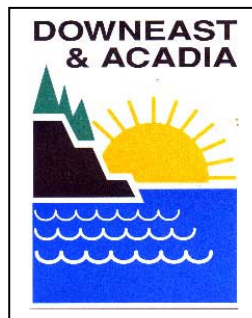




Schoodic National Scenic Byway
Interpretive Plan – Photos and Interpretive Text Sections

September 8, 2004



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Scenic Byways Program

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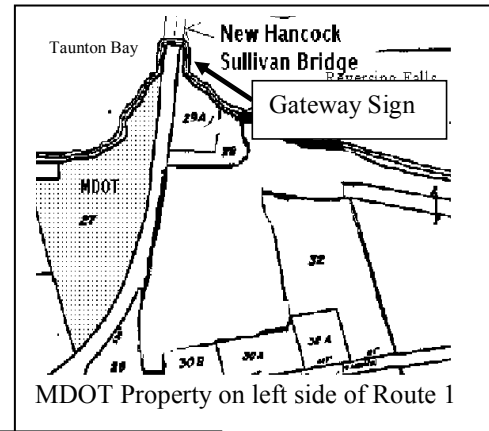
Overview

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.



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.



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)

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

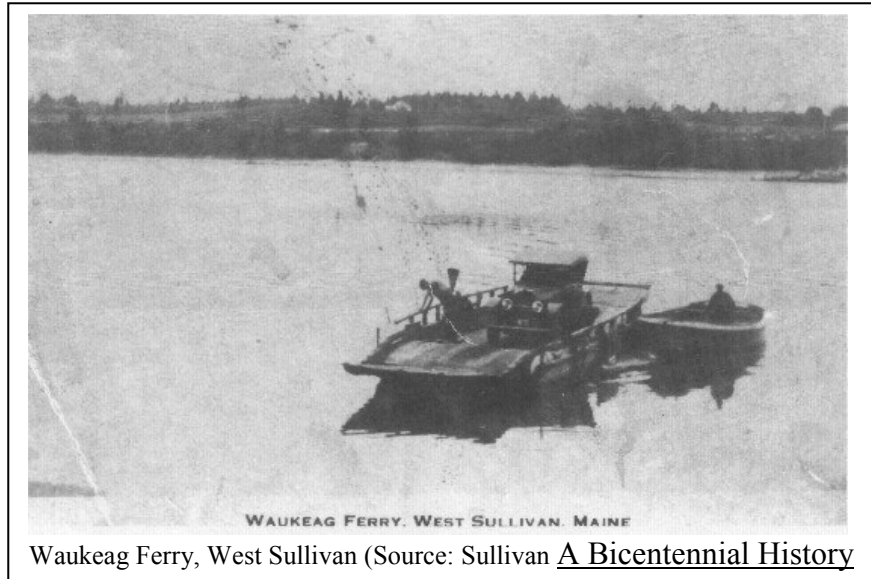
“This spot was a transportation crossroads at the turn of the century. Downeast travelers crossed the bay by ferry. Trains, including the famed Bar Harbor Express from New York City carried “rusticators” and summer tourists by here to Hancock Point where they boarded ferries to Bar Harbor. Passengers 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)



“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)

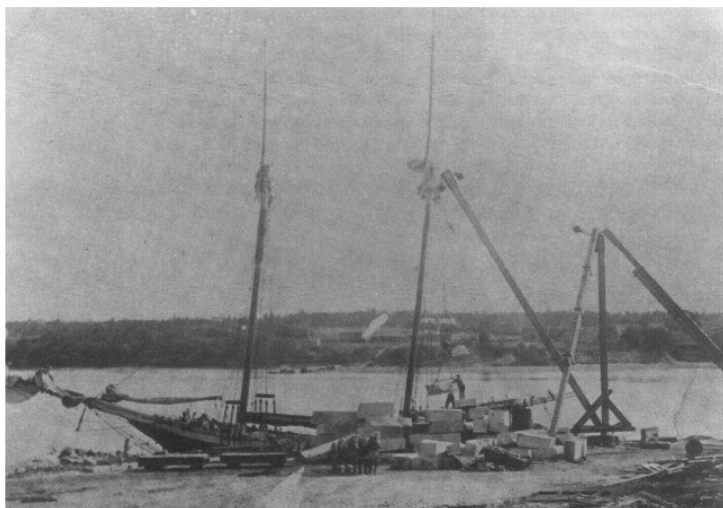


Locally cut granite blocks form pier on Sullivan side of Bay. This pier was once used to load local granite onto ships. Bridge in background (Source: Jim Fisher)

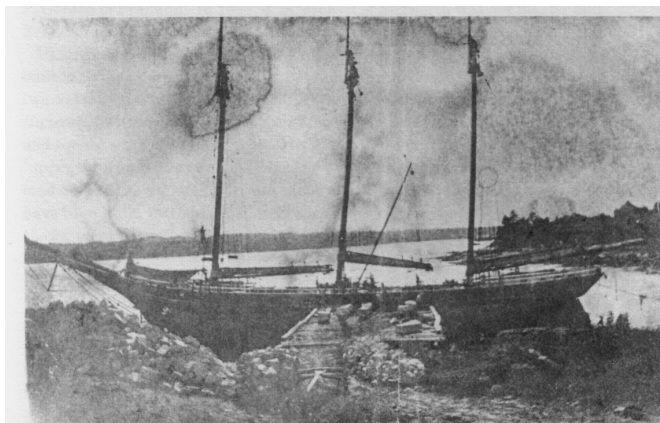
“Sullivan was originally known as Adowaukeag or Waukeag by native American tribes when Europeans arrived in the 1700s. A waukeag in both the Penobscot and Maliseet languages is "a horseback in a place where the tide runs out very strong." Waukeag here refers to the great tidal stream from Sullivan Harbor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

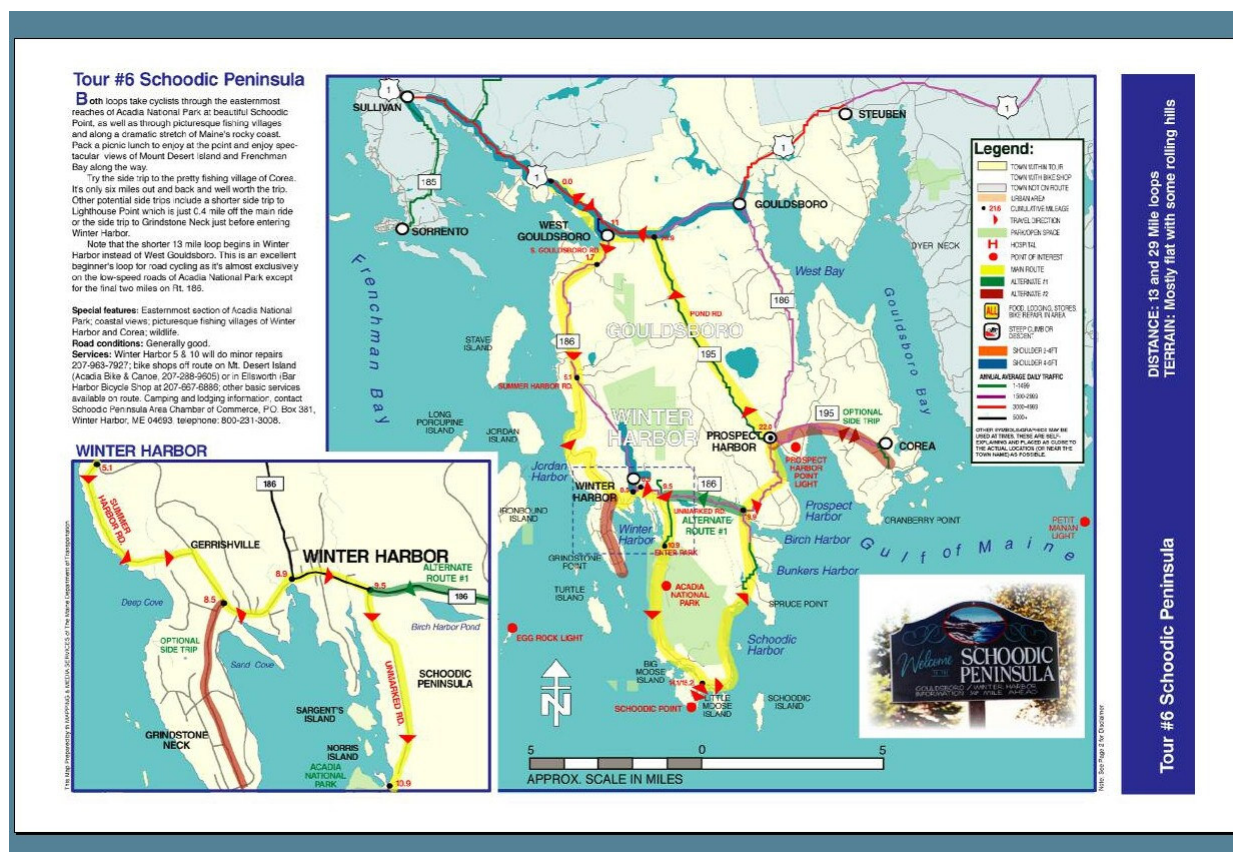
“The Schoodic byway features many unique places to hike. Schoodic Mountain is a dramatic hike to a rocky-top peak located off Route 200 or Route 183 on State Public Reserves land. Trails can be found in the Maine Atlas and Gazetteer or a kiosk located off Route 183. (Map here) “



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.”



MDOT 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)



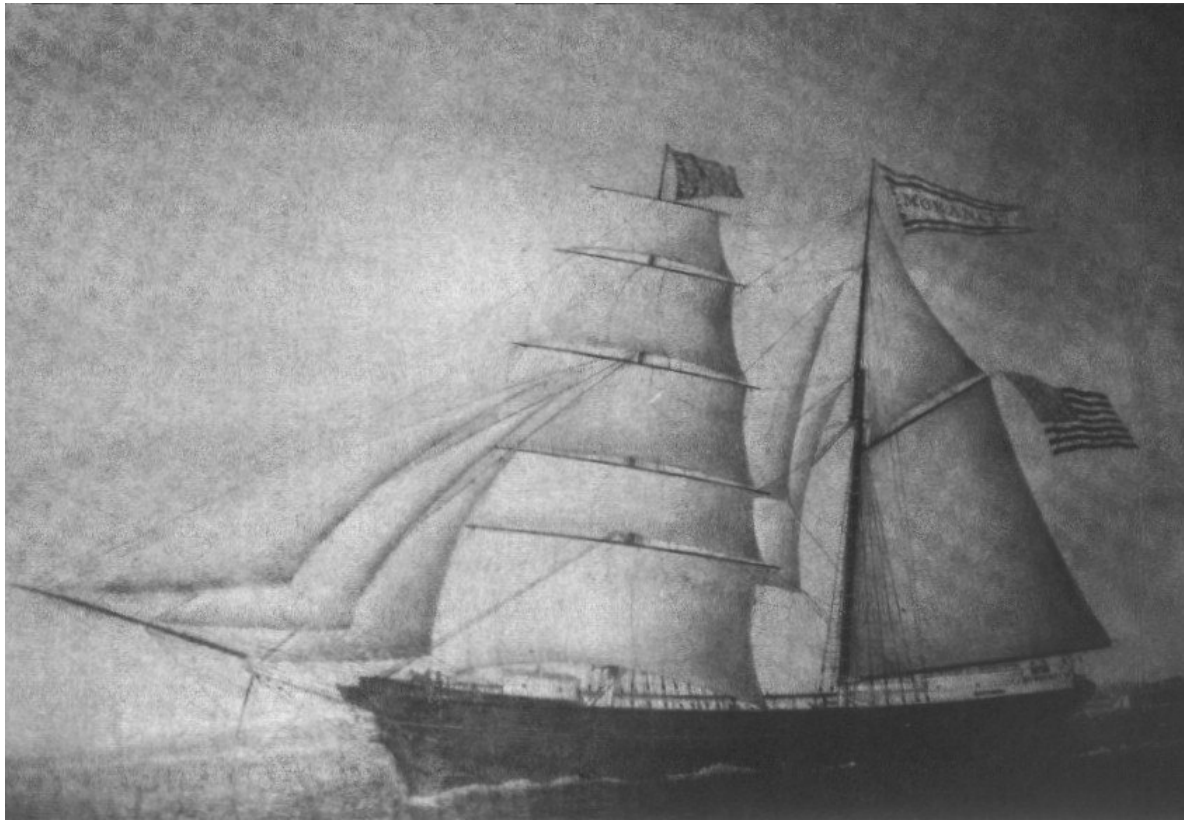
Dunbar’s is a classic Maine country store

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)

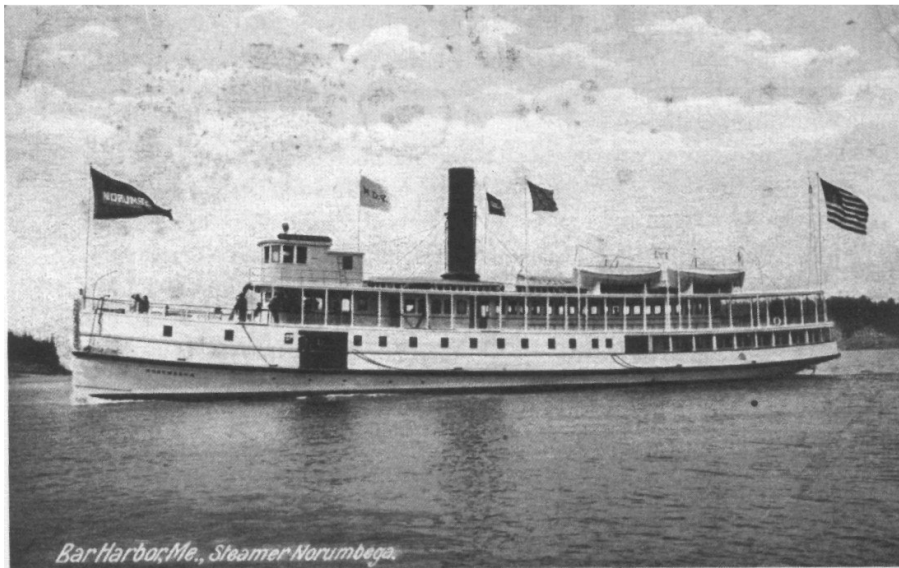
The Custom House was located approximately at Junction Route 1 and Route 200 by the Mill Pond. The Republic divided the coast of Massachusetts (now Maine) into nine Custom Districts. Sullivan was a part of the Frenchman Bay District in 1789 and the location of the collector. Then in 1835 Sullivan became 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)

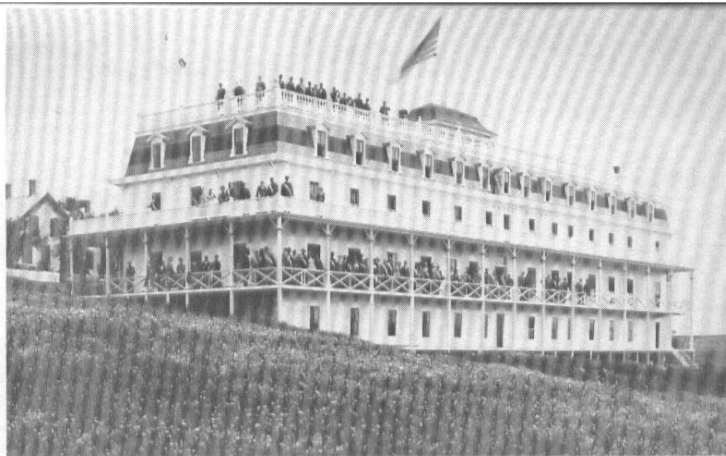
Ferry boat “The Norumbega” of the Frenchman Bay Steamer fleet owned by Maine Central served Sullivan, Hancock Point, Lamoine, Gouldsboro, and Bar Harbor. Pictured at the Sullivan Harbor landing, located what is now called Dunbar’s Edgewater Cabins. The passenger traffic

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.