

3247

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. *3247*

LOCALITY

State *Maine*

General locality

Locality

1941

CHIEF OF PARTY

John E. Mc Gath

LIBRARY & ARCHIVES

DATE *March 21, 1912*

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Acc. No.

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Department of State.

U. S. AND CANADA BOUNDARY SURVEY.

O. H. Pittmann
W. H. King } Commissioners.

State: *Maine*
Province: *New Brunswick*

Scale of Survey *10,000*

OPERATION

*Descriptive Report of
Topographical Sheet No.*

LOCALITY

*Kill-me-quick Rips to Wall Rips
(near Vanceboro, Maine)*

INSTRUMENT

1911

CHIEF OF PARTY

John E. McBrath
Asst. C. & G. Survey
Vols. Vol.

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Descriptive Report for Top-Sheet No.

This sheet represents a resurvey on a scale of $\frac{1}{10,000}$ of the area covered by topographical sheet No. 1931 which was made by Assistant C.M. Sacke, in 1889 on a scale of $\frac{1}{40,000}$ -

The sheet extends from Lat. $45^{\circ}30'$ to Lat. $45^{\circ}34'10''$ and the extreme eastern & western points are, respectively, $67^{\circ}24'$ & $67^{\circ}27'$. The upper limit of the sheet shows the dam just above Kill-me-quick Rapids; across the crest of this dam extends the wagon road which connects Vanceboro, Me., with St. Croix, N.B. The town of Vanceboro owes its present importance to the fact that it is a junction point for the Maine Central and Canadian Pacific Railways, the latter road utilizing the Maine Central tracks from Vanceboro to Mattawamkeag as a link in its route from St. John, N.B., to Montreal. The great traffic exchanged here, and the fact that the winter trans-Atlantic business of the C. P. R. system has to pass through Vanceboro makes Vanceboro one of the most important customs stations in New England. The Canadian shore for the whole length of the sheet south of the first hook entering the river south of the railroad is all overgrown with second growth timber except in the small area around the shores of Mud Lake which is a marshy meadow. The tree growth is made up of pines, spruce, beech, & birch, principally and at present is of little value - there is no road or house in view along this shore of the river below the Railroad bridge.

On the American side of the St. Croix River a town

Road extends from the dam to a point which is 70^m south
 of intersection of road with a fence line that terminates at the
 river a little above Holbrook Δ & Wood Δ - Roads are
 shown continuing on from the point named but they are not
 public highways - The eastern continuation extends on through
 the fields of Mr. E. A. Holbrook to the river; the western branch
 has been cleared out for the use of the river drivers and in winter
 supplies are hauled in over it for the camps as far down
 the river as Duck Point; and in spring the telephone line
 which follows this road keeps the corporation, which
 controls the logging operations along the river in touch
 with all of the crews who are operating on the "drive".
 The only cleared land from Vanclose to Hall's Rips, on the
 American shore for a distance of a mile from the
 river is what is shown on the sheet. The second growth
 timber which covers the land is generally beech and
 birch with a thin sprinkling of spruce soft wood
 there is, however, one piece of merchantable spruce
 west of Holbrook's farm road & south of Elbow Rips Δ
 The channel of the river shown on the sheet is narrow
 and shallow. Obstructed by numerous shoal spots locally
 called rips because of the broken water that marks them.
 In addition the navigation is injuriously affected
 by many boulders which are irregularly disposed
 along the river course. Although after mid summer

the lowering of the water supply makes even canoe navigation difficult, this does not affect the width of the river to the extent one would imagine would result, because of the steepness of the river banks. The chief rock formation in this section is granite and as a result the change due to time and seasonal causes is very slight.