

3246

Diag. Cht. No. 801

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey

Topographic

Field No.

Office No.

3246

LOCALITY

State

Maine

General locality

Locality

1912

CHIEF OF PARTY

John E. McGrath

LIBRARY & ARCHIVES

DATE

March 21, 1912

3246

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G. & C. SURVEY,
 DEPT. OF STATE
 MAR 21 1912
 Ass. No.

Top. 3246.

Department of State.

U. S. AND CANADA BOUNDARY SURVEY.

O. H. Tittmann

W. F. King

Commissioners.

State:

Maine

Province:

New Brunswick

Scale of Survey
 $\frac{1}{10,000}$

OPERATION

Descriptive Report of
 Topographical Sheet No.

LOCALITY

Mouth of Hapscoconhagan Brook to
 Maurer's Survey of American
 Shore Line.

INSTRUMENT

1911

CHIEF OF PARTY

John E. McGrath

Vol.

Vol.



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Descriptive Report Topographic Sh. No.

This sheet contains topographic survey on a scale of 10,000 made to show American shore line of the St. Croix River as it exists since the construction of the Woodland dam.

The area shown on this new sheet includes sections embraced in topographic sheet nos. 2003 and 2006, work of Assistant J. A. Plummer in 1890; and in topographic sheet no. 1940 executed by Assistant E. Ellivott in 1889. About 13 years after the date of Assistant Ellivott's and Plummer's operations a great dam was built at Spragues Falls, St. Croix River and, in connection therewith a new town was laid out on the American shore (and named Woodland) and a huge paper mill was located here. As a result of the building of the dam the waters of the river were embayed here and the effect extending backward for miles the shore line and adjacent land was submerged as far up stream as Pomeroy Landing.

The sheet surveyed in 1911, shows the new water line from the dam to a point opposite Pomeroy Landing, on the American shore and in addition the survey was extended below the dam to ^{the mouth of} Napawaunkegan Brook (Swang Brook on Assistant Ellivott's Topographical sheet no. 1940).

The embayed waters, above the dam, have submerged the old shore lines and strips of land on both shores of the river - but the new and wide water area that now exists is much congested by masses of tree

growth scattered thickly through the closely placed
 downed trees making it very troublesome to cross from
 one side of the river to the other. The old location of the
 railroad track from a point below the mouth of Hapraconha-
 gan Brook to the head of Sprague's Lake had to be abandoned
 because of the new conditions and the track now crosses the
 river on a bridge above Woodland; the connection with
 Woodland is effected over a branch line, while the
 main track continues onward to the terminal at Princeton.

There is some cleared ground between Hapraconhagan Brook
 and the western limit of Woodland; a clearing has been
 made of a point making out into the lake just above
 the railroad bridge; there is a small clearing
 abreast of Whidden's; and one has been made at
 head of Sprague Lake; with these exceptions the American
 shore is densely covered with second growth forest which
 includes alder, spruce, hemlock, poplar, cedar, hemlock,
 beech, maple and birch for the whole stretch along
 the river and for at least $\frac{3}{4}$ of a mile inland from
 the railroad track. The survey of the Canadian
 shore line, complementary to the one shown on this
 sheet, was made by the Canadian party.