Schoodic National Scenic Byway

Interpretive Plan – Photos and Interpretive Text Sections

September 8, 2004

This research was funded under the
Maine Department of Transportation
Scenic Byways Program

Prepared by:
The Hancock County Planning Commission
395 State Street
Ellsworth, ME 04605
(207) 374-3678 (207) 667-2099 (Fax)
hcpc@hcpcme.org www.hcpcme.org

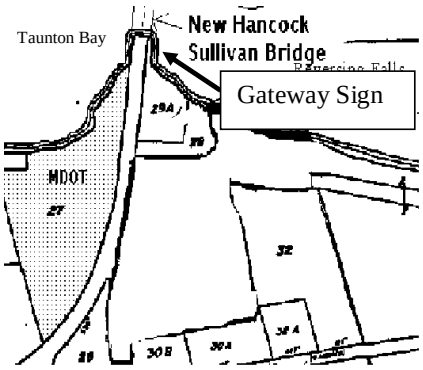
Overview

The Schoodic National Scenic Byway was designated in June, 2000, in recognition of the unique resources and the unique visitor experiences to be found along the downeast coast of Maine.

Map used by permission of the National Scenic Byway Organization, 2001

Taunton Bay Gateway sign

The Corridor Committee worked with HCPC, MDOT and Caron Sign Company to design and construct a gateway sign for the western, Taunton Bay entrance to the Schoodic Byway. This sign was installed in August, 2004.



MDOT Property on left side of Route 1

Gateway sign: Erected on the Hancock side of the Taunton Bay Bridge in August, 2004. The sign features a view of Acadia National Park on Mount Desert Island as seen from the Schoodic Byway. (source: Peter Drinkwater)

Taunton Bay Panorama from proposed rest area (Source: Bret Poi, MDOT)

Interpretive signage

Sign 1: Natural Resources

"The tide in Taunton Bay rises and falls about 12 feet twice every day. The bay acts as a nursery for a wide variety of marine plants and animals. At high tide large fish move far up the bay for spawning in the estuary zone, where fresh water meets salt water. At low tide large areas of marine mud are exposed, providing a banquet for wading birds, including great blue herons, gulls and sandpipers. Other animals living here include bald eagles, osprey, loons, geese, ducks, deer, bobcats, fox, horseshoe crabs, worms and clams."

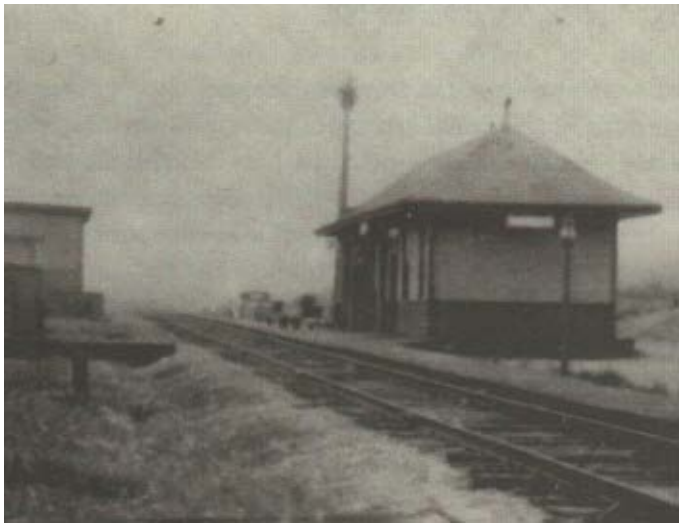
Herons and other wading birds feed at low tide along the muddy inter-tidal zone (Source: Friends of Taunton Bay, http://www.acadia.net/tauntonbay/)

View from the proposed rest area at low tide (winter). These tidal flats play a crucial role in supporting wading birds and aquatic life. (Source: Jim Fisher)

Colorful patches of lupines grow along the Schoodic Byway (Source: Jim Fisher)

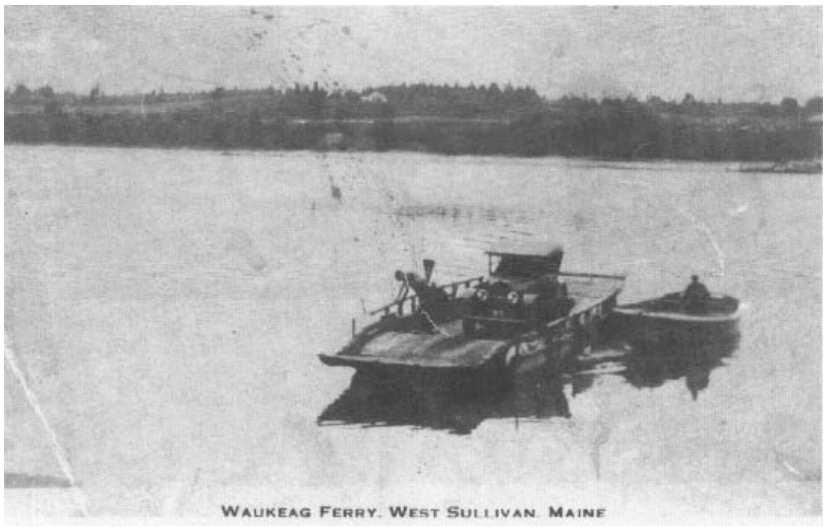
Sign 2: History: Transportation, Ship Building and Granite Quarries

"This spot was a transportation crossroads at the turn of the century. Downeast travelers crossed the bay by ferry. Trains, including the famed Bar Harbor Express from New York City carried "rusticators" and summer tourists by here to Hancock Point where they boarded ferries to Bar Harbor. Passengers also arrived to this area by steamships that traveled up the coast from Boston and Portland. The railways, ferries and steamships were gradually replaced by private automobiles during the 1900s."



Waukeag Station once served as a train to ferry transfer point for people heading further downeast. (Source: A Bicentennial History of Sullivan, Maine)

Ferry to West Sullivan (Source: A Bicentennial History of Sullivan, Maine)



Waukeag Ferry, West Sullivan (Source: Sullivan A Bicentennial History of Sullivan, Maine)

"On the far shore you can see a granite pier that was constructed for loading large blocks of local granite onto sailing ships bound south-west along the coast of Maine to major construction projects throughout the northeastern states."

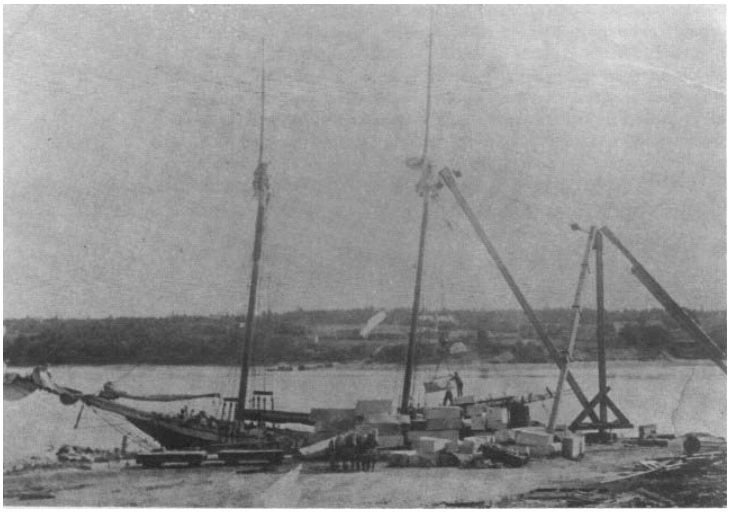
Taunton Bay Gateway MDOT Property (Source: Jim Fisher)

Locally cut granite blocks form pier on Sullivan side of Bay. This pier was once used to load local granite onto ships. Bridge in background (Source: Jim Fisher)

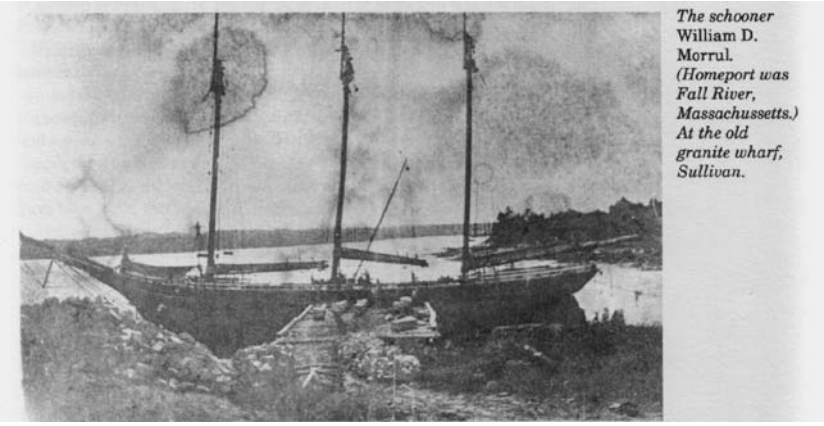
"Sullivan was originally known as Adowaukeag or Waukeag by native American tribes when Europeans arrived in the 1700s. A waukeag in both the Penobscot and Maliseet languages is "a horseback in a place where the tide runs out very strong." Waukeag here refers to the great tidal stream from Sullivan Harbor that fills Taunton, Egypt, and Hog Bays, and specifically, Falls

Point, where the glacial kame crosses the river. (Source: Sullivan-Sorrento Historical Society, http://ellsworthme.org/sshs/hours.html)

Granite Quarry Workers in West and North Sullivan. Bed ticking was used by workers as aprons." (Source: A Bicentennial History of Sullivan, Maine)



Loading Granite on Schooner (Source: A Bicentennial History of Sullivan, Maine)



The schooner William D. Morrul. *(Homeport was Fall River, Massachussetts.) At the old granite wharf, Sullivan.*

Schooner William B. Morrul at Sullivan granite pier (Source: A Bicentennial History of Sullivan, Maine)

Sign 3: Recreation: Schoodic Adventures - Hiking-Biking-Kayaking or Just Hanging Out

"The Schoodic byway features many unique places to hike. Schoodic Mountain is a dramatic hike to a rocky-top peak located off Route 200 or Route 183 on State Public Reserves land. Trails can be found in the Maine Atlas and Gazetteer or a kiosk located off Route 183. (Map here) "

Schoodic Mountain was shaped by glacial retreat over 10,000 years ago (photo: Jim Fisher)

HIKING: The Schoodic National Scenic Byway passes through Acadia National Park's Schoodic area. Follow the Scenic Byway signs. Park trails on Schoodic Head feature views of 4 lighthouses.

BIKING: "This is the starting point for a Schoodic bike tour that connects the East Coast Greenway with the Schoodic Peninsula. The bike tour follows the Scenic Byway through Winter Harbor, Schoodic Point, Prospect Harbor and returns via Route 195 and Route 1 back to here. Or you can peddle a shorter 10 mile loop starting in Winter Harbor and proceeding through the Schoodic Section of Acadia Nation Park, returning to Winter Harbor on Route 186."

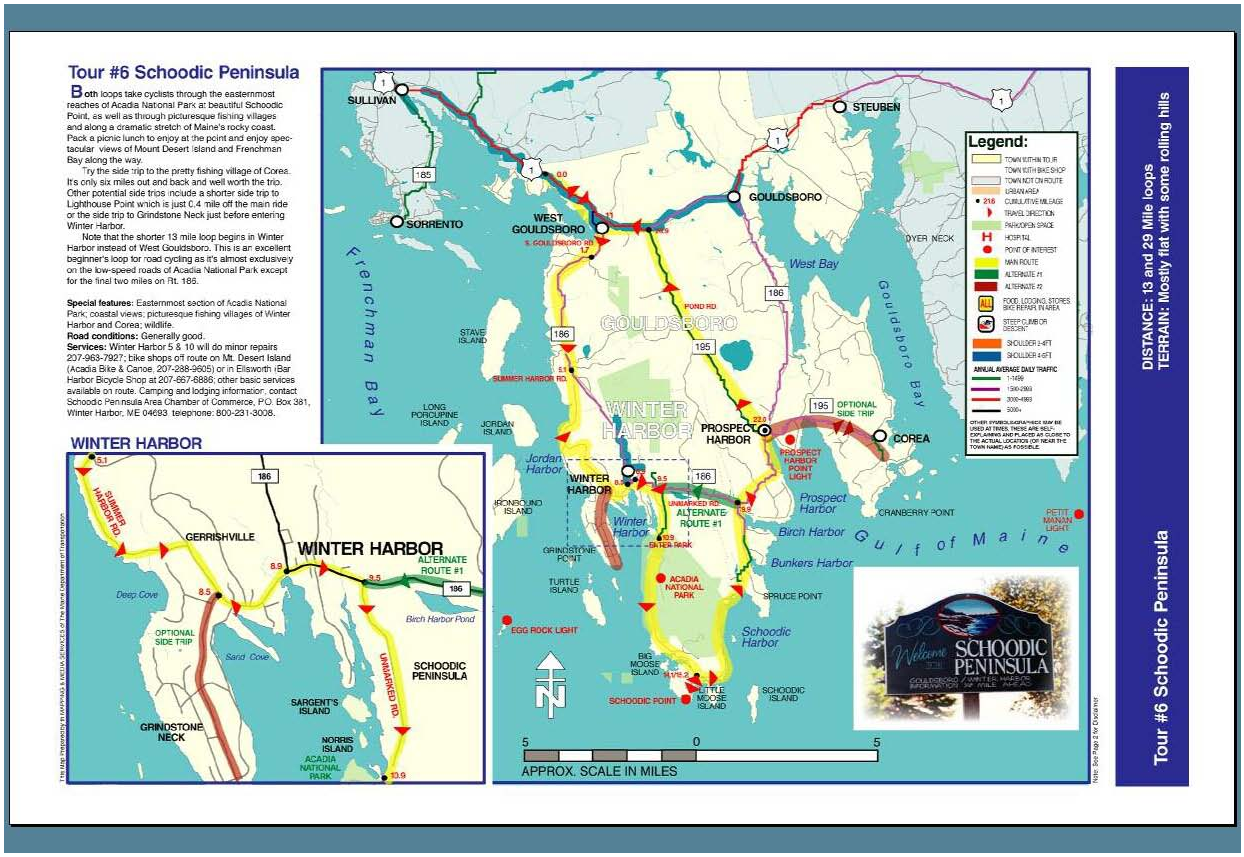


Figure 1MDOT Schoodic Bike Tour Brochure (Source: MDOT)

KAYAKING: The Schoodic Area is a great place to kayak, with its many islands, coves and great scenery. But be careful of our strong tides and winds around here. Check with local businesses, kayak rental companies or registered guides in the area for information on where to launch, fun places to visit and how to stay safe.

Frenchman Bay Scenic Turnout – Next to Dunbar's Store

This scenic turnout offers visitors several perspectives. The overlook provides a panoramic view of the bay, though trees now partially obstruct the view. In the foreground visitors can see some of the historic architecture and a small historic monument. This was once the site of a large hotel and steamship dock. Dunbar's Store, a small, traditional country grocery is located at this site.

Sign 1:Scenery: What you see from here

(scenic overview graphic provides continuity to this theme)

- Frenchman's Bay and Porcupine Island: Frenchman bay is active year round, but particularly in the summer. Working lobster boats, pleasure yachts, sailboats and kayaks have replaced steamships and freight barges.
- Cadillac Mountain and Acadia National Park: Over 3 million visitors travel to Acadia National Park annually. Cadillac Mountain (1,532 feet or 460 meters above sea level) is the highest peak in downeast Maine.
- Towns of Sorrento, Bar Harbor and Hancock Point: (best illustrated with a panoramic sketch of the coastline with labels indicating geographic features)
- Reversing Falls are created when both rising and falling tides rush over rock ledges. These ledges can be completely submerged at high tide and are a hazard for inexperienced boaters. At low tide the ledges emerge as short-lived islands frequented by birds and harbor seals.
- Lupines blossom in the spring presenting a colorful backdrop for the rocky coastline.

Frenchman Bay Scenic Turnout (Source: Jim Fisher)

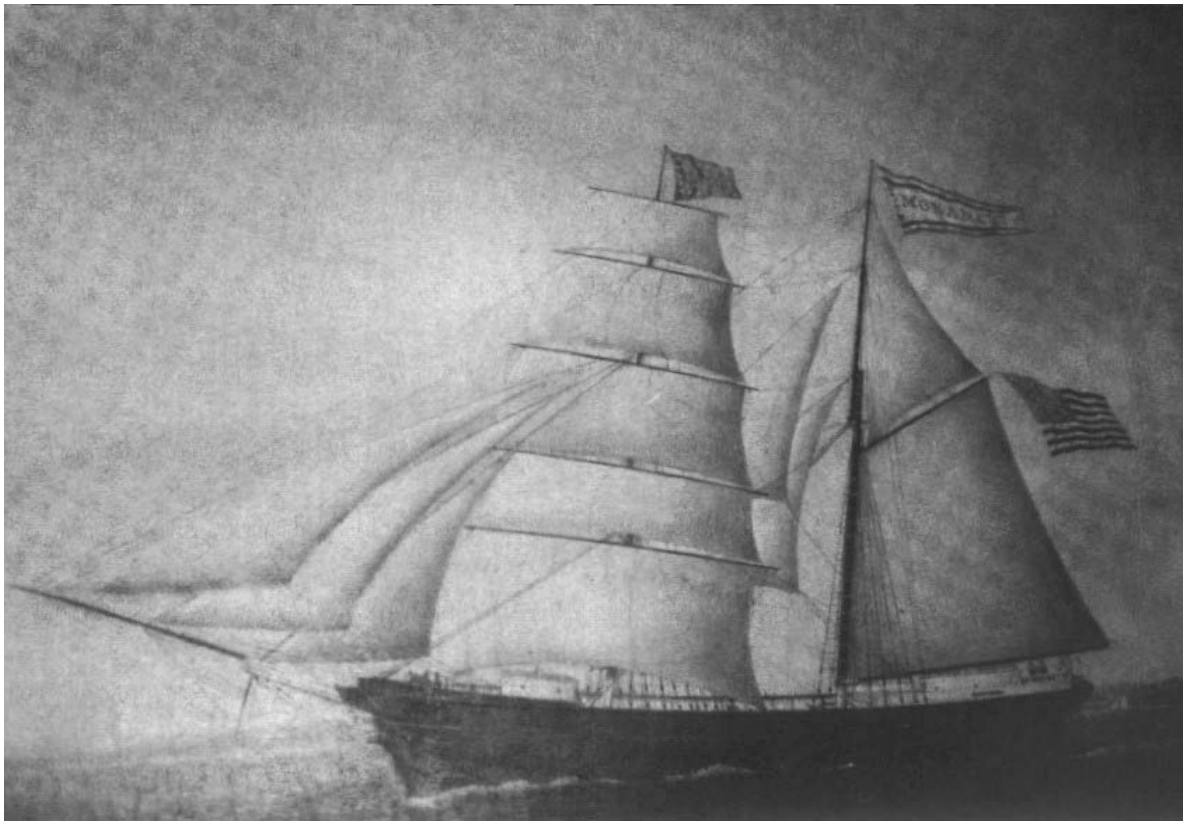
Dunbar's is a classic Maine country store

Sign 2. History: Historic Sullivan

The economic tides of Sullivan have been every bit as dramatic as the rise and fall of the ocean. Early settlers made a frugal living fishing from hand powered dories, cutting trees and farming. During the 1800's ship building and granite mining turned raw materials into valuable exports. In the late 1800's summer "rusticators" and tourism hit a peak as the town filled with hotels and small inns. Improved roads onto Mount Desert Island heralded the end of steamships and trains, leading to decades of population and economic decline for Sullivan. During the late 1900s

population and investment rebounded, spurred by the demand for summer residences and regional economic growth. The historic architecture of Sullivan provides visitors with a glimpse into a boisterous past.

Historic Sullivan Harbor: Ship building was a major industry with its seemingly endless supply of timber. In Sullivan, 82 vessels were built from 1798 to 1874. Pictured is one of those vessels called the "Morancy" built here in 1868. Length 103.3 feet, beam 21.6 feet, depth 9.0 feet, tonnage 198 tons, and 2 masts.



The Morancy, Built in Sullivan in 1868 (Source: A Bicentennial History of Sullivan, Maine)

Colonel Paul Dudley Sargent Monument – Col. Sargent fought under George Washington.

> "Paul commanded a regiment at the siege of Boston, was wounded at Bunker Hill, commanded a brigade in the summer of 1776, and fought at Harlem, White Plains, Trenton, and Princeton. After the war he was chief justice of the court of common pleas of Hancock county, Maine, for many years, judge of probate, justice of the same, first representative to the general court, postmaster, and an overseer of Bowdoin. He died in Sullivan, Maine in 1828."

(source: *Edited Appletons Encyclopedia, Copyright © 2001 Virtualology™* www.virtualology.com/pauldudleysargent)

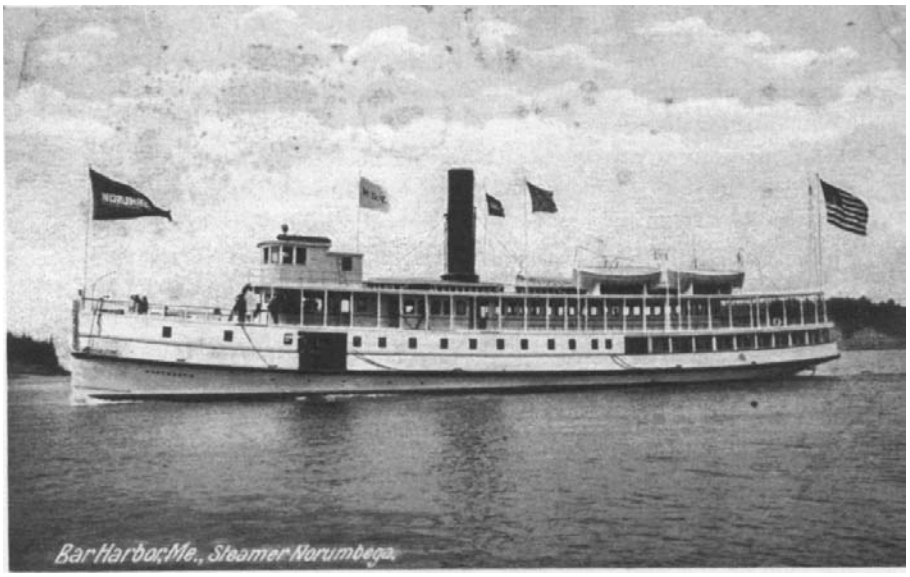
Paul Dudley Sargent, served under General George Washington (Source: A Bicentennial History of Sullivan, Maine)

The Custom House was located approximately at Junction Route 1 and Route 200 by the Mill Pond. The Republic divided the coast of Massachusetts (now Maine) into nine Custom Districts. Sullivan was a part of the Frenchman Bay District in 1789 and the location of the collector. Then in 1835 Sullivan became a Port of Delivery. Custom Services provided registry dates & times of vessels and crew members, inspected & listed, weighed cargo and even issued whaling and fishing licenses. The varied duties included listing ship wrecks and paying light house keepers.

Custom House (A Bicentennial History of Sullivan, Maine)

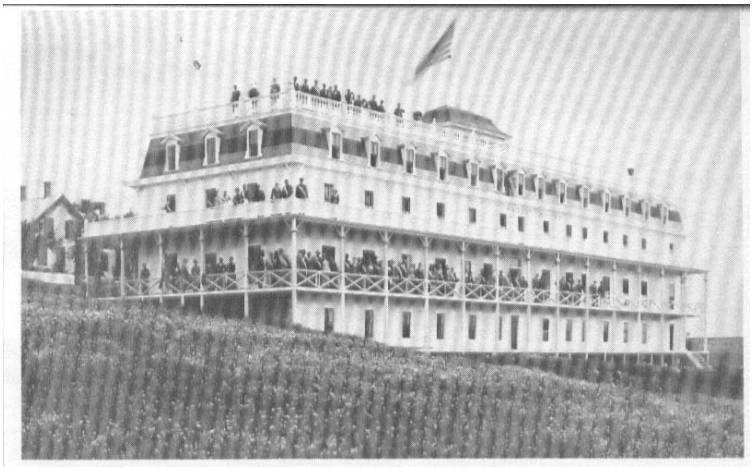
Ferry boat "The Norumbega" of the Frenchman Bay Steamer fleet owned by Maine Central served Sullivan, Hancock Point, Lamoine, Gouldsboro, and Bar Harbor. Pictured at the Sullivan Harbor landing, located what is now called Dunbar's Edgewater Cabins. The passenger traffic

always remained highly seasonal. The steamers ceased to operate as they were replaced by private automobiles. Summer ferry Service between Bar Harbor and Winter Harbor resumed in 2001 to provide tourists with an opportunity for a car-free visit the region.



Norumbega Steamer (A Bicentennial History of Sullivan, Maine)

The Waukeag House, (1876) was an elegant summer resort with 60 rooms, running water, and 650 foot terrace. It stood on the site of the present Dunbar's store. A steamboat made regular stops at the pier in front of the hotel. The hotel sponsored dances and entertainment. Unable to turn a profit, the hotel was torn down in 1895. In its place smaller hotels and boarding houses were established and several still operate in along Sullivan Harbor.



The Waukeag House: (Source A Bicentennial History of Sullivan, Maine)

Stone House (1854) Built of Sullivan granite for storage of salt needed for preservation of fish caught by the local fisherman. The Stone House also served as a ships chandlery with heavy woolen clothing & sturdy boots. In 1931 it was used as a Curiosity shop.

Recent photograph of Stone Store (Source: MDOT)

Historic photograph of Sullivan's Stone Store (Source: A Bicentennial History of Sullivan, Maine)

Simpson House: Built as an old sea captain's domicile in 1790. Josiah Simpson's family included boat builders as well as sea captains. This house is now listed on the national register of historic places.

Cascade House (1818) opened as a general boarding house and tavern. Frank Carleton married the daughter of the owner Charles Connor who is said to have written the song, "Down by the old Mill Stream". He lived at the Cascade House and continued to write country love songs. The house is still standing at the junction of Route 200 and Route 1.

The Cascade House, taken about 1933.

LA Gray Ice Cream Parlor (1915 -1919) still standing at Junction Route 200 and Route 1 (Source: A Bicentennial History of Sullivan, Maine)

LA Gray Ice Cream Parlor, 1915 – 1919 on Route 1 and Route 200
(Source: A Bicentennial History of Sullivan, Maine)

Sleigh passing the Dunbar House (Source: A Bicentennial History of Sullivan, Maine

The Bristol Hotel was operated until 1923 by H. L. Cleaves. It was purchased in 1923 by Mrs. Ethel Newsome and torn down as it "obstructed her view of the bay." (A Bicentennial History of Sullivan, Maine)

Long Cove Rest Area

Current footprint (blue) of the Long Cove parking area is small

Long cove overview:

Daniel Sullivan in 177 1-1775 built dams for his tidal sawmills before joining the Revolutionary War. The Town of' Sullivan was named after Capt. Daniel Sullivan; war hero who raised militia men from the surrounding towns to defend the Frenchmen Bay area.
Interpretive Signage

Sign 1: The Bay Environment

The tides cycle through this bay approximately twice every day, with the high tide bringing salt water from the ocean right to the bank, and low tide leaving an expanse of mud. The cycle of high and low tide produces an environmental niche that is rich with small animals and plants. Clams, blood worms and sand worms live under the mud. Seaweed on the surface harbors crabs, snails, mussels and a variety of small crustaceans. The exposed mud flats provide a banquet for foraging birds. At high tide fish enter the harbor in search of food.

View from Long Cove Rest Area at high tide. At low tide, much of this area is marine mud.

Source: Peter Drinkwater, Byway Corridor Committee)

Sign 2: Clamming and Worming for a Living

This harbor is popular for digging or raking clams and fishing worms. The work is hard and clammers are never sure whether they will find enough clams to fill their "hods". Clammers work and area long enough to decide how the catch is going. If they can't find much they move on. All digging occurs when the tide is low, so diggers have to work quickly.

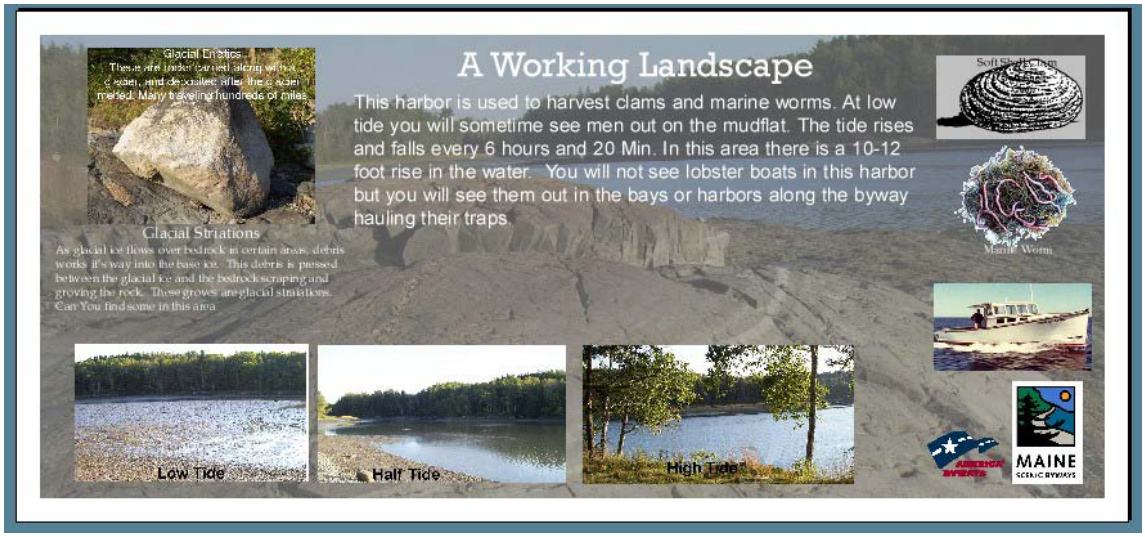
In order to assure that clam and worm production is sustainable, these mud flats are occasionally closed to all harvesting. It can take years for a severely depleted mud flat to recover. Another challenge for clammers is the "red tide", when a toxic algae invades the harbor rendering all of the clams unsafe to eat, sometimes lasting for weeks at a time.

Clam Rake (Off of Web, not there any more)

Blood Worms (Source: Maine Bait Company - http://www.mainebait.com/bloodworm.html

Clam Hod (Off of Web, not there any more)

Clams Hod (Off of Web, not there any more)



Sample interpretive sign prepared by Peter Drinkwater at NSBO Interpretation workshop

Sign 3: Where Glaciers Meet the Ocean

"Thick glacial ice sheets have flowed across Maine, abrading the land with their basal load of rock debris and tearing loose large boulders from the underlying bedrock."

"This granite ledge shows a grooved and highly reflective polished surface resulting from glacial abrasion. The orientation of the parallel grooves is used to infer the direction of the former ice flow."

The Coastal Moraine Belt http://www.state.me.us/doc/nrimc/mgs/sites-2000/jan00.htm

"In Maine, the great majority of moraines occur in the southern part of the state, where lingering crustal depression from the weight of the ice sheet caused the ocean to flood the coastal lowland as the ice withdrew. Marine waters lapped against the glacier margin and icebergs calved into the sea. The zone under the edge of the glacier - where ice, sea water, and the underlying ground were all in contact with each other - was the "grounding line" of the ice sheet. This was a very active environment where glacial sediments accumulated due to several processes: melting out from the debris-rich basal ice, bulldozing by ice shove, submarine landslides, and torrential outpourings of sediment-laden meltwater at the mouths of ice tunnels (Smith and Hunter, 1989). Where the ice margin remained in one place long enough, all of these processes contributed to building moraine ridges composed of till and washed sediments in varying proportions (Figure 4). "

Striations on the rocks at Long Cove are evidence of the two-mile thick glacier covering this area 10,000 years ago.

"There are hundreds of these moraines in southern Maine. They are often associated with deltas and other deposits of glacial sand and gravel that washed into the ocean. Thanks to emergence of the land from the sea, these deposits are now clearly visible, and are among the best and most easily accessible concentrations of glacial-marine deposits in the western hemisphere. The great extent of the moraine belt can be seen on the Surficial Geologic Map of Maine (Thompson and Borns, 1985). "

"Individual moraine ridges typically range in size from a few feet to over 50 feet high, and in length from a few hundred to thousands of feet. Many of them, such as the ones in Figures 1 and 2, are strewn with large boulders that spilled off the ice margin. The moraines occur in clusters of parallel ridges which show the pattern of ice retreat over a broad area. The smaller moraines are variously known as minor, DeGeer, or washboard moraines, and commonly have a regular spacing of 150-200 feet between successive ridges, suggesting they formed at regular (perhaps annual) intervals (Thompson,

1982). In some places the moraines are more or less concealed by younger glacial-marine sand, silt, and clay deposits that drape over them. Topographic maps and aerial photographs can be helpful for spotting these ridges. “

“The sand and gravel deposits associated with moraines are an important economic resource. Borrow pits are often excavated in these deposits, giving geologists the opportunity to study them in detail. A typical pit exposure in the coastal moraines shows till and/or coarse gravel deposited right at the ice margin, overlain by finer-grained well-stratified sediments (submarine fans) ejected from ice tunnels when the glacier margin had retreated a short distance (Figure 5). Brief forward pulses of the glacier have locally shoved and deformed the morainal sediments, creating structures such as folds and faults or plastering till against their north sides. In some case, sediments in the moraines are interlayered with marine clays, proving that the moraines were deposited in the sea (Figure 6). Fossil mollusk shells and seaweed may be found in the associated marine clays, enabling the age of the moraines to be determined by radiocarbon dating (Stuiver and Borns, 1975; Weddle et al., 1993). “

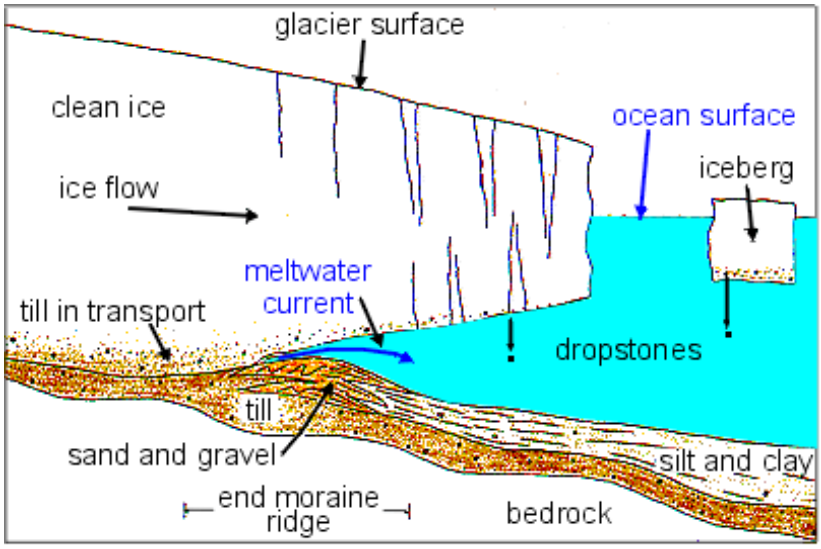


Figure 4 - Schematic cross section of the glacier margin in coastal Maine, showing deposition of a moraine where the edge of the ice sheet was in the sea (from Thompson, 1982).

Source: http://www.state.me.us/doc/nrimc/mgs/sites-

“In the eastern part of coastal Maine, many of the moraines are very large. They can be hundreds of feet across and over a mile long. These large moraines are usually stratified, consisting largely of sand and gravel deposited as aligned series of submarine fans. At each successive position of the glacier margin there must have been numerous closely spaced ice tunnels discharging water and sediment into the sea. Figure 7 shows a cross section through one such moraine at the well-known Tracy Corner pit in Addison. This deposit is mostly sand and gravel (fan material) with scattered lenses of till. As seen in the photograph, the glacier readvanced from left to right, causing the layers in the fan to be doubled over in a large fold structure. At the same time, a stony gray till layer was deposited on the "upglacier" (left) side of the moraine. “

http://www.state.me.us/doc/nrimc/pubedinf/photogal/surfical/surfphot.htm
Source: Glacial Geology Photo Gallery
Glacial Geology Fact Sheets
http://www.state.me.us/doc/nrimc/pubedinf/factsht/surf-fact.htm

Schoodic Chamber Turnout (Young's Store)

Sign 1: What you see

"Looking out over Frenchman Bay you see Schoodic Point to your left and the Peninsula town of Sorrento to your right. The smaller islands that you see are called the Porcupines and are a part of Gouldsboro. At one time this region was heavily logged resulting in expansive views of the bays and outer islands. Over the past 50 years forests have made a dramatic come-back, giving new life to the ecosystem, and in the process hiding much of it from us."

Town of Gouldsboro

The town of Gouldsboro is composed of a half dozen small villages, many with their own sheltered harbors. The Gouldsboro Historical Society museum is located on Route 1 approximately ¼ mile east of the intersection between Route 1 and Route 186 and houses historical photographs, documents and artifacts. The West Gouldsboro Library and Community Church located south on Route 186 are registered Historic landmarks. A copy of the Schoodic Chamber of Commerce brochure with a map, describing the area is located in the Schoodic Chamber information kiosk on Route 1 (across from Young's Store).

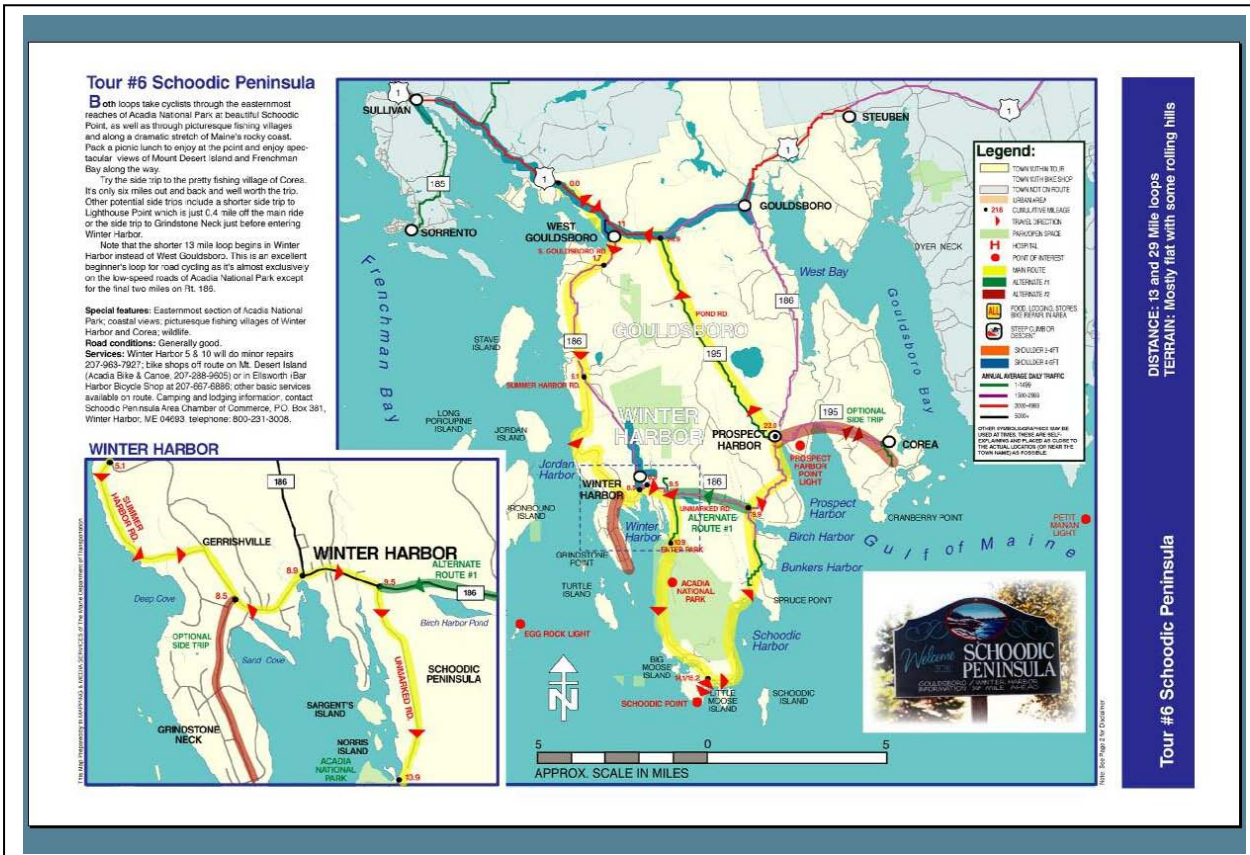
Frenchman Bay with Mount Desert Island in the Background (Source: Jim Fisher)

West Gouldsboro Library (Source: Jim Fisher)

Sign 2: Biking your way around Schoodic Point

"Cyclists have their choice of tours through the easternmost reaches of Acadia National Park at beautiful Schoodic Point, featuring picturesque fishing villages and a dramatic stretch of Maine's rocky coast. Bring a picnic lunch and enjoy spectacular views of Mount Desert Island and Frenchman Bay along the way. Side trips include the historic fishing village of Corea (6 miles out and back from Prospect Harbor), a shorter jaunt to Lighthouse Point (just 0.4 miles off the bike tour) or ride through historic Grindstone Neck in Winter Harbor.

A shorter 13-mile loop begins in Winter Harbor instead of West Gouldsboro. This is an excellent beginner's loop following the low-speed roads of Acadia National Park. Be cautious while peddling on Route 186. Ask at the Winter Harbor 5 & 10 where to park your vehicle." Additional information is available at www.exploremaine.org/bike/schoodic.html.



MDOT Schoodic Bike Tour Brochure http://www.state.me.us/mdot-old/bike_tours/schoodic.html

Winter Harbor

Sign 1: Downeast Lighthouse Tour

Egg Rock Light is built on a mass of ledges half way between Schoodic Point and Mount Desert Island. The tower is built on the roof of the keeper's house and it is sometimes called Maine's ugliest lighthouse. It was built in 1875 and unmanned and automated in 1966. It can best be viewed and photographed from the top of Schoodic Head.

Our most photogenic lighthouse is Winter Harbor Light, called Mark Island Light by the local people. The best place to photograph this site with Cadillac Mountain in the background is from the Park road about a quarter mile after you enter the Park. Built in 1856, it was converted from a functioning light to a vacation home in the 1930s.

Petit Manan Light can best be seen if you look eastward from the Blueberry Hill area of Schoodic Point. It is Maine's second tallest lighthouse (123 feet). Built in 1817, it was unmanned and automated in 1972. Puffins nest there.

Prospect Harbor Light, close across the harbor as you drive through, was built in 1850 and automated in 1951. It now serves as a recreation area for the U.S. Navy. Listed on the National Register.

Most evenings if you look to the southwest from Schoodic point, you can see the light from Baker Island Light or even Great Duck Island Light but the lighthouses themselves are too far away to see.

Egg Rock Lighthouse © Jeremy D'Entremont, all rights reserved

Winter Harbor Lighthouse © Jeremy D'Entremont, all rights

Prospect Harbor Lighthouse © Jeremy D'Entremont, all rights reserved

Sign 2: Lobstering for a Living

"A typical downeast fishing village."

Winter Harbor received its name because of its protected anchorage which rarely freezes. Twenty to thirty lobster boats that now use this harbor as their homeport. As you travel the area you will see the lobstermen "pulling" their traps.

Where you are now standing there once were so many boat houses that you could jump from roof to roof. Storms and old age destroyed all but the one you see on your left and the white house to the right.

Most lobstermen begin their day very early, loading their boats with bait. They head out to the bays and open water where they spend the morning checking their traps marked by buoys that they design with unique colors and identifying numbers. Their traps are spread out in many places because lobsters move around quite a bit. They spend their mornings pulling the traps to the boat, checking for lobsters, keeping ones that are a permitted size, baiting the traps and putting them back into the water. It is hard work and risky, but with more than 1,000 traps in the water, many lobstermen are able to make a good living.

View of Winter Harbor from Off-shore (Source: Postcard)

Historic Lobsterman: Source: Unknown-Internet)

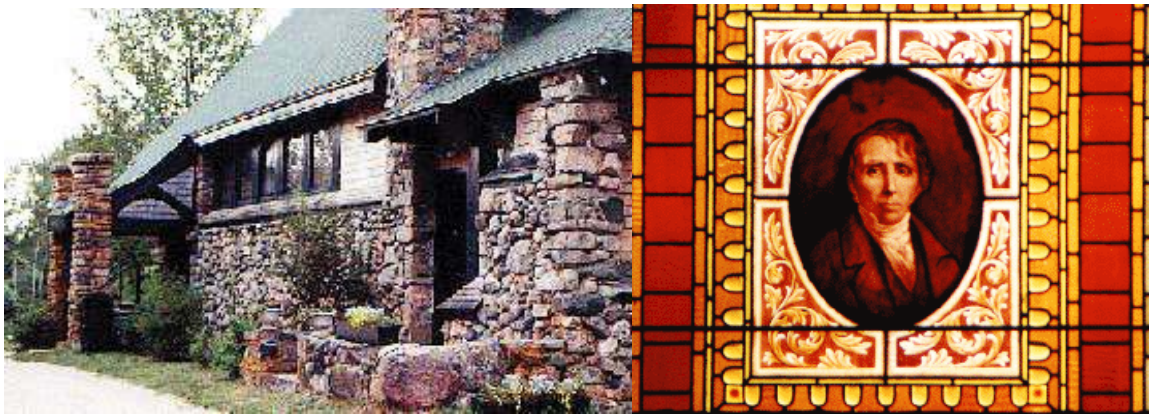
Lobstering off the Maine Coast (Source: NOAA Photo Library) High resolution photo available

Sign 3: Architecture of a Downeast Village

There are several unique historical buildings located up Main Street.

Channing Chapel, built in 1898 as a Unitarian chapel. It is now houses the local library and has some wonderful stained-glass windows.

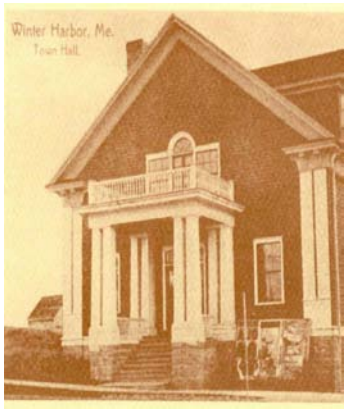
Details: “In 1887 David Flint, a summer resident of Winter Harbor, made the decision to build a Unitarian chapel on land that he owned which lay adjacent to his large cottage on Inner Harbor. Flint was a Boston lumber dealer, who, after being widowed, had married his wife's doctor, a local woman named Almeda Guptill Baker. Being a staunch follower of William Ellery Channing and believing that there was sufficient interest in Unitarianism here, Flint felt that there was need for a meeting place. In the winter of 1887-1888 both beach and field stones were brought to the site of the future chapel by people of the village since it was much easier to transport them over the frozen ground rather than wait for summer when the chapel was to be built. The chapel walls were begun on June 18, 1888, and the building was finished and ready for dedication ceremonies on August 28, 1888. “



Channing Chapel (Source: http://www.winterharbor.lib.me.us/history.html)
The Stained glass image is of William Ellery Channing, the American father of Unitarianism.

Hammond Hall was built in 1904 and has and is used for town meetings, plays, concerts and at one time basketball and movies. Hammond Hall has become a center for musical performances. Check the front of the building for upcoming events.

In the early 1900’s Winter Harbor was a popular summer resort with patrons staying at several large hotels. Those hotels have since burned down. Despite this, many summer visitors have traveled to Winter Harbor for generations.



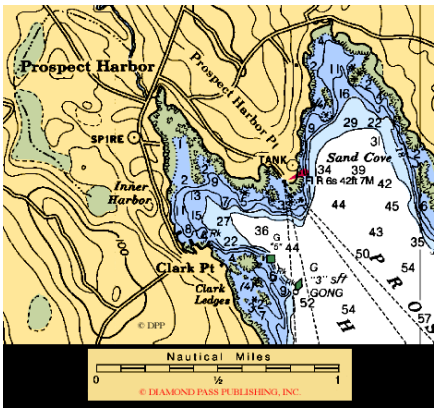
Hammond Hall (Source: www.schoodicarts.org)

Prospect Harbor

Sign 1: Life on Prospect Harbor

Prospect Harbor is the busiest of Gouldsboro's harbors. Connors-Stinson Seafood Company, a sardine cannery and major employer for the area, is located on the right as you enter the harbor area. Along the harbor's edge you'll notice a variety of fishing boats moored in the harbor. The dramatic tides in downeast Maine require the piers to extend into deep water. At low tide the lobstermen have to lift their catch more than 12 feet to the pier. The working lighthouse located across the harbor was commissioned by George Washington and is owned by the Navy. The property is rented out to visiting military personnel.

Fishing Piers extend into Prospect Harbor (Source: Jim Fisher)



Prospect Harbor Nautical Chart

Sign 2: Historic Prospect Harbor

The village of Prospect Harbor was originally known as the community of Watering Cove because, as early as 1728, sea captains would land here to take on a supply of fresh water from a nearby stream.

Prospect Harbor is part of the Town of Gouldsboro that was founded by Francis Shaw, Nathan Jones, and Robert Gould with a land grant from the State of Massachusetts in 1764. Whaling ships once landed at this harbor, where the whales were butchered and cooked in great iron kettles. When whaling died out, a lobster factory was built, and this area became know as Lobster Cove. Shipbuilding dominated during the 1800's, and Prospect Harbor furnished captains and crew to man the local ships. Other early commercial activities included milling and ice production. The lobster factory burned down in 1881, and a sardine factory was built in its place. During the early 1900's, Prospect Harbor became a popular destination of summer visitors and it remains so today.

Prospect Harbor Lighthouse Model: At the Schoodic Byway Eastern Gateway (Source: Jim Fisher)

Sign 3: Prospect Harbor Lighthouse

The first lighthouse was built in Prospect Harbor in 1847 and later rebuilt in 1867 and 1891. The most recent refurbishing took place in 2000 by the Coast

Prospect Harbor Lighthouse © Jeremy D'Entremont, all rights reserved

Guard at a cost of $15,000 – a little more than twice the 1891 rebuilding cost. Along with the tower, the site included a cottage, a boathouse and a whale oil storage shed. The first lighthouse was made of stone. During WWI, lighthouse men were on the lookout for German U-boats. The present light atop the 38-foot tower casts a red beam for seven miles and a white beam for nine miles. An oil-burning lamp that was vented through a hole in the roof provided light for the original lighthouse. The light was turned by a windup mechanism that had to be wound every two hours throughout the day and night. The lighthouse was turned over to the Coast Guard in 1938, and is still under Coast Guard jurisdiction. Both the cottage and the tower are on the State Historic Register.

Sign 4: Connors-Stinson Sardine Factory

Connors-Stinson is the last working sardine cannery in Maine.

Famous Sardine Man at the Connors Sardine Canning Factory in Prospect Harbor (Source: Jim Fisher)

Calvin Stinson bought out E.T. Russell Co. sardine cannery in Prospect Harbor, and started Stinson Canning Co. in 1927. By 1960, Mr. Stinson had purchased nine additional fish factories up and down the Maine coast. In 1959, Stinson began making its own sardine cans. In 1972, he pioneered the canning of larger herring fish steaks. Sardines and fish steaks were canned with various flavorings and sauces. The automation of sorting, sizing, cutting, packing and saucing eventually led consolidation of the canneries to only two locations in Maine: Prospect Harbor and Bath. Stinson sold the factory in 1990, and although his name is still used in the business, the present owner is Connor Bros. of Black's Harbour in New Brunswick. The plant produces over 600,000 cases of sardines and fish steaks for U.S. supermarkets each year, mostly under the Beach Cliff label.

Sign 5: Exploring Beyond the Byway

Going a little further, Route 195 turns to the right toward Corea, a classic Maine fishing village. Corea Harbor is the site of a local lobster pound. This picturesque village was home to Louise Dickinson Rich, author of the best seller We Took to the Woods and The Coast of Maine.

Corea Harbor (Source: http://www.blackduck.com/index.html)

Corea Harbor
(Source: http://www.blackduck.com/index.html)

Route 186 continues through a winding forested corridor. The road crosses a small stream, which empties into Grand Marsh Bay behind West Bay Floral.

Further along you will see the shores of the Petit Manan Wildlife Refuge located in Grand Marsh Bay. The road continues by area houses winding the traveler back to Route 1.

Tidal Pool (Source: www.mcmains.com/wren/albums/2001/tomleighton/index.htm

Bibliography

Cadwell, Bill The Lighthouses of Maine Contains information on all of our lighthouses.

Cooper, S. Josephine, ed. A Bicentennial History of Sullivan, Maine Sullivan-Sorrento Historical Society, Penobscot Press, Rockport, ME (1989). A comprehensive, well-illustrated history of Sullivan and Sorrento, particularly since the 1850s.