

C. Historic and Archeological Resources

Goal

To preserve the State's historic and archaeological resources.

Historic Resource Protection

Jonesport takes enormous pride in the history that shaped the community and its character as a fiercely independent fishing community. Moose Peak Lighthouse, located at the east end of Mistake Island is listed on the National Register of Historic Places (NRHP) and based on preliminary data the following properties may be eligible for the NRHP: United States Post Office located at 193 Main Street, Southeast of 11 Jonesport Avenue (E911 address), and Sardine Factory located on Breeze Street. Jonesport does not have a Historic Designated District (HDD) on the local level nor an HDD with the NRHP.

Historic patterns of settlement

Jonesport has a variety of architectural residential styles as well as business related structures dating back to the mid 1800's. Working cranberry and blueberry farms still exist and the waterfront boasts many commercial vessels, wharves, piers, and a breakwater.

Protective measures currently exist for historic and archaeological resources

Jonesport has a highly active historical society which maintains a website replete with photographs, historical accounts, and digital tours of all sections of Jonesport. Archaeological sites are protected under Jonesport Shoreland Zoning and Flood Plain Ordinance provisions adopted by the town.

Site plan and subdivision regulations

Jonesport zoning ordinances require that any proposed land use activity involving structural development or soil disturbance on or adjacent to sites listed on, or eligible to be listed on the National Register of Historic Places, as determined by the applicant to the Maine Historic Preservation Commission for review and comment, at least twenty (20) days prior to action being taken by the town and that the town shall consider comments received from the Commission prior to rendering a decision on the application.

Condition and preservation of historic resources

Sites of historic interest as identified by the National Register of Historic Places have not fallen into disrepair as some are maintained by federal entities and still in use. With the approval of property owners, Jonesport will consider a local historic district in Sawyer Square where most still-standing historic homes are located.

Native Americans and Early Settlement

The area now known as Jonesport, Maine was thought to be explored by Norse seamen in the 10th century and is known to have been the summer campsite of the Passamaquoddy Indians before European settlers arrived. The first known white man was Samuel Kelley who was born in New Hampshire on August 14, 1715. Kelley relocated to Boothbay, Townsend and Damariscotta, Maine before arriving at Roque Island in 1772. He was accompanied by his son, Thomas Kelley, his daughter Mercy, and his son-in-law Francis Cummings, born in 1740 on the Isle of Wight, England.

Samuel perished in the winter of 1772 and is buried on Roque Island. Francis and Mercy Cummings departed Roque Island in the spring of 1773 and moved to Machias. Thomas Kelley, his wife Abigail and their two children moved to Kelley's Point on the mainland in 1773 and became the first white settlers in present-day Jonesport. Francis and Mercy relocated from Machias to West Jonesport in 1775. Thomas and Abigail Kelley's third child, Joseph, was born on December 13, 1774, at Kelley's Point and was the first white child born on the mainland. Joseph married Olive Beal, born April 24, 1776. Olive was the daughter of Manwarren and Lydia (Welch) Beal, who in 1774 had become the first settlers on Beal's Island, and she was the first white child born on Beal's Island. From that time until the present day, the founding families have intermarried with the new families that have settled in the Jonesport area, and the result has been the formation of a very tightly knit community.

Government and Early Maritime Development

In 1789, the Commonwealth of Massachusetts granted John Coffin Jones 48,160 acres in Lincoln County composed of the districts of Buck's Harbor, Little River (near Machias), Jonesboro, Jonesport, and Roque Bluffs. It is believed that Jones was given the land as payment for a sloop of his that was lost during the British siege of Castine during the American Revolution. The tract, known as Plantation #22 was incorporated as the township of Jonesborough in the Province of Maine on March 4, 1809, and was the 176th town in the province to be chartered. One of the provisions of the grant was that the new owner was required to sell 100 acres of land for five Spanish Milled Dollars to each family that was already settled in the township. There were 31 settlers in the township at that time.

Present day Jonesport was incorporated as a town by Act of the Legislature on February 3, 1832. The reasons for the separation from Jonesboro were the increase in population and wealth in the southern section of the town as well as the 12-mile distance from the southern section, known as the "Reach" from Jonesboro Village. The 12 miles to Jonesboro was difficult to travel during winter and spring months. Local history states that when one annual town meeting was held on a rainy day with knee-deep mud, the Reach section of voters marched to the meeting in full force and elected most of the town officials from their part of town. The Jonesboro faction did not

attend the meeting because they did not expect the Reach voters to make the trip on such a day. The conditions of separation were drawn up by P. Whitney from Jonesboro Village and Clement Hopkins and Nathaniel Sawyer from the “Reach.” It was agreed that the “Reach” which then became known as Jonesport, would hold all the islands in their possession. Roque Island, also known as Gardiner’s Island, Longfellow’s Island, and Shorey’s Island, was included in the holdings in Jonesport so that Jonesboro could be rid of John Shorey, one of the settlers on the island who loudly voiced his opinions and annoyed other settlers with his differing political views. Other islands that were part of the newly formed town of Jonesport were Mark Island, Ballast Island, Hardwood Island, French Island, Head Harbor Island, and Beals Island.

Mark Island is a small island located at the mouth of Moosabec Reach and Chandler’s Bay; also known as Englishman’s Bay and it has been rumored that Captain Kidd buried treasure there. Although generations have searched, no treasure has ever been found. Ballast Island is another small island located in Chandler’s Bay. At one time sheep were taken to the island by barge and left to graze during the summer months. Hardwood Island is at the western end of Moosabec Reach and was the site of a granite quarry.

French Island is in the reach just off Beals Island and was the site of a small settlement that flourished for a brief period around 1889. There was a herring smokehouse, a grocery store, and a school on the island but by 1904 most of the residents had moved. Thriving communities were established on Roque Island at Lakeman’s Harbor, at Sealand on Head Harbor Island, and on Beals Island. Sealand, located on the southwest side of Head Harbor Island, had a population of 117 at its peak in 1880 with 70 students enrolled in its school in that same year. The school closed in 1937. The Maine Seacoast Mission constructed a church at Sealand in 1910 and a granite quarry operated from 1890-1920 and a lath mill that closed in 1928. Most of the residents were fishermen or farmers.

In the early days it was no inconvenience to live on an island because most goods were moved by water. However, with the invention of the gas-powered engine and improved roads, fishermen no longer earned any advantage by living on the islands, so residents began moving to the mainland. Many moved their houses by barge or across the ice. Only two or three houses remained on Head Harbor Island after World War II. Beals Island remains the only island community of those that were part of the original Jonesport to survive.

Beals Island remained a part of Jonesport until July 11, 1925, when it was incorporated as a separate town. The towns of Jonesport and Beals were connected by ferry service until the Jonesport-Beals Island Bridge was built. It was one of the largest bridges in Maine to link an offshore island with the mainland and was dedicated on August 9, 1958. The bridge was originally a toll road with a tollbooth on the Jonesport side until the Maine Legislature abolished it on June 14, 1967. Construction on a new bridge began in late 2017 and was dedicated August 25, 2020.

Maritime Industry

The original business district of Jonesport was located at Indian River and was comprised of a large sawmill, a shipyard, and a mail center. Early roads could only be used during the winter months when they were frozen. In 1853, the first steamboat, “Rockland”, began service up and down the Maine coast and as steamboats became more prevalent, Jonesport began to establish itself as a center of trade for fishermen and the outlying islands. The business district was moved to Main Street in order to be closer to the commerce in Moosabec Reach and since Jonesport was a good port down east on the sailing route between Boston and Canada, sea captains began to build their homes in Jonesport. The ships from Jonesport sailed worldwide and many captains and crew members lost their lives on the high seas. The town provided seamen for ocean voyages and the goods of lading needed. The first mercantile store in Jonesport was owned and operated by Clement Hopkins and Elias Hinkley.

Jonesport reached its peak in development and population during the first two decades of the 20th century. In 1920 the population of Jonesport was 2,129 which included the 533 inhabitants of Beals. When transportation of goods switched from sailing vessels to trains and trucks, Jonesport became “off the beaten path.” The town population fluctuated from 1,326 by 1970 to 1,525 in 1990 and 1,408 in the 2000 census. The population has continued to decline from 1,370 residents in the 2010 census to 1,310 residents per the 2020 census. Although the loss of ocean commerce resulted in a decrease in Jonesport’s population, many remaining residents continue to make their livelihood from fishing and farming.

Table C-1 JONESPORT POPULATION

Year	Population	Year	Population
2020	1,310	1920	1,641
2010	1,370	1910	2,129
2000	1,408	1900	2,074
1990	1,525	1890	2,124
1980	1,512	1880	1,917
1970	1,326	1870	1,305
1960	1,563	1860	1,148
1950	1,727	1850	826
1940	1,745	1840	576
1930	1,641	1830	--

The original settlers had chosen Jonesport for its proximity to the sea, its abundant supply of cod, its good harbors, and its fertile ground for farming. As more families moved to the area, herring fishing became increasingly vital to the economy. Cod and herring were smoked, dried or

heavily salted to preserve them until they reached distant markets. During the late 1800's, lobster became an increasing force in the economy. Prior to that, lobster had been caught and sold closer to markets in Boston and New York but as those fishing grounds became depleted, they began to transport lobsters from Jonesport and surrounding areas in "wet-smacks" so they could be kept alive until they reached the markets. In 1882, lobsters sold for one cent per pound. In 1954, lobsters fetched about 30 cents per pound and approximately \$3.00 a pound in 2002. In 2021, lobster has averaged \$6.50 per pound. The lobster industry has experienced record catches in the past decade, but landings have been on the decline due to the warming waters in the Gulf of Maine.

In 1875 sardine factories began to appear along the Maine coast, first in Eastport and Lubec. Several sardine factories were located within Jonesport. The Mansfield Factory was built in Sawyer's Cove, the R.B Stevens Packing Company was at Cross Cove, the Stimpson Packing Company, later owned by C.H. Mansfield at the end of Old House Point. The Middle Factory was situated off Jonesport Avenue and was built in 1881 by George Capen of Eastport and the William Underwood Factory was constructed in West Jonesport at the site of the present-day Coast Guard Station. The last sardine factory in Jonesport was the Charlie Stevens' Factory at Cross Cove, which was operational until the 1970's. With the opening of the sardine canneries, the fisherman found a new market for their herring and the women found a new source of income working in the factories. From 1875 – 1950, there were approximately 50 fish weirs and 10 stop-seiners in Jonesport. World War II provided some of the best years for fishermen because the government needed canned food that was high in protein, and they guaranteed to purchase 80% of the sardines produced. At the close of World War II, demand took a sharp decline and at present, there are no sardine factories or weirs remaining in Jonesport.

The clamming industry is only one of several sources of maritime related industries in Jonesport. Historically, clams were shelled, heavily salted, and packed into barrels before being sent to Boston to be used as bait by trawlers fishing for ground fish. Two of Jonesport's sardine factories processed clams during the winter months. R.B. and C.G. Stevens bought clams in the shell, steamed them, and the women picked out the clams and canned them. At the Underwood Factory they bought the clams already shelled and then canned them. In the mid-1900's, refrigeration trucks opened a market for fresh clams. After 1975, harvesting of mussels and quahogs met with a growing Asian demand for periwinkles, sea urchins, and sea cucumbers. Although historically a secondary market to lobster, crabs are now exclusively fished by some. There was a high demand for crabmeat which created a cottage industry. In the past crabmeat was picked out in home kitchens but regulations created in the late 1990's specify that pickers must be licensed by the State of Maine and that crabmeat must be picked in separate and sanitary facilities. The demand for crab remains higher than the supply. Jonesport continues to expand its maritime related industries through seaweed harvesting, scalloping, and digging of sea worms.

Farming and Hunting

Farming is another important factor in the Jonesport economy. Nearly every home had a vegetable garden to supply their own needs. Many families raised chickens and sold eggs. Sawyer Square boasted the B.B. Mansfield Dairy and sheep farming was quite common in Jonesport with spring shearing remembered as a ritual. Families also raised beef cattle and pigs. Deer, moose, duck, partridge, and turkey hunting has always been a source of sustenance. Home gardening still exists in Jonesport today although the local farmer's market closed several years ago. Blueberries and cranberries were grown and harvested on a small scale until the adoption of herbicides in the 1970's and 1980's increased yields by the reduction of competing plant species. With the decline of weeds, growers focused on other critical cultivation efforts such as fertilizers, use of bees for pollination, rock removal and land leveling. Use of these practices resulted in increased productivity from the native stands of wild blueberries and continues to facilitate the use of mechanical harvesting on the low growing shrubs. The cranberry industry has continued to find ways to profit from bog grown cranberries.

Religion

Religion has always been an especially important part of the lives of Jonesport residents. Churches of various Protestant denominations are well attended and spread throughout the town.

Of particular interest is the story of the Palestine Emigration Colony where 36 men and women from Jonesport participated in the venture. A total of 156 individuals joined Elder J.D. Adams from Pennsylvania on a pilgrimage to establish a Church of the Messiah in Palestine with the hope of restoring Christendom to the Holy Land. On August 11, 1866, they departed from the steamboat wharf at West Jonesport on the "bark", *Nellie Chapin Day*.



Photo Courtesy of Jonesport Historical Society.

The journey to Palestine took 42 days and they landed on the shores near the city of Jaffa without any significant problems. They obtained a beautiful location surrounded by an orange grove but within a few days, some members of the group sickened and died. It was discovered that the water provided by the locals was gathered from anywhere they could get it and not from the city fountain as required. After that, the group hired an interpreter. They constructed a church, houses, a hotel, and a school for their children and planted gardens. The colony might have been successful if not for the lack of confidence in their leader, J.D. Adams. It appears that he imbibed alcoholic beverages all too frequently. After one year in their settlement, the colony

decided to disband. Four children had been born that year and a few settlers had died. Some members chose to remain in Palestine, but the rest began their journey home. Some came directly back to Maine while others toured the Holy Land, and a few attended the World's Fair in Paris before returning home. The last of those to return were home about 14 months after their initial departure. A monument was erected in honor of those New Englanders who sailed from Jonesport to Jaffa in 1866.

Festivals and Patriotism

Patriotism has always been a very important part of life in Jonesport, and the Fourth of July was, and remains, a day of major importance. The day has always been celebrated with parades, picnics, and family gatherings and now there are lobster boat races, crate walks, horseshoe contests, and fireworks to add to the festivities. The flag is proudly flown year-round in "Jonesport, America." Residents fought in the American Revolution and have proudly served in the United States Armed Forces ever since.

On March 21, 1814, a British privateer, *Vim*, chased an American revenue cutter, commanded by Captain Elliott of Machias, into the harbor at Jonesport. The English war ship fired several shots at the revenue cutter and Captain Elliott ran his vessel aground in Sawyer's Cove to prevent his crew from being captured. The British launched a barge to take their easily captured prize when Jonesport citizens on the shore opened fire with their flintlock muskets. The barge was forced to surrender, and the British ship agreed to leave when the crew from the barge were returned. The outline of the ribs of the *Vim* are still visible at low tide by the head of Kelley Point Road.

The men and women of Jonesport have continued to defend and serve their country whenever needed. From 1874 until after World War II there was a U.S. Lifesaving Station on the outlying islands but on June 19, 1969, a new U.S. Coast Guard base was dedicated and opened on Bridge Street in Jonesport. This brought a military presence to the town in addition to the added benefits gained from the contributions to the community by the men and women and their spouses that serve at Station Jonesport.

Maritime Economic Mainstay and an Emerging Tourism Sector

Life in Jonesport, as with any small coastal community in Maine, has never been an easy one. Money is always difficult to come by and winters can certainly be a challenge to endure but the residents' belief in God, Country and Community has made Jonesport a wonderful place to live. Fishing and farming continue to support the town; although the sheep farms have long since gone and sardine factories have closed, Jonesport continues to explore new markets in shellfish. Increased cranberry and blueberry harvests continue to be an economic factor in the town. In 2023, Jonesport could see the construction of a \$110M onshore aquaculture facility. The proposed facility, which is currently under numerous appeals and still lacking permits, would

produce approximately 13 million pounds of yellow-tail kingfish (*Seriola Lalandi*). The proposed venture would create employment opportunities and have a considerable impact on Jonesport's economy.

Tourism has not been a major factor in the Jonesport economy although in the past there were hotels and boarding houses in town. Route One carried tourist traveling on the highway from Boston to Canada past the turn-off to Jonesport, so the town remained fairly undiscovered. Most of the summer population is made up of family members who have moved away and return to visit and the few summer residents who found the picturesque town, bought property, and return annually. Day tourists continue to be a rarity. There are no motels or hotels in Jonesport but there are summer rental houses and there are plans for the reopening of a bed-and-breakfast and the former Merrill Trust bank is undergoing refurbishment to house a café and gift shop. There are several small shops that sell gift items and three eating establishments.

SELECTED TIMELINE

1773:	Jonesport Settled
1789:	Land Grant given to John Coffin Jones
1809:	Became the town of Jonesborough
1820:	Maine became the 23 rd state under the Missouri Compromise
1832:	Became the town of Jonesport
1866:	36 men and women from Jonesport left for Palestine
1925:	Beals Island separated from Jonesport
1958:	Beals Island bridge dedicated
1969:	U.S. Coast Guard Station dedicated
1986:	Construction began on breakwater at Henry Point
2020:	Newly constructed Beals Island bridge is dedicated



Sawyer Store, Courtesy of the Town of Jonesport

The Maine Historic Preservation Commission maintains an inventory of important sites including buildings or sites on the National Registry of Historic Places (NRHP). The Moose Peak Lighthouse, located at the east end of Mistake Island, is listed in the National Register of Historic Places as a Lighthouse in Fair Condition.

Based on preliminary data the following sites have been determined to be eligible on the NRHP:

- United States Post Office, 193 Main Street – Good condition – U.S. Post Office
- Southeast of 11 Jonesport Avenue (E911 address) – Fair condition - residence
- Sardine Factory – Breeze Street – this is an error of address. The former Middle Factory was located on Jonesport Avenue which is accessible from Breeze Street. The listed sardine factory is the U.S. Coast Guard Station. The Middle Factory was demolished in 2020 and was in very poor condition.

A comprehensive survey of Jonesport's above-ground historic resources must be conducted to identify other properties eligible for nomination to the National Register of Historic Places. Jonesport does not currently have an Historic Designated District (HDD) on the local level nor does Jonesport have an HDD with the NRHP. Digital copies of the National Register nomination form(s) may be obtained by contacting the Maine Historic Preservation Commission at (207) 287-2132, extension 2.

REHABILITATION GRANTS

The Federal Historic Preservation Tax Incentives program rewards private investment to rehabilitate certified historic structures (building listed individually in the National Register of Historic Places or a building located in a registered historic district and certified by the Secretary of the Interior as contributing to the historic significance of the district). The building must be used for commercial, industrial, agricultural, or rental residential purposes, but not exclusively as the owner's private residence. Under PL 99-514 Internal Revenue Code Section 47, tax incentives include:

- 20% tax credit for certified rehabilitation of certified historic structures.
- 10% tax credit for rehabilitation of non-historic, non-residential buildings built before 1936.

For both credits, the rehabilitation must be a substantial one. That is, during a 24-month period selected by the taxpayer, rehabilitation expenditures must exceed the greater of \$5,000 or the adjusted basis of the building and its structural components. And the rehabilitation must involve a depreciable building. The National Park Service must approve, or "certify,"

all rehabilitation projects seeking the 20% rehabilitation tax credit. Owners seeking certification of rehabilitation work must complete the Historic Preservation Certification Application.

Maine's State Historic Rehabilitation Tax Credit Program (LD262, effective July 2008) includes:

- The "Substantial Rehabilitation Credit". A 25% state credit for any rehabilitation that also qualifies for the 20% federal credit. The rehabilitation must meet all the requirements of the Federal tax incentive program.
- The "Small Project Rehabilitation Credit." A 25% state credit for the rehabilitation of certified historic structures with certified qualified rehabilitation expenditures of between
- \$50,000 and \$250,000. This credit is available to entities that do not claim the federal rehabilitation credit. Applicants must meet all federal tax code qualifications except the substantial investment requirement.
- The "Affordable Housing Rehabilitation Credit Increase". The State Substantial Rehabilitation Credit and the Small Project Rehabilitation Credit may be increased to 30% if the rehabilitation project results in the creation of a certain amount of affordable housing. Please contact the Maine State Housing Authority (MSHA) for additional eligibility requirements.
- There is a "per project" state credit cap of \$5 million. State credits are fully refundable, 25% of the credits must be claimed in the taxable year in which the property is placed in service, and 25% must be taken in each of the next three (3) taxable years. Only rehabilitation expenditures incurred between January 1, 2008, and December 31, 2023, are eligible for the credit.

For more information on this subject go to:

<http://www.nps.gov/tps/taxincentives/incentives/index.htm> for *Federal* guidelines and https://www.maine.gov/mhpc/tax_incentives/index.html for *State* guidelines.

CEMETERIES

Cemeteries are also a cultural resource providing insight into the history of the community. An inventory of Jonesport cemeteries and burial sites is listed below.

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| 1. Indian River Cemetery | 17. Greenwood Cemetery |
| 2. Snare Creek Cemetery | 18. Sandy River Beach Cemetery |
| 3. Maker Point Cemetery | 19. Ezekiel Smith Cemetery |
| 4. West Jonesport Cemetery | 20. Sanford Kelley Cemetery |
| 5. Cummings Cemetery | 21. Farnsworth Cemetery (Seaside Chapel) |
| 6. Wilson Cemetery | 22. Charles L. Farnsworth Cemetery |
| 7. Richardson Cemetery | 23. Smith Cemetery |
| 8. Cross Cove Cemetery | 24. Cook-Smith Cemetery |

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|---------------------------------|-----------------------------------|
| 9. Old House Point Cemetery | 25. Almer Smith Cemetery (Jewett) |
| 10. Sawyer Cemetery | 26. Smith Cemetery |
| 11. Henry Hill's Cemetery | 27. Smith-Rogers-Miller Cemetery |
| 12. Samuel S. Kelley Cemetery | 28. Pearlman Cemetery |
| 13. Barnabus C. Kelley Cemetery | 29. Bay View Cemetery |
| 14. Thomas Kelley Cemetery | 30. Roque Island Cemetery |
| 15. Ryan Cemetery | 31. Graveyard Point Cemetery |
| 16. Rosannah Kelley Cemetery | 32. Edmund Alley Cemetery |

ARCHAEOLOGICAL SITES

According to the Maine Historic Preservation Commission (MHPC) there are forty-two (42) known prehistoric archaeological sites located within Jonesport, all within the coastal zone and that fourteen (14) of the sites may be eligible for the National Register of Historic Places. The MHPC notes that the reconnaissance coastal zone survey is complete except for Head Harbor, Steele Harbor Islands, and the shore of Chandler Bay. The Roque Islands survey has been completed. MHPC also notes the need for an intensive-level survey of the fourteen (14) sites that are possibly eligible for listing in the National Register of Historic Places is needed and that Indian River valley needs survey.

There are also twenty-five (25) historic archaeological sites in Jonesport which are summarized in the table. MHPC also notes that no professional surveys for historic archaeological have been conducted to date in Jonesport. They also state that future archaeological survey, inventory, and analysis should focus on the identification of potentially significant resources associated with the town's agricultural, residential, and industrial heritage, particularly those associated with the earliest Euro-American settlement of Jonesport in the 18th and early 19th centuries.

Site Number	Name	Periods of Significance	Type
ME220-001	<i>Moonlight</i>	December 19, 1933	American wreck, schooner
ME220-002	<i>Golden Ball</i>	January 28, 1909	American wreck, schooner
ME220-003	<i>Sarah</i>	Sank, Oct 2, 1834	American wreck, schooner
ME220-004	<i>Dolphin</i>	Built in 1783, wrecked in 1819	American wreck, schooner
ME220-005	<i>Emma and Maggie</i>	1898-1913	American wreck, gas screw
ME220-006	<i>Aubrey A.</i>	1902-1931	American wreck, gas screw
ME220-007	<i>Louise</i>	1914-1931	American wreck, gas screw

Site Number	Name	Periods of Significance	Type
ME220-008	<i>Navajo</i>	1893-1944	American wreck, gas screw
ME220-009	<i>Rising Sun</i>	1869	American wreck, gas screw
ME220-010	<i>Margaretta or “Machias Cruiser”</i>	1775-1777	Canadian wreck, sloop-of-war
ME220-011	<i>Ashton</i>	Totally wrecked at Moosabec Reach on Nov 26, 1896	Canadian wreck, schooner
ME220-012	<i>E. Merriam</i>	Went ashore on Green Island Ledge, Nov 18, 1912	Canadian wreck
ME220-013	<i>Emma</i>	Wrecked on Green Island Ledge, Feb 4, 1872	Canadian wreck, schooner
ME220-014	<i>Four Brothers</i>	Wrecked in 1866	Canadian wreck, schooner
ME220-015	<i>George and Everett</i>	Wrecked at Steel[e] Harbor Island on December 6, 1896	Canadian wreck, schooner
ME220-016	<i>Gondola</i>	Wrecked on Seguin Ledges Dec 4, 1890	Canadian wreck, schooner
ME220-017	<i>Grace E. Cann</i>	Driven ashore January 2, 1884	Bark
ME220-018	<i>Willie</i>	Totally lost on Pulpit rock Jan 6, 1877	Canadian wreck, schooner
ME220-019	<i>Loyalist</i>	Wrecked at Steele Harbor Island November 19, 1884	Canadian wreck, schooner
ME220-020	<i>P Aoli or “Paoli”</i>	Lost at Moosabec Reach on April 28, 1862	Canadian wreck, schooner
ME220-021	<i>Robert A. Lewis</i>	Wrecked May 8, 1858	Canadian wreck, schooner
ME220-022	<i>W.E. Duryea</i>	Totally wrecked at Head Harbor January 22, 1878	Canadian wreck, schooner
ME220-023	<i>Welcome Home</i>	Totally wrecked January 29, 1871	Canadian wreck, schooner
ME220-024	<i>Zina</i>	May 6, 1879	Undetermined
ME220-025	<i>S. Reynolds Farm</i>	C 1881 to c 2002	Farmstead

According to local history, the *Rio Tambo* sank in Head Harbor (1935) when it was loaded with lath for construction.

PRESERVATION OF HISTORIC AND ARCHAEOLOGICAL RESOURCES

According to the Maine Historic Preservation Commission, “the standard of what makes an archaeological site worthy of preservation should normally be eligibility for, or listing in, the National Register of Historic Places. Because the National Register program accommodates sites of national, state and local significance, it can include local values. Because of physical damage to a site and/or recent site age, some sites are not significant.”

Municipal Planning concerning archaeological sites should identify and protect significant sites. Resource protection zoning can accomplish this and/or individual landowners of significant properties can be approached to obtain permission for nomination of archaeological sites on their property to the National Register of Historic Places (NRHP). Individuals can also voluntarily donate to preservation easements. NRHP listing extends protection of federal legislation against actions by federal agencies, while a combination of NRHP listing and preservation easement with posting against ground disturbance extends the protection of State Antiquities legislation to archaeological sites.

Threats to local historic resources and to those of state and national significance

Historic Buildings: Without an inventory of existing sites and buildings that may be of historic significance, Jonesport is vulnerable to the loss or conversion of sites or buildings that are important to the history of the town.

Archaeological Sites: The locations of the above referenced archaeological sites are protected under the Shoreland Zoning and Flood Plain Ordinance provisions adopted by the town.

Climate change presents a threat to all historic properties in Maine as storm intensities and coastal erosion and flooding increase, Jonesport looks to the resources, tool kits, and guidance on Maine Historic Preservation Commission website.

Public Opinion Survey

A survey of public opinion was conducted in 2021 and Jonesport respondents overwhelmingly support preserving the small-town atmosphere (66%) and a desire to maintain the town’s character as a working fishing village (62%) as well as preserving scenic resources (74%). The entire survey may be found in Appendix A.

POLICIES AND IMPLEMENTATION STRATEGIES

To preserve the State’s historic and archaeological resources from development that could threaten those resources, The Town of Jonesport has developed the following implantation strategies:

Goal: Jonesport will preserve the State’s historic and archaeological resources for future generations to enjoy, treasure, and pass on to future generations.			
Policy	Implementation Strategy	Responsibility	Timeframe
Protect and preserve known historic and archaeological sites	Promote awareness of historic structures and artifacts including the consideration of listing locations on the National Register of Historic Places	Planning Board; Historical Society	Immediate
Educate and inform residents and visitors of the town’s historic and archaeological sites	Install signage where appropriate in order to explain historical significance of historic and archaeological sites	Planning Board; Select Board	Short Term (Within 2 years)
	Install kiosks where visitors and residents may obtain printed materials related to Jonesport’s history and known historic and archaeological sites	Planning Board; Select Board	Short Term (Within 2 years)
Ensure that archaeological and historic sites are not unknowingly destroyed	Potential areas of artifacts and historic significance, especially along riverbanks and lakeshores, should be professionally surveyed, documented and monitored	Select Board; Planning Board	Long Term (Within 5 – 7 years)
Review and formulate guidelines or land use controls to protect and preserve historic and	Continue to review existing land use policies with the intention of preserving and protecting historic and archaeological resources	Planning Board	Immediate

archaeological resources if identified			
	Require developers to provide evidence that proposed developments will not negatively impact any archaeological sites	Planning Board	Immediate
	Develop site standards that respect existing architectural scale, styles, and setbacks to retain historic setting of the commercial maritime district	Planning Board	Short Term (Within 2 years)

SUMMARY

Jonesport has a strong maritime and agricultural history which has driven the town's development since the 18th century. The value of community, religion, and devotion to Maine and our nation has resulted in a tight-knit community. The residents strongly wish to preserve the "feel" of Jonesport with an emphasis on preservation of natural resources, small town feel, and their regional economy of fishing and agriculture. Residents of Jonesport are a fiercely independent and, rightfully proud of their heritage and the path that the town is on to further economic development and prosperity while preserving and honoring those who came before them.

LOCAL HISTORIES AND SELECTED REFERENCES

History of Jonesport submitted by the Comprehensive Plan History Committee:

- Lee Guptill
- Penny Hershman
- Harry Fish
- Paul Iossa
- David Rier
- Roland "Skip" Rogers

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