Form 501
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. McKeith

LIBRARY & ARCHIVES
DATE: March 21, 1912
Department of State.

U.S. AND CANADA BOUNDARY SURVEY.

O. H. Pettman
W. H. King

Commissioners.

State: Maine
Province: New Brunswick

Scale of Survey 1:5000

Operation
Descriptive Report of Topographical Survey

Locality
Kilmer, Quebec to Wall, Niagara

INSTRUMENT

1911

CHIEF OF PARTY

John G. Anderson
Assistant C. H. S. Survey
3247

Descriptive Report for Top Sheet No.

This sheet represents a survey made on a scale of 1/1,000 of
the area covered by topographical sheet No. 1931, which was made
by Assistant C. M. Smith in 1889, on a scale of 1/5,000.

The sheet extends from lat. 45° 30' to lat. 46° 34' 10" and
the extreme eastern and western points are respectively, 67° 24'
and 67° 27'. The upper limit of the sheet shows the dam just
above Hill-McKee's Rapid, across the west of the dam extends
the wagon road which connects Vancello now, with St. John,
N.B. The town of Vancello 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 Vancello 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 time ship-
the business of the C. P. R. system has to pass through Vancello
makes Vancello one of the most important lumber stations in
New England. The Canadian shore for the whole length of the sheet
south of the first bend entering the river south of the railroad is
all virgin, with second growth timber except in the small
areas around the shore of Minik Lake which is a marshy meadow.
The tree growth is made up of pine, spruce, hemlock, birch, principally
and at present is of little value—there is no wood or house in view
along the shore of the river below the railroad bridge.

On the American side of the St. John River a town
Road extends from the dam to a point which is 700 feet
of intersection of road with a fence line that terminates at the
river a little above Holbrook. At this point roads are
shown continuing on from the point named but they are not
public highways. The eastern continuation extends in through
the fields of Mr. E. A. Holbrook to the river; the western branch
has been cleared off 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 mile road keeps the corporation which
controls the logging operations along the river in touch
with all of the crews who are operating in the drive.
The only cleared land from Kancalors to Hollo 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
birk with a thin sprinkling of spruce and
there is, however, one piece of merchantable spruce
west of Holbrook from wood near middle of Elbow Rips.
The channel of the river shown on the sheet is narrow
and shallow. Instructed by numerous shoals, locally
called rips because of the broken water that marks them.
In addition the navigation is irregularly affected
by many breakers which are irregularly disposed
along the river line. 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.