

2014

# Transportation and Tourism in the Adirondack Park: How the historical development of transportation and tourism shaped the culture of the Adirondacks

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## Recommended Citation

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Jordan Pulling  
Kelly Adirondack Center  
Summer Research Fellowship  
Research Paper

## **Transportation and Tourism in the Adirondack Park**

### **How the historical development of transportation and tourism shaped the culture of the Adirondacks.**

#### **INTRODUCTION:**

Throughout history, change has been inevitable. Changes and improvements across all aspects of daily life have brought developments previously thought to be impossible. Prior to the development of efficient transportation, traversing lands was tedious, long, and difficult work. Journeys were laced with hardships, sickness, and even death. With the invention of the railroad, all of that changed. Long voyages that previously took months were reduced to a matter of days, and the people of America were going places they never had thought to go before. Before the addition of steamboats, railroad systems, and the ever-evolving automobile, transportation was limited mainly to man-powered rowboats, horses, and travel by foot. This created a slow-moving life of solitude, especially in the wilderness area of the Adirondack Park.

The Adirondack Park encompasses about 6.1 million acres of land in the northeastern area of Upstate New York. It is the largest park and state-level protected area in the United States, and the largest National Historic Landmark (Adirondack Park). When cartographers drew the first maps of the Adirondack Park in Northern New York State, blue ink was used to mark the park's boundaries, giving the colloquial name "The Blue Line" to the border of the Park (The Adirondack Park). The area of the park is about the size of the state of Vermont, and is greater than the National Parks of Yellowstone, Yosemite, Grand Canyon, Glacier, and Great Smokey Mountains combined. The land was once a hunting ground for Native American tribes, but was surrendered to the U.S. Government after the 1783 American Revolution. The Adirondack Park

is known as “the most advanced experiment in conservation in the United States”, and was created in 1892 to protect vital natural resources, including freshwater and timber (Adirondack Park). Currently about sixty percent of the land in the park is privately owned, and there is an ongoing struggle to conserve the land and its wilderness and create a balance between exploitation and conservation. Conflicting ideals between the two led to the creation of the park and the development of tourism, while also furthering both conservation as a political movement and the debate on how the land should be best utilized.

The inhabitants of the Adirondack Park before the evolution of transportation were largely self-sufficient farmers who built their log cabins in the deep woods, living off the lands and adopting multiple trades in order to provide for themselves and their families. Visitors in the park were fairly uncommon as the experience was not for the weak. A visit to the park generally consisted of hunting, fishing, camping, and learning the general lay of the land while accompanied by a then indispensable guide. People would travel to the north of New York State to spend time in the wilderness, away from the chaos of cities to experience a taste of the outdoors and mentally recuperate from the stress of city life. The interaction between visitors and permanent residents was on a relatively small scale until the introduction of easily accessible and affordable transportation in and out of the wilderness. In 1900, there were only 100,000 permanent park residents, rising to 130,000 in a century. Seasonal residents number about 200,000, and this number is dwarfed by the estimated 7-10 million tourists who flock to the park yearly (Adirondack Park, Maps & GIS). The introduction of transportation to the Adirondacks, such as: steamboats, railroads, automobiles and the Adirondack Northway, transformed the culture of the Adirondacks. These newfound methods of transportation within the Adirondack

Park sparked an age of tourism in the Northern part of New York State and opened the door to the wilderness to the Eastern side of the United States.

### **METHODOLOGY:**

In order to form an in-depth understanding of the development of transportation in the Adirondack Park and how it shaped the park's culture, the majority of research time was spent looking into the history of the Adirondack Park and how its inhabitants lived throughout the years. It is clear to anyone living in the Adirondacks that the area changes during the tourist season; summer, when populations exploded to numbers one hundred times as large as those in the off-season. The research began by a review of works of literature regarding life in the Adirondack Park throughout history, focused mainly on how the first settlers of the Adirondack Park came to live and work within the boundaries of the Blue Line. This research developed into studying the implementation of preservation acts, the naming of the Adirondack Park, and laws and regulations put in place to preserve the wilderness. As expected, developmental changes within the Adirondack Park as time went on were also researched, including new industries, technologies, and specifically, methods of transportation. For example, the introduction of railroads into the Park accelerated the industry of logging hardwoods, as they could not be floated down rivers like softwoods had been for years, and "the arrival of railroads in the heart of the park meant they could finally go to work in earnest on the hardwoods that dominated the Adirondack forest" (Schneider, 1997, p. 228). The research for this paper was focused on the development of railroads within the park because the railroad marked the first major influx of visitors to the park as well as a spike in industry due to the ease and efficiency of railroads.

From this initial phase of research, a plan of action for the entirety of the paper was developed. The implementation of newly developed transportation in the Adirondack Park and the effects it had on population growth, deterioration of the park environment, and resulting opinions from insiders (permanent park residents) and outsiders (seasonal residents, visitors, and vacationers) were studied in depth. Through this study a personal hypothesis was established: while the development of transportation in the Adirondack Park provided easy access for vacationers, the values of permanent park residents were compromised as the park focus shifted from preservation to exploitation.

It is clear that the development of affordable and efficient transportation in the Adirondacks shaped the future culture of the park beyond the Blue Line, and this development had an effect on the park, its permanent residents, and its visitors. This explosive development of transportation transformed the Adirondack Park into an area of land to be exploited rather than preserved and appreciated gently. While it is difficult to classify the effects of this transformation as completely positive or completely negative, it is evident that the opinions of permanent park residents differ greatly from those of visitors and seasonal residents. Due to this difference in opinions and beliefs, the transportation development brought about a variety of conflicts between the two main groups affected by this transformation: the insiders and the outsiders.

## **FINDINGS:**

The first railroad to enter the Adirondack Park was controlled by the Lake Ontario and Hudson River Company and the Sackets Harbor & Saratoga Railroad Company, before it was purchased by Dr. Thomas C. Durant in 1863, and renamed the Adirondack Company (North

Creek Railroad Station). Durant, Vice President of the Union Pacific Railroad Company, anxious to promote his own ventures in the Adirondacks, immediately made plans to run the line from Saratoga, a popular retreat town for rich city residents near the center of New York State, all the way through the park to the border of New York State and Canada at Ogdensburg (North Creek Railroad Station). The line was completed up to North Creek in 1871, but construction stopped there. The railroad station at North Creek is remembered as the location where Theodore Roosevelt learned of the death of President McKinley and therefore of his own succession to the presidency of the United States, but the railroad itself had many other uses (North Creek Railroad Station). The track supplied transportation to many of the areas up and coming industries, such as the garnet mine, tannery, and woodworking plant, but its greatest use by far was to provide transportation for summer visitors and vacationers.

It was this introduction of railroads and industry that emphasized the idea of exploitation of the Adirondack Park and its resources. While the vacationers that poured in from down state exploited the land for recreation and to gain new experiences, the industries pillaged the natural forests and mineral mines as fast as humanly possible.

“The Adirondack Company pushed [the railroad] to North Creek in the heart of the mountains in 1871, where it delivered tourists and took away ore from the iron mines... A new incentive was the timber itself... There was a rush for new railroad franchises in the Adirondacks.” (Graham, 1984, p. 94).

Business owners grew hungry for the timber and iron in the Adirondack Park that was thought of as theirs for the taking, and hurried to extract everything they could to profit from what was once a natural site of wonder. Not only was the railroad allowing the natural resources to be extracted faster than they could be replenished, turning areas that were once full of life and natural

resources into barren wastelands, but “wherever the fire-breathing steam engines went they left a trail of fire in their wake. There were no safeguards, such as wire mesh over the stacks, to control emissions, while clinkers often dropped from the speeding trains onto the tracks” the train engines themselves were damaging the land, oftentimes igniting the forests near to the tracks and leaving ash and waste in their tracks, while authorities had little to no understanding of a controlled solution (Graham, 1984, p. 94). The effects of the railroads in the Adirondacks were not limited to fires and the stripping of the land. American railroads used roughly sixty million wooden ties in construction and repair each year, only two of which could be cut from a single tree, meaning thirty million trees were consumed yearly by railroads, not including the timber they transported from the park (Graham, 1984, p. 95). This land where many families had settled themselves and grown accustomed to the beauty and wonder that is learning to live in harmony with the wilderness was being destroyed without thought by newcomers who saw only profit in a land where permanent residents once saw life and hope.

Once the visitors became commonplace in the Adirondack Park, development geared toward tourism began to rapidly expand. Many park inhabitants and small business owners took advantage of the increased tourism to make a living. The business these vacationers brought to the North Country provided extra income for many families, easing the burden and worry of not being able to support themselves during the cold, snowy winters of the Adirondacks. While the Adirondack Park is beautiful, scenic, wilderness, it is economically depressed. Much of the park is characterized by low income, high unemployment (with large seasonal variations), and a high level of public spending (Zinser, 1980, p. 2). The counties encompassed within the Adirondack Park are generally ranked in an unfavorable position in New York State. The focus on tourism within the Adirondack Park created a reliance on the tourism season, making the economy of the

park as a whole completely dependent on tourism and recreation. The Adirondack Park is within a day's drive for fifty-five million people in the eastern United States, making it a well known, low-hassle, vacation destination with a plethora of recreational opportunities (Zinser, 1980, p. 2). The existence of this dependency on tourism within the Adirondack Park highlights the focus of the park on exploitation. While permanent park residents worked with the land and setting to make a modest living with minimal disturbance to the land and wilderness for an extended period of time, these residents now rely on the business of millions of seasonal visitors to fund their lives throughout the rest of the year.

With such an increase in tourism and number of visitors to the park each year, concern for the well being of the park as a whole also increased. This concern for the preservation of the natural lands led to the passing of the bill establishing the Adirondack Park. The Adirondack Park commenced "on May 15, 1885, Governor David Hill signed a law creating the first half of the two-part legal structure that today regulates development in the Adirondacks. The law stated that all state lands in the various Adirondack counties... "shall constitute and be known as the Forest Preserve". The law further stated, "The lands now or hereafter constituting the Forest Preserve shall be forever kept as wild forest lands." (Schneider, 1997, 224). A few years later, it was determined that the protected lands would have to be consolidated in order to protect the watershed, therefore, in 1892, the Legislature and Governor Roswell P. Flower created the Adirondack Park with "a blue line encircling some 2.8 million acres...drawn on an official map...the new park would 'be forever reserved, maintained and cared for as ground open for the free use of all the people for their health and pleasure'" (Schneider, 1997, 225). The creation of the park was a double-edged sword, as it created the park "to be forever reserved for the free use of all the people", it simultaneously weakened previous protection regulations, allowing state

lands within the park to be sold and leased to private individuals for camps (History of the Adirondack Park). To offer more protection for the park and ease the worried minds of those concerned, the ‘forever wild’ act was accepted, requiring extensive voter’s approval for any relaxation of the total protection (History of the Adirondack Park). The act, Article XIV, was accepted by the 1894 Constitutional Convention in New York State, putting the state’s Forest Preserve lands under the highest level of protection, and committed to keeping protected areas of the park ‘forever wild’ (Article XIV).

Early in the 20<sup>th</sup> century, recreational use of the Forest Preserve increased dramatically as more and more people poured into the park. This increase demanded conveniences, pushing the State Conservation Department (now the Department of Environmental Conservation) to build more facilities on state forest lands, including: boat docks, tent platforms, lean-tos, fire towers, and telephone and electrical lines (History of the Adirondack Park). With no regulations on land use at this point, a proposal to save the region was put forth, and the Adirondack Park Agency (APA) was created in 1971 to develop long-range land-use plans for both the public and private lands within the Blue Line. The State Land Master Plan (SLMP) was adopted by the agency in 1972 to “accommodate outdoor recreation without diluting the intent of the ‘forever wild’ protection of the Preserve”. The SLMP classifies public lands into five categories: Wilderness, Primitive, Canoe, Wild Forest, and Intensive Use, and private lands into six categories: Hamlet, Moderate Intensity, Low Intensity, Rural Use, Industrial Use, and Resource Management. To put it simply, the plan is designed to contain future growth in the Park around existing communities (History of the Adirondack Park).

While the intentions of the APA are good, there is a major downfall to the Agency that is prevalent in the minds of residents who call the land within the Blue Line their home. The APA

was essentially created to control the destruction of the wilderness caused by the 7-10 million tourists that visit the park each year (Maps & GIS). The Agency tends to cater to the recreational needs of seasonal residents and vacationers who live in the Adirondack Park anywhere from a few days to a few weeks out of the year, as opposed to the permanent park residents who live, work, and raise families within the boundaries of the Blue Line all year round. During the research, interviews were conducted with a few park residents. In attending the Common Ground Alliance (CGA) in Long Lake on July 16<sup>th</sup>, the viewpoints of people who have lived in the park for many years on multiple issues in the park, mainly concerning preservation of the wild lands came into view. The information gathered at the CGA combined with a personal communication with a long time park resident solidified the thought that in general, park residents are opposed to the APA, for a multitude of reasons. One of the first things said during the conversation was “[residents of the park] have extremely negative view of the APA because [the residents] are limited in what they can do and like to rebel against any intrusion to their freedom”, which coincides with a quote from a speaker at the CGA, that “Adirondackers would rather fight than win”. While it is true, the APA has many regulations restricting size of buildings and their proximity to state lands and waterways that limit the building plans of many residents (or, as my father puts it, “impedes their freedom to build the Pentagon five feet away from the shore of Fourth Lake” only to accomplish the goal of preserving the land (Robert Pulling, personal communication, July 17, 2014)). Another common viewpoint of park residents is that they wish the regulations of the APA were more strict, where plans would need in depth approval, regulations on origin and type of building materials, and color regulations on new constructions to assist in keeping the natural look of the park, and make it so humans have the least impact on the aesthetics of the park. Robert Pulling, a long-term park resident, expressed

his belief that the APA should operate more along the lines of the Adirondack League Club (ALC), where they hold the look and feel of the natural Adirondacks in high regard and take extensive measures to blend human life with the natural life and wilderness in the park, including the aforementioned procedures. There are some members of the League Club who are even opposed to paved roads in an effort to turn back the clock on human intervention in the natural world beyond the Blue Line. There are differing viewpoints among permanent park residents regarding the APA, summarized by my father:

“The APA makes a compromise between these strict views [of the ALC] and the desire of some people to do whatever they want. Some of those desires are personal... “I want a huge house on the edge of the water with 12 bathrooms”... and some are economic, where people want business opportunities unrestricted, and where dumping, garbage, excavation, etc., are restricted. So people who move to the park for the natural beauty favor the APA, and lots of people who are there for other reasons don’t like the APA, along with those who like to rebel against any government restriction of their freedom” (Robert Pulling, personal communication, July 17, 2014).

The creation of the APA was in direct response to out of control land use caused by the tourism in the area, and was set in place to preserve wilderness while also providing recreational facilities and various resources for vacationers and seasonal residents. Unfortunately, these methods did little to provide for permanent park residents. As shown above, there are permanent park residents who support the Adirondack Park Agency and their good intentions, but there also exists a strong showing of residents who oppose the APA and wish to exercise their freedom on the land they call home. Along with the increased tourism in the Adirondack Park, the general goal of the park transformed from preservation and appreciation of the wilderness and land, to

extreme exploitation of natural resources in the park. This transformation was not limited to the actions of the Adirondack Park Agency, but permanent residents and seasonal residents as well. While many permanent park residents continue to preserve the Adirondack Park that they have grown to love and live in, others began to see the land and area as a gold mine waiting to be tapped.

While the park and its resources had been exploited since its discovery, this exploitation became dangerous to the well being of the Adirondack Park as the numbers of visitors each year broke into the millions. The park became a huge source of income for business owners as well as a major attraction to New York State. The importance of keeping the wilderness protected and pristine was quickly overpowered by the opportunity to profit greatly during the short summer season when 7-10 million tourists venture beyond the Blue Line (Maps & GIS).

With more seasonal residents and visitors entering the park each year than permanent Park residents, the Park had to undergo some changes to accommodate the new population. While the values and ideals of daily life according to permanent Park residents had largely remained the same, the needs and wants of vacationers and seasonal residents were focused mainly around recreational facilities and opportunities to enjoy what the park had to offer. This difference in ideals created a level of inequality within the Adirondack Park, often favoring the requests of seasonal residents and vacationers due to the nature of increased population and the changes in land and facility use that comes along with it. This inequality developed at the start of the age of tourism in the Adirondacks, and the historical roots of permanent park residents is still prevalent in the goals of those residents today.

During the time when the Adirondack Park first was established, numerous people spent decades attempting to establish and support themselves on the land. Initially the traditional

method of efficient land use was experimented with: farming. These first settlers quickly realized that the landscape and soil of the Adirondack region did not lend itself well to growing most crops. Forests were cleared, trees were burned, and families starved during this trial period until it was decided farming on a large scale would not work. The inhabitants of the park turned to other sources of income, including: logging, sheep farming, and even mining. While some of these professions were able to support a growing family, often when done simultaneously, many still struggled. Charles Herreshoff, an educated man who attempted to settle the John Brown tract is testament to this struggle. Herreshoff tried his luck at mining, and after several failed attempts, as the story goes, buried himself alive in his own failed mine (Schneider, 1997, p. 123). This long-term struggle of competing with the Adirondack landscape developed into a simple relationship of Park inhabitants and the land they live on. Eventually a sort of equilibrium was met between the previously undisturbed wilderness and the inhabitants who settled themselves in hopes of improving their life. A common belief among permanent park residents is outlined in Paul Schneider's *The Adirondacks: A History of America's First Wilderness* (1997): that it is "still more exciting to lie at midnight by your camp fire and watch the moon sailing up amid the trees or listen to the cry of the loon, wild and lonely, on the wild and lonely lake" (Schneider, 1997, p. 103). Before too long, word got out of the benefits of this wilderness waiting to be reaped by the general public. At this point, visitors began pouring into the Adirondack Park and exploiting everything it had to offer.

As popularity rose, the park became an object to be shared and exploited in a variety of ways. The establishment of the Adirondack Park Agency (APA) as well as the introduction of efficient and affordable transportation to and from the park forever changed the focus of the park. The main focus of the Adirondack Park transformed from one of conservation,

preservation, protection, and appreciation, to one of exploitation, overuse, and general destruction. In his book *Contested Terrain* (2008), Philip G. Terrie speaks of two stories regarding the park: one where the Adirondacks exist as a natural landscape to be defined and appreciated as the embodiment of all the goodness and virtue of nature, defined as fundamentally outside the social world of commerce and industry. The other story, one that coincides with the new shape taken on by the park, defines the Adirondack Park as ‘just another American place where people go about the daily business of working, raising children, and engaging the national economy’ (Terrie, 2008, p. 18-19). Hotels began to spring up to attract visitors; businesses began to cater to these temporary visitors, who came in to experience life in the wilderness for a short period of time, and who left without a second thought to what would become of the land that had hosted their vacation. Due to this influx of seasonal visitors, a divide was formed between the permanent inhabitants of the park, the insiders, and the temporary visitors, the city-dwellers looking for a relaxing escape, or the outsiders.

Driving through the Adirondack Park on Route 28, you will see the roadside littered with signage opposing the Adirondack Park Agency (APA). The APA was formed in 1971 to develop long-range land-use plans for both the public and private lands within the Blue Line (History of the Adirondack Park). The Agency attempts to accommodate outdoor recreation, largely in the interest of temporary park residents, visitors, and vacationers, using the State Land Master Plan while keeping in mind the intent of the “forever wild” protection of the park (History of the Adirondack Park). From small signs stabbed into the ground to large statements painted on the side of a barn or house, it is evident that there is a large group of permanent park residents who oppose the implementation of the APA and the changes being made to the park itself. Organizations and initiatives like the Adirondack Park Agency developed after the influx of

visitors cater to the tourist population, and see the park as an attraction rather than a home of calm wilderness and unique landscapes that permanent park residents have grown accustomed to living with.

Those who call the Adirondacks their home have developed a relationship with the land, a relationship that requires a distinct understanding of cooperation, the concept of give and take, and adaptation. This relationship formed between the wilderness and its inhabitants differs greatly than that between the wilderness and temporary visitors. The visitors do not have to worry as much about the lasting effects their actions will have on the land, and very rarely take action to preserve the resources and amenities the park provides. Due to this difference in relationships with the park and its wilderness, it is difficult to find equality between the beliefs, ideals, and goals of permanent residents of the park and those of the temporary visitors. Due to the changes to the Adirondack Park that were necessary to accommodate for the mass amounts of people visiting the park yearly, a clear divide was created between the permanent park residents and the temporary visitors. This divide will exist indefinitely due to the nature of tourism and the attraction to the wilderness of the park.

The divide between the insiders and the outsiders only grew deeper with the introduction of automobiles into the Adirondack Park. Railroads brought tourists into the park by the thousands, but the invention of automobiles allowed individuals to venture into the park on their own accord and introduced a sense of ownership to each and every car that traveled on the Adirondack Northway into what they believed to be their own piece of wilderness.

In his book *The Adirondacks: A History of America's First Wilderness*, Paul Schneider examines the relationship between the Adirondack Park and the population of people who enter the park's boundaries each year. While originally, guides of the Adirondacks were a treasured

amenity, someone who could take a man from the city and immerse him in the culture of Adirondack life, into the wilderness and open his mind to new experiences and to show him a glimpse of how permanent park residents lived. Eventually, after the perks of the park began pulling in millions of tourists each year, it became evident that “people want[ed] little bites of wilderness. They want[ed] to be quickly immersed for a very short period of time and then get back to their real life” (Schneider, 1997, p.195). Schneider speaks of the transition of guides from a literal guide through the Adirondack Park, into a sort of instructor that would show city folk how to perform ‘adrenaline-inducing’ activities such as rock climbing and ice climbing to satisfy the tourists ‘conquer the mountain’ mentality in a fast-paced, abbreviated type of way, while allowing them to return to their city state of mind within a matter of a few days (Schneider, 1997, p. 195). This transition can be mainly attributed to a transition the Adirondack Park underwent as a whole. With the increased interest in taking advantage of the vast wilderness and activities the park had to offer, businesses and individuals saw an immediate opportunity to profit from these amenities, and began to cater to the temporary park life of tourists and vacationers to the park.

The development of the railroads in the Adirondack Park beginning in 1871 provided those with interest in the park with fast and easy transportation, sparking the era of tourism in the park (North Creek Depot Museum). Eventually, with new and improved forms of transportation like the automobile, transportation became much more individualized. Less and less people were taking group trips on trains, and more and more people were driving themselves and their families up into the park in their personal vehicle. Much of this transition to individualized motoring can be attributed to the construction of the Adirondack Northway. The Northway gets its name by traversing the area known as the “Great Northern Wilderness”, and was constructed

in accordance with the Federal Aid Highway Act of 1956 (Johnson, p. 8). The construction of the Northway was done in the most economical and nature-preserving way as possible, with a minimum amount of forest clearing and general destruction to the park. The State Department of Transportation took great measures to ensure the 'wilderness' and the wildlife it encompassed suffered minimal disturbance (Johnson, p. 9).

The interest in the railroad system throughout the Adirondack Park decreased significantly when the majority of visitors to the park took interest in automobiles. This, combined with economical issues surrounding the operation of railroad cars, and a state-wide excitement to be a part of the major highway running through New York transitioned the general population's interest away from railroads and mass transit and into individual family automobiles and the freedom to travel at one's own will (Helmer, 1959). The idea of an individual automobile tied-in well with the concept that the majority of visitors to the park were all interested in claiming a small piece for themselves, whether literally or not, each person that entered the park felt that they were more entitled than the next person to intrinsic ownership of New York State's 'Great Wilderness'. The introduction of efficient transportation in the Adirondack Park sparked the age of tourism to the park and its wilderness, and the nature of the individual led to the era of individual transport, thus exploiting more resources in order to travel to take advantage of the natural world that is beyond the Blue Line. The age of the automobile in the Adirondack Park took tourism to a whole new level by providing citizens with a way to completely customize their vacation to the wilderness. It allowed many visitors to come and go without worry or hassle, but only increased the stress on permanent park residents who watched from the sidelines as more area of the beloved wilderness was taken away to accommodate the interest of temporary visitors to the Adirondack Park that they call home.

**LIMITATIONS:**

Factors of time and space limited the depth of research on the topic of transportation in the Adirondacks. The realm of study was breached with little prior knowledge of the struggle between permanent park residents and the temporary residents and seasonal tourists, which forced a reliance on primary and secondary sources that were found. One major limitation regarding the fact of the limitation to secondary sources, the initial transition to the issue studied (preservation to exploitation) happened many years ago, making it difficult to acquire information during the exact time period of the struggle with this transitional issue. As of now, efficient and affordable transportation is readily available throughout the entire country and infrastructure that caters to individual transportation such as automobiles like the Adirondack Northway and other highway systems are very common and an amenity that the majority of the population relies on for day-to-day use and would be completely lost without, making it difficult to get current-day opinions on the matter due to the normalcy of the current state of transportation that was just being developed during the time period studied. That being said, the major limitation of this research paper was that while new and different forms of transportation are being developed and will continue to be developed for many years, the initial introduction of efficient and wide-spread transportation within the Adirondack Park has been established for a considerable amount of time and is no longer a shock to the general population, making it difficult for someone to see the view of insiders of the park: to keep the wilderness wild.

An attempt to find residents of the Adirondack Park was made to create a dialogue regarding the effects of transportation on the park, but there was difficulty finding a resident who experienced or remembered the changes that took place when tourism took flight in the park, again due to the temporal challenges presented during the research. A major limiting factor

regarding all methods of research was that the effects the development of transportation and increased tourism had on the Adirondack Park are largely opinion-based. Many of the conflicts stemming from the introduction of transportation and tourism within the Adirondack Park manifested in personal experience. While there are concrete facts about the timeline and physical improvements of transportation development through history, changes that were imposed on permanent park residents as a result of the increase in visitors, vacationers, and temporary/seasonal residents to the park are not black and white. It is evident that the culture of the park underwent a transformation, but the negative and positive aspects of this transformation are subjected to the opinions, outlooks, beliefs, and values of those affected, and of course varies greatly between the permanent park residents and the seasonal/temporary residents and vacationers.

## **CONCLUSION:**

In this day and age, change is inevitable and rapid as the needs of the general population change throughout time. The change that has taken place within the Blue Line that outlines the Adirondack Park has been directly related to the increase in interest and usage of the park lands and resources it has to offer. The Adirondack Park began as pristine wilderness and was initially settled by people looking for means to support themselves and their families. Living in the Adirondacks was a way of life, a means to an end, a medium to be used to establish oneself. When interest in the park grew and the implementation of railways in the park allowed for easy access, the pristine wilderness that park inhabitants had learned to work in conjunction with was at risk. More and more resources were being used, and the lands were being exploited for profit and entertainment, fueling the struggle to keep the Adirondack Park 'forever wild' while

allowing citizens to enjoy the wilderness and forests essentially right in their backyards. Through research on the history of the establishment of the Adirondack Park, and the development of permanent and seasonal resident populations throughout the year, it became evident that the introduction of tourism to the Adirondack Park created a divide between the permanent residents and the seasonal residents and vacationers. The goal to keep lands of the park 'forever wild' as instituted by an 1894 New York State Constitutional Convention and preserve the natural resources found within the park's boundaries changed to an attempt to find a sort of equilibrium between providing recreational space to vacationers while disturbing as little of the land as possible (Article XIV). The focus on preservation and conservation that was held in high regard by the permanent park residents was transformed to one of exploitation and profit in the interest of short-term visitors to the park.

The Adirondack Park is a beautiful place that provides an easy-access, no hassle vacation destination for millions of people, whether they are looking for a quiet weekend or trying to fulfill their lust for challenging activities, but it is also a rare piece of land that is filled with natural resources and untouched land that is uncommon in this age of expansion and urbanization. Stated simply by a long-term park resident; "With the creation of a beautiful place, [like] the Adirondack Park, tourism is created because people want to come and enjoy the lakes and mountains, but cannot do it on their own. This had led to all the motels, Water Safaris, restaurants, gas stations, etc., and these businesses have people running them, and ancillary businesses and housing for workers spring[ing] up to support them...Tourism has created all these businesses, and along with it some destruction of the natural beauty which is a necessary evil given the huge size of the [Adirondack] Park" (Robert Pulling, personal communication, July 17, 2014).

While it cannot be said whether there will be peaceful common ground between permanent residents of the Adirondack Park, seasonal residents and temporary visitors to the Park, and Park legislation, it is clear that the Adirondack Park is something to be valued and is a place of attraction for Americans and international visitors as well. Permanent residents will boldly attest to the fact that life in the Adirondacks changes drastically in the Park during the summer months due to tourism, but will continue take comfort the serene nature of the wilderness while there exists the means to continue protect what is left of it.

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