house” (a modest fieldstone structure) and some later cabins from the Longstaff camp are visible. The main house is mostly shielded by trees.



40

Dr. Gaylord Camp/Dollar Island Camp

43.76057°, -74.80582°

Date: c. 1885; bathroom addition late 1900s

Designer-Builder: Fred Hess, Inlet, NY (original camp)

On this island likened to a coin, Hess built Dr. Gaylord a one-and-a-half story log camp very similar to one he had built himself on nearby Cedar Island just a few years earlier. Technically Gaylord was a squatter—a common practice at the time on the region's vast unsettled lands—but later

bought the island after Dr. Webb acquired it. The camp appears to be the second oldest standing on the Chain Lakes and is little altered. It only recently was electrified, by solar power. The 21' x 24' (6.4 m x 7.3 m) main cabin with six small bedrooms is surrounded by a log-framed porch, to which a separate kitchen building is attached on the east. A log shed, with diagonal logs in the gable, extends off the kitchen, nearly to the shoreline. The log construction technique used for Cedar Island Camp was also used here, and was likely the model for the Sperry camp (C.54). Round logs are cut down at the ends to form square tenons that interlock for the corners of the building—rather than notching one log over the one below.



41

O. M. Edwards Camp – “Paownyc”

10 Paownyc Rd.; 43.76474°, -74.80517°;

43.76428°, -74.80386° (small boathouse)

Date: c. 1912; small boathouse c. 1890s–1910; boathouse east addition 1926

Architect: Gaggin & Gaggin, Syracuse, NY

This huge four-story combined boathouse-camp is associated with three or four other camps on the property and a second, smaller boathouse-camp just to the east, all still in the original family. Like a cake, the Craftsman-style building layers a wide, deep, shingled bungalow, with full-width porch (originally open) on top of a seven-bay boathouse. Dormers are the next layer—typical for a bungalow, but also with a wide porch—and the top floor is a room-sized lantern, formerly capped by a roof-mounted sign with the camp name and, finally, a flagpole. Early on, the building had white trim with the green siding, accentuating the impression of a confection. The small boathouse, with a distinctive, pyramidal “hat” roof and two boat bays (now a dining room) is more typical of the scale and typology of a boathouse-camp. Industrialist Edwards named Paownyc in reference to his association with the Pennsylvania (Pa) Ontario & Western (ow) and NY Central (nyc) railroad companies.

This camp appears to be the only Adirondack project of Gaggin & Gaffin, who designed several major Syracuse, NY buildings, as well as an innovative Seattle, WA skyscraper (Smith Tower) for another industrialist—L.C. Smith, founder of the Smith Typewriter Co., which became Smith Corona.



WOODGATE TO BLUE MOUNTAIN LAKE

42 McMahon Camp – “Ledgedale”

40 Ledgedale; 43.76388°, -74.80157°

Date: c. 1911

Sited atop a rock ledge, the main building appears to grow out of the rock with its rustic fieldstone lower story and porch posts. Note also the whole-log framing for the upper porch level. Approximately 50' (15.2 m) above the lake, this and its adjoining camp building are the highest elevation structures on the lake. Original wooden steps from the lake were replaced (1927) by the current concrete steps with stone posts for railings, and the stone archway added at the top—the masonry work complementary to the original building. The two-story boathouse-casino is greatly altered, leaving only the stone columns visible from the original.



c. 1920 postcard

43 Simmons Camp – “Albedor”

126 Albedor Rd.; 43.76407°, -74.79841°

Date: 1927–30

Designer: Ida Simmons, New York, NY

Builder: C. J. Smith, Syracuse, NY

The 20-room, well-preserved, hipped-roof main camp has probably the largest single expanse of slate roofing in the Adirondacks. Albeit only from the eastern border of New York, slate was an imported and costly material—validating the wealth also implied by the complete camp's size (reputed cost: \$500,000). Douglas fir was also imported from the West Coast, via the Panama Canal, for the building's framing. Set on a stone terrace with walls in tidy masonry and log railings, all the wings and parts of the main building rhythmically build toward the apex of the roof and central stone chimney. The main fireplace, one of seven, is 10' (3 m) wide but composed of only 13 stones, all cut from the same boulder on the site. Dark clapboard and board and batten siding (it was always so) helps this large camp visually recede, rather than affront. The architecturally matched boathouse, with upper floor casino, French doors, and deck, also includes a sizeable wing. The original caretaker's house and generator house are near NY Rte. 28, and there are three playhouse-cabins built for the Simmonses' daughters.



44 Hess Camp/The Wood Hotel/The Woods Inn

148 NY Rte. 28, Woods Inn Dr.; 43.75349°, -74.79566°

Date: 1898; extension 1908; restored 2003; casino 1913

Builder: Fred Hess and Robert Burton; Philo Wood (extension, casino)

Of three major hotels along the Inlet waterfront, the Arrowhead (largest), the Inlet Inn, and this one, this is the last standing and a significant example of a revitalized historic hotel (it was abandoned 1989–2003). It was the third commercial camp built by guide Fred Hess, sold to Henry Covey of Camp Crag (C-2.22) in 1903, then to Philo Wood in 1908, who expanded the original building's length, height, and porches, incorporating new dormers that echo the distinctive flared gambrel dormer atop the original three-level porch. He enclosed part of the first floor porch (1913) to expand the (still original) dining room. The inn recently rehabilitated and expanded the historic “manager's cottage,” constructed a couple of traditional Adirondack tent platform guest “rooms,” and is considering rehabilitation of its casino building. The casino historically hosted an ice cream and sweets shop, a casino-dance hall on the second floor, and overnight quarters for the entertainers on the third. Except for enclosure of the second floor porch on the west end, the building preserves its original form



1898



WOODGATE TO BLUE MOUNTAIN LAKE

and fabric, including siding, windows, and porch railings. Entering from the road, notice also the early 1900s barn, with silo and “The Wood” painted in the gable.



45 The Birches

158 NY Rte. 28; 43.75317°, -74.79612°

Date: 1898

Builder: Albert Boshart

The Moshier brothers from Utica bought Fred Hess's second camp (next door to his third), rebuilt it after a fire (subsequently burned down 1913), and added “three cozy cottages” for themselves, now called “The Birches.” The vertical log sided cottages, with patterned log gables, are architecturally related to the early camps on Big Moose Lake (**Tour C-2**), though without the same palisade construction (Fred Hess had also built the first sawmill near Inlet, in 1891). They remain the most rustic buildings in the hamlet and along with The Woods Inn—stylistically quite different—the oldest.



Pavilion, 1910, Erwin “Doc” Jones



Cottage

46 Arrowhead Hotel/Arrowhead Park and Cottages

160 NY Rte. 28; 43.75261°, -74.79632°

Date: gates c. 1916; Cottage No. 1 1927; Cottages No. 2 and No. 3 1938

The first hotel (1895, burned 1913) was the one with which the Birches was associated. The second (c. 1916) was demolished (c. 1962), and the site became a public park, with beach and dock. The stone gates from the 1916 hotel are now the park entrance, and three Craftsman-style cottages and a service building also remain. The largest was built as a hotel cottage, but despite appearances, the other two have a more interesting genesis. The Arrowhead's unusual open lakeside pavilion (1909), with upper-level casino, was dismantled, the casino level cut in two and reused for the upper halves of the two new cottages. Another former Arrowhead cottage is up the inlet. Architecturally distinct, but still Craftsman, its notable features include partial stucco siding and log porch posts on flared concrete piers. Best views of all on land.



47 Neodak Hotel Cottages

43.75129°, -74.79941°

43.75111°, -74.80102°

43.75136°, -74.80179°

43.75145°, -74.80226°

43.75183°, -74.80373°

Date: c. 1902–20

The second Neodak hotel building (1919) burned and the property was subdivided in 1958, retaining several cottages associated with the first (1902) or the second hotel. From the long row of cottages that stood east of the main building three virtually identical Victorians remain, with projecting two-story front gable wrapped by a delicate porch (the large boathouse is part of a later private camp). The next cottage, a larger cross-gable Victorian, appears plain, but note the

WOODGATE TO BLUE MOUNTAIN LAKE

fantastic shingle and circle gable decoration. Adjoining it is a small cottage that's all roof and porch. West of the hotel site, two final cottages are a mismatched pairing, but both original to at least the second hotel—one a conservative log-sided cottage and the other presenting an exuberant gable-end screen of porches.

48 Fourth Lake Boat Club/Ramblers Lodge

139 Ramblers Lodge Rd.; 43.75433°, -74.82195°

Date: c. 1920

The lodge combines a conservative building form with a commodious and fashionable Craftsman-style porch. The wide gambrel roofed boathouse is most interesting at this former boat club—an unusual drive-in type with multiple interior berths and a common room upstairs.



49 Dr. Buell's Camp/Flat Rock Camp

2445 South Shore Rd.; 43.75598°, -74.83528°

Date: c. 1900

Originally a small commercial camp, it was later expanded with a second story, but the picturesque tidiness of the setting has changed little. Historically, a low, stone wall joined the namesake flat rock to the other shoreline boulders—now it's a timber bulwark, but the same shape, same rocks. The historic little board and batten boathouse still sits off to the other side (though with a more recent accretion).



50 Camp Monroe/Viking Village

2387 South Shore Rd.; 43.75406°, -74.83865°

Date: c. 1895; gazebo 1920s; cabins 1950s

An early commercial camp in the characteristic 1800s house-hotel form that has few alterations. Commercial steamboats delivered guests to their hotels for many decades, and their landings were identified with a sign and/or signature structure, such as Monroe's rustic boat-stop gazebo with Japaneseque roof.



51 Camp Danmark

2221 South Shore Rd.; 43.75295°, -74.85273°


Date: c. 1905

Built by Danish immigrants Karl and Metthea Mathiasen, and expanded over the years, this family camp retains a rather Scandinavian architectural reticence yet clarity, including somewhat brighter color than the Adirondack norm. The square boathouse with equal gables expresses this character well. Compare the sensitive scale and wooded setting of the camp to its monstrous neighbor claiming the east half of the same point.




WOODGATE TO BLUE MOUNTAIN LAKE




- 52 Agate Camp** 
230 Cohasset Point Rd.; 43.74858°, -74.86369°
Date: c. 1890s–1900

The simple green novelty-sided boathouse belongs to an early and virtually unaltered camp. Brothers W. and J. Agate built two adjoining and similar cottages. Each is a one-and-a-half story, center-entry gable-end form with an attached front porch and board and batten siding—and that’s basically it. A well-preserved example of vernacular form and materials, representative of early frame construction camps.


-  **Alger Island**
43.74544°, -74.87550°
Eighteen DEC campsites with lean-tos.




- 53 1875 South Shore Road Boathouse** 
43.74056°, -74.87547°
Date: early 1900s

The shingled camp is nestled in the trees, but the small single-bay boathouse with upstairs quarters is a classic. Board and batten siding accentuates its vertical proportions. Notice also the decoratively cut rafter tails.



- 54 Sperry Camp** 
453 Petrie Rd.; 43.73969°, -74.88267°
Date: late 1800s
Designer–Builder: Will Sperry


The same building typology and the same period of construction as Agate Camp (C.52), except this is log construction. Though the logs are round, their ends are unusually cut square and flush. (See also the Morse House in “Rocks and Trees: Adirondack Building Materials”) The camp has a one-bay boathouse with vertical-log siding, plus a later novelty-sided boathouse.

-  **Fourth Lake Fishing Access**
303 Petrie Rd.; 43.73690°, -74.89171°

Accessible off South Shore Rd. the public boat launch and picnic area has a scenic view of the lake, including Shoal Point Lighthouse (C.32) on the opposite shore.



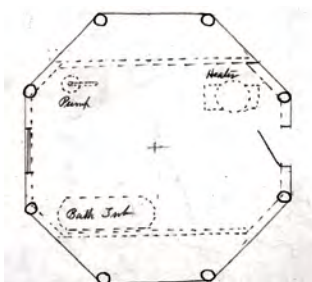
c. 1901

- 55 Benjamin Harrison Camp—“Berkeley Lodge”** 
159 Pine Acres Rd.; 43.71550°, -74.91198°
Date: 1896
Architect: Charles E. Cronk, Herkimer, NY

The last built and most sophisticated of what Craig Gilborn has called the “twin towered” camps—a center cabin flanked by identical two-story towers. Six were built in the Adirondacks from c. 1880 to 1896. Only one other survives (C-3.2) and Berkeley Lodge—built for then former U.S. President Harrison—is the only one by a known architect. Cronk’s design

WOODGATE TO BLUE MOUNTAIN LAKE

integrates the formerly distinct volumes of this building type, both in plan and vertically, by using octagonal bedroom towers that incline into and overlap a two-story central room, and a porch that engages all three. The interior (which may have driven design as much as the exterior) is at once grand and intimate. The main room focuses on the rear wall fieldstone fireplace. Matching open stairs at both ends lead to overlooking balconies and the second-level octagonal bedrooms. Peeled logs and branches form elegant roof trusses, rafters, posts, and railings. The building is not log construction, but sided with half-logs. Originally, the exterior was deliberately rustic, contrasting with the refined interior. Roofing was wood shingles (typical then for Adirondack roofs), siding was unpeeled logs (replaced 1930s), and the birch log porch posts retained the stubs of their branches sticking out in all directions. The west wing, containing dining room, kitchen, and Harrison's office, was removed and replaced with a rear two-story wing (1958). The guide's house and a unique lakeside "Elevated Summer House"—with a bathhouse containing a tub, pump, and heater on the first floor according to Cronk's floor plan—have also been lost. The current owners, however, restored the porch railings and rehabilitated the stables-ice house and the bathhouse (adding the middle second-floor window for more light).



Summer House Plan, c. 1895, Charles Cronk

56 Horace de Camp Camp – “Pine Acres”

232 Pine Acres Rd.; 43.71397°, -74.91183°

Architect: H. Van Buren Magonigle, New York, NY
Date: 1916

On the same point as Berkeley Lodge, which Horace (son of Julia Lyon de Camp) bought from Harrison's widow in 1914. Most highly regarded for his monumental projects, including the Liberty Memorial in Kansas City and the U.S. Embassy in Tokyo (both built several years after Pine Acres), Magonigle brought both his Beaux Arts background, and his interest in Japanese architecture to the design of this camp—his largest executed Adirondack project. Essentially symmetrical, the building is a double “butterfly” in plan, with angled wings off both the lake and land sides of the center core. The *irimoya* roofs (later his signature at Okara C.20) lighten up the bulky two-story building. His client's wealth also enabled elaboration of Japanese detailing, such as the entrance and windows with screen-like mullions.



57 Mazloom Camp

287 S. Shore Acres Rd.; 43.70735°, -74.92603°

Date: main camp 2006; beach house 2015
Architect: Holmes-King-Kallquist & Associates, Syracuse, NY (main camp)
Designer–Builder: Brian Morgan, Old Forge, NY (beach house)

Refreshing for its modern design approach eschewing historicism, this camp ultimately disappoints in its convoluted



WOODGATE TO BLUE MOUNTAIN LAKE

execution, and in lacking integration with the landscape. The distinctive curved roof with exposed structure almost floats above the walls, but the building as a whole weighs heavily on the shore. Its monumentality—emphasized by massive stone columns—is also incongruous for a single-family camp on the Chain Lakes.

Tour resumes on NY Route 28 heading east



58 View Arts Center

3273 NY Rte. 28; 43.71437, -74.96132

Date: 2011

Architect: Saratoga Associates, Saratoga Springs, NY
Contractor: Charles A. Gaetano Construction, Utica, NY

This 60-year-old arts organization's 28,000 SF (2,600 sq m) multifunction building hosts exhibitions, performances, classes,

community events, even a preschool. The site layout is unfortunately suburban, but the design approach for a large building is sensible and well executed, even if not exciting. Using vernacular forms, large volumes are broken down, with a pause in the long roof for the entry sequence. One-story porches and sheds step down the bulk. Materials—local stone, metal roofing, clapboard, board and batten—reference tradition without replication or fuss. The LEED certified building is heated and cooled by a geothermal system, with pumps powered in part by photovoltaic panels. An allegorical bronze sculpture by Lewis Bryden—"Nature as Muse" (2012)—is rather lost in the middle of the parking lot circle.

59 Rondaxe (Bald) Mountain Fire Tower

Rondaxe Rd.; 43.73850°, -74.91316° (tower);
43.74573°, -74.89934° (trailhead)

Date: 1917; rehabilitated 2005

Designer—Manufacturer: Aermotor Corp., Chicago, IL
Builder: NYS Conservation Commission (DEC); Friends of Bald Mountain Fire Tower (rehabilitation)

One of the easiest towers to reach provides expansive views from its open cab, and from the only bald summit in the western Adirondacks. The 35' (10.7 m) tower was one of the first LS-40 models erected and is considered eligible for the National Register. One mile (1.6 km) easy trail, 390' (119 m) ascent.



Craft Buildings



Dining Hall

60 Adirondack Woodcraft Camps

285 Woodcraft Rd.; 43.75061°, -74.92898°
(camp); 43.75958°, -74.92280° (gate)

Date: 1925 and later

Builder: att. D. Charboneau (early buildings)

The camp was based on the Woodcraft Indians camping program developed in the early 1900s, emphasizing learning about nature, outdoor living skills, and personal growth. (See "Adirondack Children's Camps" essay). Remarkably, it has been run for more than 90 years by only two owners—the first 50 years by founder William "Chief" Abbott (an educator and alum of the Woodcraft Indians), and since then by the Leach family (also educators). Small, twin-log blockhouses form the camp's gate—a curious fort symbol to introduce a camp training "Indians." All the other camp buildings are architecturally low-key and simply meander through the woods and along

WOODGATE TO BLUE MOUNTAIN LAKE

the shores of two small lakes, with little formal organization apart from gender and age groupings. One original cabin remains, now the paddle hut. Also early, the crafts buildings (c. 1931–33) are basic small structures on piers of recycled railroad ties and floor beams of steel rails from the demolished Raquette Lake Railway. While most campers reside in simple cabins with screened openings and use separate bathhouses, older campers graduate to even more basic traditional open camps (lean-tos). The dining hall (pre-1940 and 1948) replaced the original that collapsed under excessive snow, and reused much of the original materials. Log king-post roof trusses span the full 40' (12.2 m) width of a large open room focused on a stone fireplace at one end—a typical floor plan for camp dining halls. The “Long House” recreation-theater building (1950s) duplicates the log trusses of the dining hall, and features an indoor “campfire circle,” a stepped seating pit around the stone fireplace.

61 North Branch Moose River Bridge

Independence Rd.; 43.75851°, -74.93354°

Date: c. 1903, rehabilitated 2003

An early (pre-standardization) Pratt through-truss design similar to the Moose River Settlement Bridge (C.18). The 103' (31.4 m) long bridge is now for pedestrians only (but accessible by road).

62 Carter Station Foreman's Dwelling

Carter Rd.; 43.76709°, -74.95345°

Date: 1895

One of only a few residential buildings of the Adirondack Division Railroad still standing; all were vernacular in design. The two-story, gable-front house has clapboard siding, a central chimney, raised one-story front porch, and no unnecessary decoration. A similarly plain workers' bunkhouse at the site was recently lost.



The Donut Shop

5474 Route 28; 43.768641°, -74.819049°

The big donut—inside the frame of a former gas station sign—marks this 50-year-old local favorite for donuts, offered in both plain and cinnamon.

63 Eagle Bay Train Station

NY Rte. 28; 43.76897°, -74.81665°

Date: 1898

The Raquette Lake Railway was a 19-mile (30.6 km) spur line from Carter Station on the New York Central Railroad Adirondack Division. It had three stations, of which only Eagle Bay remains. The rails were removed in 1933, after NY Rte. 28 was completed to Blue Mountain Lake. This is the most altered standing station on the Adirondack Division network. The overall form of the station and the bracketed hipped roof with front and trackside dormers remain, but fenestration and siding (originally novelty siding) are completely altered—and the building is subsumed by two long wings and a rear addition.

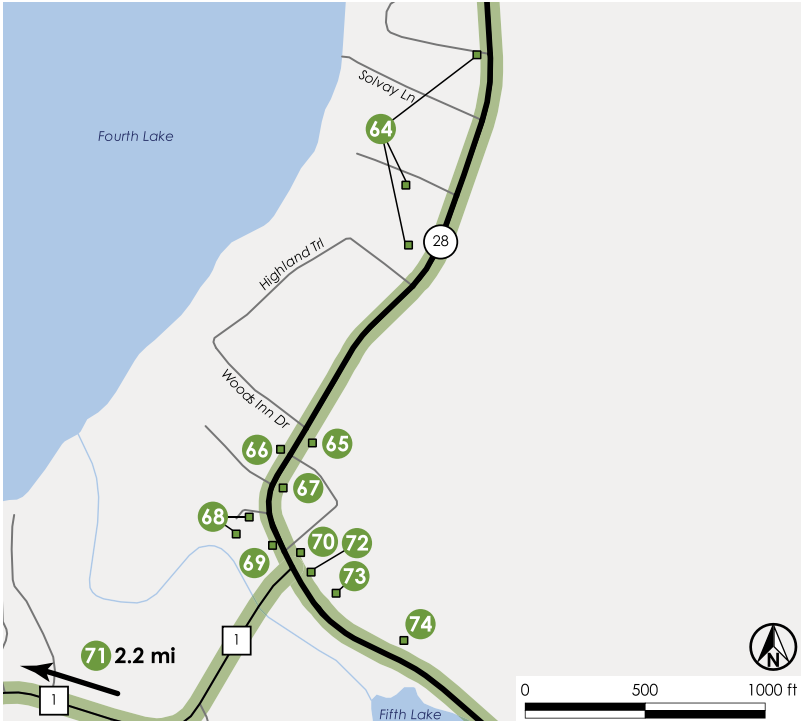


The Bay Café

5560 NY Rte. 28; 43.76862°, -74.81505°

Excellent local baked goods, plus sandwiches and an ice cream stand.

WOODGATE TO BLUE MOUNTAIN LAKE



Hamlet of Inlet



Nelson's Cottages

64 Inlet Cabin Colonies

Date: c. 1920s–50s

Peters 4th Lake Cottages

100 NY Rte. 28; 43.75681°, -74.79140°

Stiefvater's Lakeview Cottages

120 NY Rte. 28; 43.75535°, -74.79251°

Nelson's Cottages

128 NY Rte. 28; 43.75467°, -74.79247°

Date: c. 1920s

By the time an improved road was completed from Old Forge to Blue Mountain Lake (1929), Inlet area hotels had a guest capacity of over 1,000—but hotels throughout the Adirondacks were starting a long decline with the advent of auto-tourists. A new type of roadside accommodation, the cabin colony (see “Cabin Colonies in the Adirondacks: A Home Away from Home” essay), began to take business from the hotels and an astonishing number of these colonies remain active in the Adirondacks. By 1954 seven had been built along the road approaching the hamlet, and all survive. Unusually built of concrete block, Peters 4th Lake Cottages is nevertheless arranged in the common straight-row configuration. Stiefvater's Lakeview Cottages are the classic Adirondack one-room gable-end cabin with attached front porch, also in a strict row leading from the original lakeside house to the road. Closest to Inlet is the oldest colony, Nelson's Cottages, by one report started in the 1920s. Twelve cottages are loosely ranged along the drive to the original house on the lakefront that has since become an allée of mature pine and balsam trees. All named after U. S. states, the small, shiplap-sided cottages vary slightly in configuration; together with the trees, this now creates a picturesque ensemble despite the basic original layout.

WOODGATE TO BLUE MOUNTAIN LAKE

65 Inlet Toggery/American Legion Building/ Inlet Historical Society

149 NY Rte. 28; 43.75245°, -74.79397°

Date: 1922

With initial building oriented to the lake, a main street for Inlet only began to develop in the early 1900s, with wooden, generally modest structures. This small commercial building gained second floor space, but most importantly a full two-story street facade by the expedient of an unusual shed-roof extension. The bay-windowed wood storefront with simple cornice is also original.



66 Mary's Gift Shop

152 NY Rte. 28; 43.75238°, -74.79446°

Date: c. 1921

This wide, vernacular gable-front box has little alteration, and retains the original business. The wrapping porch, with an angled corner entry, takes advantage of the building's visibility when entering the hamlet. Even the signs are historic, though the front one was moved down from the roof ridge.



67 Inlet Sweet Shop/Burkhard Evans Real Estate

159 NY Rte. 28; 43.75194°, -74.79443°

Date: c. 1930s–40s

Hiding within the current siding and ugly mansard roof is an Art Moderne gem—an extremely rare style in the Adirondacks. This shop exemplified the style, also known as Streamline Moderne, with its smooth stucco facing, flat roof, glass block (notice the north end), and streamlined horizontality emphasized by the ribbon of windows and continuous projecting band below the roofline. Especially characteristic, and still apparent, are the rounded corners—perfect for this location since the road also sweeps around a curve. Hopefully the rest of the original building will emerge from its disguise one day.



c. 1940s, Erwin "Doc" Jones

68 Northern Lights

162 NY Rte. 28; 43.75161°, -74.79495°

Date: 1960

One of just a few Adirondack ice cream stands in the iconic Midcentury Modern form—canted glass front, single-pitch shed roof, with signage along the edge (see also **B-2.2**, **D.6**). However, this example is not as dynamic as the others. Side walls are not canted or glazed and the front also has a solid base—originally horizontal stone facing (now plywood). True to type, the original neon sign sits on the roof's edge, originally accompanied by two small illuminated ice cream cones, although it does not really grab one's attention. Behind the stand but difficult to view is the hamlet's original general store (Parquet's, 1906), which actually had an ice cream parlor upstairs.



1960s

WOODGATE TO BLUE MOUNTAIN LAKE



69 Firemen's Building/Burkhard & Evans Insurance

164 NY Rte. 28; 43.75129°, -74.79459°

Date: 1927

Inlet's only masonry building appropriately housed the fire engine, as well as the post office and an insurance company, which was accessed by an attached staircase; the windows marching up the stairs were added later. The building is angled to the street, creating acute and obtuse toothing of the brick where the facade meets the angled sidewalls. A copper storefront with frosted glass transoms was installed when the fire station moved out. Note also the original "Time to Insure" clock.



1926

70 Trotter's Restaurant/Adirondack Shirt Factory store

165 NY Rte. 28; 43.75121°, -74.79416°

Date: 1922

Large and fancy for the hamlet, this gambrel-roofed restaurant building has weathered compromising alterations on the front and the loss of a unique drive-through under the length of the south side—an early accommodation for the emerging automobile age.



71 St. Olaf's Chapel

South Shore Rd.; 43.75225°, -74.83912°

Date: 1953

On land donated by Alexander Brynlsen and son Rolf (of the adjoining Viking Village), the chapel is named for Alexander's father Olaf, who emigrated from Norway in 1910. It was reportedly modeled after a 1300s Norwegian-style stave church, though it's frame rather than log construction. Steep roofs and narrow, naturally finished siding accentuate the vertical and suit the chapel's woodland setting. Interior exposed structure includes animal carvings. Summer services.



72 John Simon Kalil Grocery/Kalil's Grocery

169 NY Rte. 28; 43.75099°, -74.79399°

Date: c. 1921

Similar to other Adirondack commercial buildings of the late 1800s and early 1900s, the grocery originally had a two-level porch on the front, the second level for the characteristic upstairs residence. Display windows were similar to those preserved in Mary's Gift Shop (C.66). Regardless of the altered facade, the building preserves the original business—one that is crucial to Adirondack small-town life; a local full-service grocery.

WOODGATE TO BLUE MOUNTAIN LAKE

73 Chapel of the Lakes/Church of the Lakes Presbyterian Church

171 NY Rte. 28; 43.75075°, -74.79361°

Date: 1901; relocated and enlarged c. 1915

Originally a mission parish of the First Presbyterian Church of Old Forge (1897, now greatly altered), the Chapel is a smaller and simpler version of that design. It lacked the wing, arched windows, and gable decoration of the earlier church, substituting a simple stick truss in front of the shingled gable. The tower, though scaled down, is the same distinctive design—a square entry, bell-shaped second stage with small pedimented windows, and an octagonal open belfry (here with stick railings) surmounted by an octagonal cone. To permit road improvements, the church was moved back on its lot and raised on a new pattern-block foundation. At the same time it was enlarged with rear and north extensions, and a Craftsman-style manse was constructed. Later, a front porch and aluminum siding up to the belfry compromised the church's simple elegance. Seasonal services.



c. 1900s

74 St. Anthony's Church & Rectory

181 NY Rte. 28; 43.75022°, -74.79256°

Date: 1913–15; repaired and extended after 1928 fire; rectory c. 1921

Three gables building up from porch to vestibule to sanctuary, and topped by a small roof belfry, animate an otherwise simple form. Now with aluminum siding, the church originally had the rough, dark-stained, staggered shingles still present in the gables, above an encircling base of regular shingles below the windows painted a lighter color for contrast. The entry porch had the same finish scheme, with solid shingle railings and posts in staggered shingles, rendering the entire building more rustic in appearance than at present. The otherwise complementary rectory has also been comprised by the enclosure of the first floor porch and replacement of the railing on the second level. Year round services: Sat 7:00PM, Sun 8:00AM.



1926

75 Limekiln Lake

Limekiln Lake Rd.; 43.71916°, -74.78931°

Date: early 1900s–1942

The Kiosk

Date: 1920s

Camp No-Wo-Co

Date: c. 1906

Camp in the Woods/Rose Cottage

Date: early 1900s

Herr Cottage

195 Limekiln Rd., 43.719875°, -74.789361°

Date: 1942

Mostly State land, with a DEC campground, day-use beach and canoe rentals, there is also public pedestrian access along the short private shoreline to view historic camps. Along the beach, Camp No-Wo-Co is a neat, hipped-roof cabin constructed of oversized logs for such a small building. On the footpath, Camp in the Woods/Rose Cottage has



Camp No-Wo-Co, 1906



The Kiosk, 1926

WOODGATE TO BLUE MOUNTAIN LAKE

stickwork decoration and a two-story porch (upper now enclosed) under a hipped gable. The later Herr Cottage is a diminutive board and batten bungalow with fieldstone foundation, a central hipped dormer and integral front porch under a long roof sloping towards the street. The north wing was later raised to two stories, tucked in just below the original ridgeline. The unique social and commercial center of the small lakeside community was The Kiosk (now a private camp), which sold groceries, ice cream, and liquor. The polygonal building draped itself like a big tent over a commodious porch perfect for meeting, eating, and drinking.



1948

76 Dad's Inn



NY Rte. 28 and Seventh Lake Rd.; 43.74416°, -74.77082°

Date: c. 1930s

With the advent of automobile travel, enterprises cropped up along the roads to serve the boom in travelers—facilities now collectively known as “roadside architecture.” In the Adirondacks such businesses were usually small, indigenous in design, and multifaceted in the services provided, as the signs covering the entire gable of Dad’s indicated. The building stands as a good example of an early, vernacular roadside business, except without the original porch.



M. Hess Cottage, 2013

77 Seventh Lake House Cottages

M. Hess Camp

85 Seventh Lake Rd.; 43.74766°, -74.76064°

“Rock Ledge”

87 Seventh Lake Rd.; 43.74772°, -74.76044°

Date: c. 1909

The c. 1898 hotel (similar in scale and architecture to the Woods Inn, **C-44**) is gone, but two hotel cottages are well preserved. Both are sided with half logs in vertical, horizontal, and diagonal patterns over the entire exterior, though the actual patterns—and the roof forms—are different on each one. The Hess camp (no relation to Fred Hess) may be a year or two later than Rock Ledge. Similarities to the Birches (**C-45**) suggest these might have had the same builder.



Rock Ledge, 1910



78 Deer Meadows Motel and Cottages



NY Rte. 28; 43.74151°, -74.76482°

Date: motel late 1940s; sign c. 1947

Builder: Joe Schwartz, Inlet, NY

Representing the classic midcentury motel, the building is a long range of rooms, each with its door opening onto the parking—punctuated at the midpoint in this version by a tidy little “house” form office with a jigsawn gable and decorative porch brackets. A roof overhang supported on steel pipe columns provides a minimal porch for each room. The tripartite windows—a picture window flanked by two narrow lights—were a staple of midcentury residential buildings,

WOODGATE TO BLUE MOUNTAIN LAKE

both houses and motels. The original, working neon sign is also a classic, and complex, design: a dynamic midcentury trapezoid, crossed by horizontal bars cut to resemble wood planks. A circle containing a deer with three-dimensional antlers intersects the top, and metal pine trees climb the slope of the trapezoid.

79 Eighth Lake Campground

1353 NY Rte. 28; 43.76593°, -74.70766°

Date: 1935–39 and later

Builder: Civilian Conservation Corps Camp No. 10, Eighth Lake

The CCC camp on this site built the campground, opened it in 1935, and continued expanding and improving it until 1939. The superintendent's cottage at the entrance is a standardized design, also built by the CCC at other DEC campgrounds (D.16). The pair of comfort stations in the woods, however, are unusual—and appear to be from the same period. The buildings feature a continuous band of louvers interspersed with multipane windows, waney-edge siding, and an entry canopy on long timber brackets. Compare these to the simpler pair of comfort stations near the lake—a standardized midcentury design.



Comfort Station

80 Camp Uncas

Mohegan Lake; 43.74417°, -74.64772°

Date: 1893–95; expanded through 1920s

Designer: William West Durant

Architect: Grosvenor Atterbury, New York, NY (main lodge, dining room)

After creating his prototype, Camp Pine Knot (C-3.1), through experimentation, Durant embarked on developing three new wilderness retreats from scratch, each on its own private lake with more than 1,000 surrounding acres (405 ha). Uncas was his first to be planned as a complete and cohesive unit, with a hierarchical and compound plan (separate buildings for separate functions). Family and guest buildings—main lodge, dining-kitchen building, guest cottage, boathouse, and two open camps—ranged along a small peninsula, with a guides' house, greenhouse, icehouse, and root cellar behind the kitchen but still on the lakefront. Support buildings, including the men's camp (staff housing), barns, and blacksmith shop were slightly separated, adjoining the entry drive. A farm with a couple of dwellings, a sugarhouse, and a pasture was located across the lake.

The main lodge is a low-profile building draped over a rise on the point, with a long porch overlooking the best views of the lake. This sophisticated building by Atterbury is primarily an open plan, differentiated into living, dining, and sleeping spaces in alcoves by the use of log columns and built-in banquettes and other furniture. The ceiling, too, contributes to spatial definition, with its exposed upper-floor framing of 16" (41 cm) diameter peeled log beams. Wall construction is also sophisticated—or one could say complicated: stacked spruce log construction with mitered (rather than notched) corners secured with concealed spikes. Logs are hewn



Main Lodge



1905 Dining Hall



Kitchen Annex

WOODGATE TO BLUE MOUNTAIN LAKE

and exposed on the interior. The original dining hall is built with the same system, but, logically, it was not repeated elsewhere at this or other camps. Atterbury likely designed most of the other original buildings, and definitely designed the dining hall addition (1905). This room with a high hipped ceiling uses log columns and changes in ceiling height to define alcoves, and has an enormous walk-in stone fireplace with integral stone and log seats. All the other buildings are stud or log framed with log siding, or bark sheet with battens—an aesthetic Durant had developed at Pine Knot—except for Chingachook Cottage (notched log), the powerhouse (clay tile), and the men's camp and carriage barn (board and batten).

Under financial duress while building Camp Sagamore, Durant sold Uncas in 1896 to J. P. Morgan, who added a few small structures and extended the main lodge, very much in keeping with the original design. After a 25-year period (1953–77) in the hands of a foundation and the Boy Scouts, most of the land was sold to New York State and the camp subdivided (on paper) between three owners who continue to preserve it. Uncas, built out to a total 18 or 20 buildings, remains the smallest and most intimate of these three grand camps. Occasionally Camp Sagamore hosts a visit to Uncas.



Main Lodge



Dining Room



Barn, c. 1950–60, James Fynmore

When fire destroyed all but the two end buildings of the main lodge (1915), the new owners rebuilt similar to the original, and began expanding the camp, with Pope as architect. By 1930 there were 30 structures. New buildings included a large two-story boathouse with bachelors' quarters on the shore below the dining hall (1917); a playhouse with two indoor bowling lanes and a skylit squash court (pre-1923); a stone chapel in the woods, based on a Norman chapel (c. 1918); a pair of log cottages, for the children and the superintendent (pre-1923); and likely the stone gardener's cottage and adjoining glass greenhouse. Camps remote from supplies and reasonable transportation required at least a minimal farm—livestock, pasture, hay fields, and vegetable gardens. Even utilitarian structures such as barns, greenhouses, icehouses, and root cellars might receive unusual attention to design at "artistic" camps such as Uncas or Kill Kare to fit into the architectural ensemble. The barns at Kill Kare are the premier example. Pope's extraordinary design for the enormous U-shaped barn complex used large native stone blocks laid with such deep mortar joints that they appear dry laid. Besides barns, shops, dairy, and a playroom, the complex included a tower with stone archway that serves as the camp's gate. Most of the wood superstructure

81

Kamp Kill Kare

Lake Kora; 43.74782°, -74.59365°

Date: c. 1897–1920s

Architect: John Russell Pope, New York, NY, with Warren & Clark, Utica, NY (1915–early 1920s rebuilding and expansion)

Interior Designer: Charles Hiscoe ("tree" bedroom and other spaces)

Builder: att. Garry Rogers, construction superintendent (1915–20s expansion); Schuyler Kathan supervising mason (chapel, stone barns, stone utility buildings)

Durant had built only a small log camp (1888) when he sold this property in 1897 to Lt. Governor Timothy Woodruff, who incorporated that building into his new camp named Kill Kare. Perhaps because of the existing building, along with the topography, the main lodge form became a series of relatively small buildings connected in line and stepping down the slope. All were notched-log construction with various appended porches, balconies, and shed dormers; logs were squared and dressed on the interior. At the upper end of the five buildings is Mrs. Woodruff's cottage (1909)—containing the famous "tree" bedroom, with a bedstead made of tree trunks whose branches arch overhead—and at the lake end the dining room, with its trussed cathedral ceiling based on an English medieval hall, and an exterior octagonal dining porch (c. 1909). On an island in the lake, originally reached by a footbridge, is the Kabin (1901), a rustic recreation room, with guest rooms. A boathouse, open camp, and support buildings likely completed the original camp.

WOODGATE TO BLUE MOUNTAIN LAKE

burned in 2009, leaving stone walls standing empty. Nearby a large log men's camp housed some of the camp's staff, which numbered 35 by the mid 1900s. (See also Gilborn, *Adirondack Camps*). Viewable only as a guest.

82

Sagamore

Sagamore Rd.; 43.76416°, -74.63045°

Date: 1897–c. 1940

Designer: W. W. Durant

Architect: Grosvenor Atterbury, New York, NY (assisting Durant); William Coulter, Saranac Lake, NY (playhouse); Argus

Architecture & Preservation, Troy, NY (restoration architect)

Builder: Garry Rogers, construction superintendent 1897–99

Designer–Builder: J. W. Bishop, New York, NY (conference building, pump house, transformer house, men's camp, Wigwam expansion); Branch and Callanan, Saranac Lake, NY (Alfred's and Gloria's cottages)

Sagamore was the culminating camp plan by Durant, with the guest buildings grouped around a central lawn on the point and the service complex up the hill (and out of sight), arranged as a functional “street” of buildings. Like Uncas, a farm pasture and sugarhouse were sited on the north shore of the lake. Unlike Uncas, the main lodge design clearly originated with Durant, who was nearly obsessed with the chalet form—though recently discovered drawings indicate that Atterbury might also had some role in its design. The central focus of the floor plan is a large and low-ceilinged living room with exposed logs spanning 25' (7.6 m), that support the second floor. But it is the building's scale, siting at the apex of the point fronted by an open lawn, and rustic exterior that make it the most iconic building of Adirondack “great camp” architecture. Despite the spruce log exterior and balconies cantilevered on log supports, the lodge—like all Sagamore buildings—is frame construction, not stacked logs. Durant is also credited with design of the small log-sided original dining hall, with rustic open-air dining porch, attached two-story kitchen wing, and icehouse. Both main lodge and dining hall have the rustic stone fireplaces and V-grooved interior paneling that were a Durant signature. The bark-sided kitchen, icehouse, and adjacent laundry (now George's Cottage) are connected by a log-framed covered walkway. A similarly log-framed open boathouse is directly across the lawn, completing an architecturally harmonious ensemble for the family-guest complex.

By 1899, Durant's camp also had two nearby spring houses to provide piped water (now ruins), and about ten service buildings, most notably a large barn and the stone root cellar, which formerly had a log-framed roof similar to Uncas's. Excepting the root cellar, service buildings—in simple forms, with board and batten siding—were architecturally distinguished from the Rustic Style guest complex buildings that had cedar bark or half-logs for siding. When Durant sold Sagamore to Alfred and Margaret Vanderbilt in 1901, they continued that distinction, and the established architectural vocabulary, as they expanded. They extended the dining hall and kitchen to the current size (1901), continuing Durant's interior treatment. Oral history says Margaret drew the polygonal bay on the ground for the builders, a story given credence by the fact that no two sides are the same length. Next followed Lakeside, a children's cabin, and the Coulter-designed Playhouse recreation hall (c. 1901). The Playhouse is encircled by a porch with robust log posts, and the main space, with cathedral ceiling supported on peeled log trusses, focuses on a rustic stone fireplace.

By 1911, there was a schoolhouse (for children of staff) and another staff house on the hill (Wigwam), which was soon expanded and converted to a guest lodge—partly by covering its original board and batten siding with cedar bark to signify it had become a guest building. Major improvements undertaken in 1915–17 included a new sewage and water system—with hydrants for firefighting and served by a 60' (18.3 m) diameter covered concrete reservoir—and electrifying the camp (though earlier gas lighting plants remain



Main Lodge



Bowling Alley



Caretaking Complex

WOODGATE TO BLUE MOUNTAIN LAKE

in two buildings). This very early electrical system for the Adirondack interior included a remote hydroelectric plant on the outlet stream (deteriorated) and a new brick transformer house in-camp. Major buildings added during this period included the Bowling Alley, a massive shingled men's camp (the Chalet) and a new laundry with rooms for personal servants (now the Conference Center)—the latter with the most decorative bark siding in camp. The spruce bark-sided Alfred's Cottage (c. 1938) and Gloria's Cottage (c. 1940) completed the camp, which more than doubled in size to 30 buildings under the Vanderbilt family ownership.

At great risk of loss in the 1970s, Sagamore's guest complex was rescued by a nonprofit formed to save it, Sagamore Institute, which continues today. In 1982, New Yorkers voted in an extraordinary statewide referendum to transfer the caretaking complex to Sagamore Institute—saving it from likely demolition and paving the way for preserving other historic Adirondack architecture in state ownership, including Camp Santanoni (B.51). The National Historic Landmark designation says that Sagamore is "exceptionally significant as one of the architecturally sophisticated" Adirondack camps. More than that, through its tours and residential programs, Sagamore offers the fullest experience of an Adirondack Great Camp available to the public.

Connect to **Tour C-3** for Raquette Lake and hamlet of Raquette Lake



83 Risley's Rush Point Cottages

519 NY Rte. 28; 43.80843°, -74.62639°

Date: 1881 and later

Four original cottages and a former boathouse still stand, with some modifications, at this early commercial camp on Raquette Lake. Two-story original cottages take Victorian vernacular forms, sided with vertical slab logs. From a completely different era, there are also several mid-1900s ranch-style cabins with waney-edge siding, decks in lieu of traditional porches, and canted railings that are also benches.



84 Burke's Lakeside Cottages

395 NY Rte. 28; 43.80683°, -74.62095°

Date: 1946–50

Builder: Fredolin Burke

This variation on the classic colony cabin sacrifices the typical full-width front porch in favor of a picture window onto the lake and a tiny corner entry porch, with a built-in seat. Most interesting is the layout of the cabins—two straight rows staggered so that the rear range also has a view of the lake.



Hathorn Cottages, c. 1880, S. R. Stoddard

Golden Beach Campground

NY Rte. 28; 43.81714°, -74.59306°

Date: 1931, 1933–42, and later

On Raquette Lake's longest beach, this 205-site DEC campground was partly developed by the Civilian Conservation Corps (1933–42). Of historical note, in the late 1800s this was the site of Hathorn's Golden Beach Cottages—a rough and tumble collection of log and bark cabins.



85 Carry Inn Cabins

NY Rte. 28; 43.83422°, -74.54901°

Date: c. 1930s

These remaining milled log- and novelty-sided cabins were part of a group associated with the Carry Inn (C-3.4). Though early structures on the improved road (1930), they look newer, since their historic patina was literally stripped away in a recent refinishing.

WOODGATE TO BLUE MOUNTAIN LAKE

86

Baekeland Camp

Utowana Lake; 43.83640°, -74.52471°; 43.83597°, -74.52263° (Son's Camp)

Date: open camp pre-1923; camp buildings 1923–late 1930s

The inventive Belgian-born chemist Dr. Leo Baekeland held more than 55 patents, most notably for Velox (1890s), the first commercially successful photo paper (used for early Real Photo postcards from the Adirondacks and everywhere)—which patent and company he sold to George Eastman—and for Bakelite (1907). The first thermosetting plastic, Bakelite marked the beginning of modern plastics and was widely used for now highly collectible radios, telephones, electrical insulators, jewelry buttons, and even modern building interiors, to a limited extent. Ironically, his camp is not quite as innovative, and Bakelite is not used anywhere. He and his wife Celine bought an existing camp in 1923, renovated and expanded the main camp (reportedly, according to the design of an architect friend whose name is lost), creating an Arts and Crafts-style interior with a two-story main room focused on a monumental stone fireplace—but the exterior remains a plain gable-roofed box. Reportedly, Leo came to camp only once and it became the domain of Celine (and their descendants). Numerous buildings were added through the 1930s, including a casino (playhouse) on the lakefront for the children—raised on log framing above a boat slip—a generator house, and eight cabins, which she gave jesting names such as the Swissery (hers); the Henery (girls cottage), the Pupperry (young boys), the Piggery (teenage boys, now gone), the Doggery (servants), and the Celinery (for her daughter and son-in-law). The last is on the lakefront. All the buildings have simple architectural forms and detailing. The extraordinary feature of the camp is the consistent use of spruce bark siding, with half-log trim, for building exteriors, the only exceptions being the Doggery and generator house. While Durant pioneered the use of sheet bark with battens at his nearby camps (**C-3.1**, **C.80**, & **C.82**), cedar bark was by far the preferred material and the use of spruce for primary buildings, let alone an entire camp, is rare. Baekeland's son, George, built his own small (and different) complex of log cabins on the shore east of the main camp (1930s and after), including a living-bedroom and separate bathroom cabin.



Casino



Main Camp

87

Pioneer Bridge

Eagle Nest Rd.; 43.85197°, -74.47010°

Designer: William West Durant

Date: 1891

Built as a personal memorial to Durant's father, the bridge spans the channel between Eagle and Blue Mountain Lakes with arched log trusses delicately supported on individual stones projecting from ashlar granite abutments. Log railings topped by wooden spheres tie together the stone and log components like a crown. A bronze memorial plaque for Thomas Durant is embedded in the south abutment. The east elevation log truss was lost during 1900s renovations, which also included a steel replacement bridge deck, minor modifications in the west truss configuration, replacement log railings in a simplified design, and the addition of steel guardrails. Nevertheless, it remains a delightful—and unique—example of Durant's still-emerging rustic design idiom in an engineering structure.



c. 1890, S. R. Stoddard



WOODGATE TO BLUE MOUNTAIN LAKE



Clubhouse



Dining Room, c. 1935, Frederick A. Hodges

88 Eagle's Nest Country Club/Eagle Nest

Eagle Lake; 43.84892°, -74.48313°; 43.85100°, -74.47888°

Date: Clubhouse 1905 with later additions; Gray Cottage c. 1926; W. Hochschild Camp 1937

Architect: Max Heidelberg, New York, NY (Clubhouse); Scopes & Feustmann, Saranac Lake, NY (Gray Cottage); William Distin, Saranac Lake, NY (Hochschild Camp)

Eagle's Nest was Durant's last project, uncompleted before his financial ruin (see "William West Durant: Adirondack Developer and Designer"). Two primary complexes are on the site, the former Walter Hochschild Camp (rental available) and the Blue Mountain Center (artists' retreat and conference center in the Clubhouse and Gray Cottage). The massive 15,000 SF (1,394 sq m) Hochschild Camp main building is a "butterfly" plan—a Distin signature—with a variegated fieldstone base, horizontal cedar log siding and complex articulated volumes and roof forms. The octagonal dining room is known for its birchbark walls and ceiling.

A two-story boathouse—complementary to the main camp, but simpler—a similar guest cottage, and a 1930s airplane hangar on adjoining Utowana Lake complete the camp. The Clubhouse appears to have been under construction when Durant had to sell the property in 1904. He had also built his own Swiss cottage (up in the woods), and a Durant guest cottage appears to still stand (attached to the west end of the building just east of the Clubhouse). The Clubhouse is a bulky Shingle Style building under a cascade of hipped gable, hipped and shed roofs, with an integral full-width porch, and mostly waney-edge siding (likely a later alteration). Gray Cottage appears to be Hochschild's first so-called rustic camp on the site, but is actually a fairly standard bungalow.

Connect to **Tour A** at Blue Mountain Lake

Off the Beaten Path

From Lowville just west of the Park to Big Moose (**Tour C-2**), or vice versa. Over back roads, unimproved roads, and in part, no road, this tour segment offers an experience of the relative isolation of many Adirondack communities historically, and to a certain extent still today. The defining development in this part of the Park was the Beaver River hydroelectric system, including the creation of the Stillwater Reservoir (1924). Note that the only gas on the route is at Stillwater, at a premium backcountry price.



89 Number Four Fire Tower & Cabin

DEC Lowville Forestry Demonstration Area, 7327 NY Rte. 812; 43.80933°, -75.47311°

Date: tower 1928, relocated 1986; cabin early 1930s
Designer—Manufacturer: Aermotor Corp., Chicago, IL
Builder: Fisher Forestry and Realty Co., Lyon Falls, NY;
NYS DEC (reconstruction)

One of only three fire towers one can climb without hiking up a mountain, and the only LX-25 model Adirondack tower. The model appears to be a lighter gauge tower, similar to the LL-25—with a different prefix than towers bought by the state (which had prefixes LL or LS) because it was built by a private company. Originally 73' (22.3 m) or 75' (22.9 m) high, one of the tallest towers in the Park, only the top three sections were reconstructed. The adjoining observer's cabin

WOODGATE TO BLUE MOUNTAIN LAKE

was relocated from Gomer Hill (Tug Hill), while the Number Four observer's cabin was moved to Nick's Lake Campground near Thendara.

90 Petrie's Corner Church and Beaver Center School

6965 Co. Rte. 26; 43.80387°, -75.36255°; 7592 Co. Rte. 26; 43.82115°, -75.33311°
Date: mid to later 1800s

These two modest and stylistically similar buildings en route to the Blue Line are representative of 1800s communities in the area. The church on the north side of the road, with its cemetery, is shortly before the one-room schoolhouse—abandoned and at-risk—on the corner of Eire Canal Rd.



Beaver Center School

91 "Log Loj"

9508 Stillwater Rd.; 43.86518°, -75.18071°
Date: c. 1900

The onetime hamlet of Number Four centered around the Fenton House hotel (1870s–1965, of which mostly unidentifiable parts remain). This mystery building across the road appears to have been a hamlet commercial establishment at some point. Constructed of large logs, the symmetrical, gambrel-roofed building has a balcony projecting on log brackets at each gable end.



92 Fenton Lodge/Beaver Camp

8884 Buck Point Rd.; 43.87583°, -75.16681°
Date: main lodge and boat house c. 1914, and later

Now part of a children's camp, Oran Fenton's original lodge on Beaver Lake is a one-and-a-half story shingled building, with complementary additions on the north end. The main living and dining rooms are a quite individual synthesis of rustic design—heavy exposed log framing—with Arts and Crafts (and maybe Germanic) influences in the stained board and batten paneling and brick fireplaces, one an inglenook. Different but delightful—note the subtle taper in the jigsawn door surrounds and the exaggeratedly close spacing of ceiling beams. The original two-story shingle boathouse has rooms above the open boat bays and a hipped-roof cabin clinging to its corner.



93 Beaver River Hydroelectric System

Date: 1903–30

After the Black River Canal opened (1851, C.1), reduced water flow to the Erie Canal and to industry on the Black River led to an extensive program of impounding the waters of western Adirondack rivers: first the Moose River, and then the Beaver River. The dams on the Moose River were primarily to control water flow, and the first dam at Stillwater on the Beaver in 1885 did the same. It was raised in 1894, and again in 1924, flooding 4,000-acres (1,620 ha) to form the Stillwater Reservoir. But a series of hydroelectric installations on the Beaver were also built to produce electric



Moshier Powerhouse

WOODGATE TO BLUE MOUNTAIN LAKE

power for export from the Park. Starting at High Falls (11 miles (17.7 km) above the Black River) and proceeding upriver, eight hydroelectric developments were built, (today producing approximately 177.3 GWh annually). The three uppermost are accessible on this route.

Soft Maple Powerhouse

9646 Adsit Trail; 43.92121°, -75.24278°

Date: 1924

The most complex impoundment on the system, Soft Maple has multiple embankments and two earthen-concrete dams creating a 400-acre (160 ha) impoundment, a powerhouse, and a lakefront campground. Each powerhouse on the system is individual in design, but Neoclassical in style and, like this one, a nicely developed and detailed design. It is brick with large, round-arched openings, steel windows, and a brick and cast stone cornice.



Moshier Surge Tank

Eagle Falls Dam & Powerhouse

Adsit Trail; 43.90178°, -75.19448° (dam); 43.90941°, -75.20108° (powerhouse)

Date: dam 1914; powerhouse c. 1915–20s

The dam at the upper end and powerhouse at the lower end bracket a whitewater section of the river (with canoe access). In between is a headgate structure, with gatehouse on top, and 2,725' (830.6 m) of 9' (2.7 m) diameter steel penstock, to feed the powerhouse. Riveted steel penstocks above ground can carry water far more easily over long distances and rocky terrain than underground channels, or the traditional stonewalled raceway that fed 1800s (and earlier) water power. They are also a high-capacity, practical, and modular construction technology; probably for all these reasons they are common in the Beaver River system.

Moshier Dam Powerhouse & Surge Tank

Moshier Rd.; 43.88726°, -75.10880° (dam); 43.87211°, -75.13616° (powerhouse)

Date: c. 1928

The three-bay Neoclassical brick powerhouse has similar materials and design characteristics as Soft Maple. A wood-sided 30' (9.1 m) diameter steel surge tank stands upstream, connected to the powerhouse by a 10' (3 m) diameter steel penstock. Another penstock, now reinforced fiberglass, continues upstream to the Moshier dam, for a total penstock length of nearly two miles (3.2 km).

The uppermost component of the system, the earthen-banked concrete Stillwater Dam is not much to look at. However, the scenic 1914 Taylorville Dam (43.92795°, -75.31168°), and its powerhouse, with three matching keeper's houses (43.92696°, -75.32188°), is worth seeing. It is accessible from a different route: Double Eddy Rd., east of Belfort.



Stillwater "post office"



Hamlet of Stillwater

Stillwater Rd.; 43.89061°, -75.03520°

The main attraction of the hamlet, besides the boat launch, is the sense that it is the end of the road, with the reservoir as its limitless "front yard." The c. 1930s DEC Ranger's Cabin, with waney-edge siding, is interesting as it takes a different form from their standard cabins of the era, since it is a year-round residence.

WOODGATE TO BLUE MOUNTAIN LAKE

94

Stillwater Fire Tower



Stillwater–Big Moose Rd.; 43.86188°, –75.03342° (tower); 43.87065°, –75.02458° (trailhead)

Date: tower 1919; cabin 1966; restoration 2016

Designer–Manufacturer: Aermotor Company, Chicago, IL
Builder: NYS Conservation Commission (DEC); Friends of Stillwater Fire Tower (restoration)

One of the less-visited towers, it was renovated and reopened in 2016. It is 47' (14.3 m) tall, a model LS-40 with guy wires. The cab offers panoramic views and contains a 1920 map and alidade. The 16' x 18' (4.9 m x 5.5 m) cabin, though built late, is the DEC 1941 model. Access via conservation easement—1.2 miles (1.9 km), 560' (171 m) moderate ascent.

95

Hamlet of Beaver River

With no electrical service and a year-round population of eight at last count, the hamlet cannot be reached by road, but as a popular hunting and fishing base, it was served from 1892 until 1964 by the Adirondack Division railroad (and may be again someday). Meantime, the Norridgewock Lodge offers a car ferry and a boat taxi from Stillwater (plus reservoir boat tours) in the summer, and there is hiking access. Access by snowmobile in winter.

Norridgewock Hotel/Beaver River Lodge



238 Grassy Point Rd.; 43.90375°, –74.91067°

Date: c. 1910–15

This is the second of three hotels that have all used the Norridgewock name. Located across the road from the first hotel (1902), at least the section of this building facing the road was standing a few years before the original Norridgewock burned down (1914). The pattern-block construction and wide bay openings near the road suggest it was in part a carriage barn and stables associated with the hotel. The wood-frame, perpendicular wing was likely added after the fire, and the combined building became the second hotel.

The Annex

235 Grassy Point Rd.; 43.90394°, –74.91000°

Date: c. 1924

On the site of the first Norridgewock, this building formerly had a two-story porch on the front, as well as the rear (now enclosed). The center front entrance and wide windows suggest a first-floor commercial use, but the building form is generic, and “annex”—as used historically—simply meant part of the hotel, which could have included guest or staff rooms as well as other uses.

Norridgewock Lodge



150 Norridgewock Lake Rd.; 43.90408°, –74.90873°

Date: 1964

The third and current Norridgewock is architecturally nondescript, but provides essential services for residents and visitors.



First Norridgewock, c. 1907, attrib. Henry M. Beach



Section Foreman's House

WOODGATE TO BLUE MOUNTAIN LAKE

Beaver River Schoolhouse

148 Norridgewock Lake Rd.; 43.90361°, -74.90907°

Date: 1912

Builder: Bert B. Bullock

The one-room vernacular, shingled schoolhouse is now a residence, with an extension and a wing added. Locals claim it as the one-time smallest school in the United States, with only three pupils before it closed in 1965.

Section Foreman's House



106 Railroad St.; 43.90311°, -74.91001°

Date: 1916

Like the Carter Station Foreman's house (C.62), but smaller, this is a vernacular wood-framed house for a middle-management employee of the Adirondack Division railroad. Note the unusual cutout corner porch.

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Courtesy of Charles Herr: Hess Camp, 1898; Northern Lights, 1960s; Trottier's Restaurant, 1926;

St. Anthony's, 1926; M. Hess Cottage, 2013; Rock Ledge, 1910

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