Form 501
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey TOPOGRAPHIC

Field No. Office No. T-8789

LOCALITY

State MAINE

General locality EASTERN MAINE

Locality ST. CROIX RIVER

194 6-149

CHIEF OF PARTY
E.A. Gilmore, Chief of Field Party.
T.B. Reed, Balto. Photo. Office

LIBRARY & ARCHIVES

DATE August 8, 1950
DATA RECORD

T - 8789

Project No. (II): FH-11

Quadrange Name (IV): Robbinston

Field Office (II): Calais

Chief of Party: Ross A. Gilmore

Photogrammetric Office (III): Baltimore, Md.

Officer-in-Charge: Thos. B. Reed

Instructions dated (II) (III):
9 May and 18 September 1946

Copy filed in Division of Photogrammetry (IV)
Office files

Method of Compilation (III): Air Photographic (Multiplex)

Manuscript Scale (III): 1:8500

Stereoscopic Plotting Instrument Scale (III): 1:8500

Scale Factor (III): 1.00

Date received in Washington Office (IV): 5-6-49
Date reported to Nautical Chart Branch (IV): 7-26-49

Applied to Chart No.

Date: Date registered (IV): 6-20-50

Publication Scale (IV): 1:24,000

Publication date (IV):

Geographic Datum (III):
North American, 1927

Vertical Datum (III):
Mean sea level except as follows:
Elevations shown as (20) refer to mean high water
Elevations shown as (g) refer to sounding datum i.e., mean low water or mean lower low water

Reference Station (III): INITIAL, 1909

Lat.: 45° 04' 19.407"
Long.: 67° 06' 23.127"

Adjusted Plane Coordinates (IV):

Y =
X =

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office, or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.
Areas contoured by various personnel
(Show name within area)
(II) (III)
DATA RECORD

Field Inspection by (II):  Irving I. Saperstein  
                         Herschel G. Murphy  
                         Date:  Oct. 1946

Planimeter contouring by (II):  
                             Date:

Completion Surveys by (II):  George E. Varnadore  
                             William H. Shearouse  
                             John R. Smith  
                             Date:  Sept. 1949

Mean High Water Location (III) (State date and method of location):  
Same as date of field inspection  
See Item No. 30

Projection and Grids ruled by (IV):  H.R.  
                             Date:  Dec. 1947

Projection and Grids checked by (IV):  H.R.  
                             Date:  Dec. 1947

Control plotted by (III):  Donald M. Brant  
                             Date:  Jan. 1948

Control checked by (III):  Albert C. Rauck, Jr.  
                             Date:  July 1948

Control extension by (III):  
                             Date:  Jan. 1948

Stereoscopic Instrument compilation (III):  
Planimetry  
                          Albert K. Heywood  
                          Date:  July 1948

Contours  
           Albert K. Heywood  
           Date:  July 1948

Manuscript delineated by (III):  Mary L. Rosenberg  
                             Date:  Jan. 1949

Photogrammetric Office Review by (III):  
Albert K. Heywood  
                             Date:  April 1949

Elevations on Manuscript  
checked by (II) (III):  
Albert K. Heywood  
                             Date:  April 1949
PHOTOGRAPHS (III)

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Tide (III)

Reference Station: Eastport, Me.
Subordinate Station: Robbinston (St. Croix River)
Subordinate Station:

Washington Office Review by (IV): C. Theurer  
Date: 5-9-50

Final Drafting by (IV):

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 10

Shoreline (More than 200 meters to opposite shore) (III): 12 statute miles
Shoreline (Less than 200 meters to opposite shore) (III): 0.5 " "

Control Leveling: Miles (II): See item No. 5 Field Inspection Report

Number of Triangulation Stations searched for (II): Recovered: Identified:

Number of BMs searched for (II): Recovered: Identified:

Number of Recoverable Photo Stations established (III): 10

Number of Temporary Photo Hydro Stations established (III): 23

Remarks:
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<th>LONGITUDE OR ( x )-COORDINATE</th>
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1 FT. = 0.3048008 METER

COMPUTED BY: Henry P. Bichert

DATE: 1946

CHECKED BY: E.L. Bauman

DATE: 1946
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1 FT. = 3048006 METER
COMPUTED BY: B. Wilson
DATE: 11/14/49
CHECKED BY: A.K. Heywood
DATE: 11/30/49
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1 FT = 0.3048006 METER

COMPUTED BY: B. Wilson

DATE: 11/14/49

CHECKED BY: A.K. Heywood

DATE: 11/30/49
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</table>
74 Pike, 1909
75 Lambs Bluff, 1909
76 Initial, 1909
77 Robbinston, 1909 Last
206 Ref. Mon., 1946
321 Loring, 1946
522 Rob, 1946

Ph-11(46)
T-8789
SKETCH OF HORIZONTAL CONTROL
in the United States
FIELD INSPECTION REPORT
TO ACCOMPANY
QUADRANGLE 8789
PROJECT Ph-11(46)
OCTOBER 1946

1 - DESCRIPTION OF AREA:

This 7.5 minute quadrangle is bounded on the north by N. Lat. 45°-07'30", on the south by N. Lat. 45°-00'00" and on the east and west by W. Long. 67°-00'00" and 67°-07'30" respectively. Only about one third of the area is land and half or more of that is in Canada. The area in the United States is in Washington County, Maine. The prominent water features are the St. Croix River which empties into Passamaquoddy Bay within the quadrangle limits, the two forming the International Boundary between the United States and Canada.

The principal cultural features are U. S. Highway No. 1 which parallels the St. Croix River in a northwesterly direction, traversing the quadrangle from south to north, and the villages of North Perry and Robbinsport.

The vegetation is the type common to northeastern Maine and consists of softwoods such as pine, fir, spruce and hemlock and hardwoods such as maple, birch, some elm and alder. Some cultivated areas are seen here and there. Blueberry Barrens are not so extensive in this quadrangle as some of the others, though a few may be found.

The shoreline, in general, is rocky with many ledges and 2 large coves.

2 - COMPLETENESS OF FIELD INSPECTION:

Interior Inspection was done of 1:20,000 scale single lens photographs Nos. 46C 672, 674, 731 and 732. Woods were classified as to type and density, buildings to be compiled were encircled and roads labelled. The field inspection is complete.

3 - INTERPRETATION OF PHOTOGRAPHS:

This subject has been discussed in detail in other reports for the project. As photographic tones, etc., in this quadrangle are similar, reference is hereby made to the report for quadrangle 8797.

Files in Div. of Physy - General Files
4 - HORIZONTAL CONTROL:

All known horizontal stations were searched for. This was 5 stations and 4 of them were recovered and identified on the photographs, using the substitute station method in each case. Exception to the above statement are those stations in Canada. No attempt was made to recover any station in Canadian territory.

Photographs on which control was identified are as follows: 46 C 466, 783 and 754, all of which are 1:8500 scale ratio prints.

5 - VERTICAL CONTROL:

8 of the 9 bench marks known to exist in this quadrangle were recovered and identified on the 1:20,000 single lens photographs.

Seven bench marks recovered.

The additional vertical control required was established by trigonometric methods running between established bench marks. All points established are within the accuracy requirements.

These level points are of a temporary nature. They are pricked and circled in blue on the front of the photographs and circled and numbered on the back. The letters RN prefix each such point.

Photographs used are: 46 C 673 and 674, both being 1:20,000 scale single lens.

6 - CONTOURS AND DRAINAGE:

Inapplicable.

7 - MEAN HIGH-WATER LINE:

The mean high water line was delineated on the photographs within 0.5mm of true position.

In general, a boat was used and sailed as far inshore as possible to identify the mean high water level.

Photographs on which shoreline and other field inspection appears are: 1:8500 ratio prints 46 C 674, 677, 679, 731 - 754 inclusive. Low altitude photographs (1:8500 reduced from 1:6000) 46 C 459 thru 482.

8 - LOW-WATER LINE:

Approximate low water line was delineated on the low altitude photographs when time of inspection was at or about low water.
9 - WHARVES AND SHORELINE STRUCTURES:

The only dock of any consequence is the one of the sardine factory at Robbinson.

10 - DETAILS OFFSHORE FROM HIGH-WATER LINE:

Wherever rocks or ledges were awash at or below MHW, a note was made on the photograph as to how much the rock or ledge bared, the time and date.

11 - LANDMARKS AND AIDS TO NAVIGATION:

The only landmark worthy of charting is the brick stack at Robbinson which is charted on chart 801. This landmark shall be retained. This has been reported on Form 567. Chart letter 584(4).

There are no permanent fixed aids to navigation within the limits of the quadrangle.

12 - HYDROGRAPHIC CONTROL:

Hydrographic signals were picked on the photograph for use of the hydrographer. These consist mainly of lone trees, or trees that stand out, such as on points of land. Also used for hydrographic signals were large boulders in the water, gables of houses and chimneys. Descriptions of hydrographic signals have been recorded in field sketchbook Vol. 9. An attempt was made to pick sufficient hydrographic signals, except in areas where it was impossible to pick signals with certainty.

In addition, recoverable topographic stations were established about 1 mile apart. Wherever possible, gables, cupolas or chimneys were used and picked direct on the photographs. Where no artificial objects were within the 1 mile radius, a marked station, using a standard topographic disc, was established and picked direct on the photograph.

Form 524 "Description of Recoverable Topographic Station" cards were submitted for all topographic stations.

13 - LANDING FIELDS AND AERONAUTICAL AIDS:

None.

14 - ROAD CLASSIFICATION:

Roads were classified according to current instructions.
15 - BRIDGES:

There are no bridges over navigable water within the limits of the quadrangle.

16 - BUILDINGS AND STRUCTURES:

Buildings and structures were indicated as a part of Interior Inspection. Those buildings to be compiled are circled in red ink on the photographs.

17 - BOUNDARY MONUMENTS AND LINES:

This is the subject of a special report submitted by Harold A. Duffy, Photogrammetrist. Filed in Div. of Party General Files.

18 - GEOGRAPHIC NAMES:

Same as 17.

19 - SYMBOLS:

Symbols may be found on the back of photograph 732.

NOTE: Work on items 2, 5, 14, and 16 was done by Herschel G. Murphy, Eng. Aid. Work on items 4, 7, 8, 9, 10, 11, 12, and 15 was done by Irving I. Saperstein, Engr. Drafts.

Respectfully Submitted:

Irving I. Saperstein, Engr. Drafts

Herschel G. Murphy, Eng. Aid

Approved and Forwarded: 2-24-46

Ross A. Gilmore, Chief of Party
COMPILATION REPORT

Project PH-11
Survey T-8789

General methods used in the compilation of this quadrangle are adequately described in Project Report PH-11(46).

More detailed descriptions of special applications of these methods appear under each item in the compilation report where applicable.

26. CONTROL

a) Vertical Control:
The edge of the water had to be used in several models for horizontalization. Glare from the water surface made it difficult to read and index properly.

b) Horizontal Control:
One short flight, 46-C-672-674, flown along the coast was scaled to pass points from the adjoining flight, 46-C-611-615. One triangulation station, LORING, appeared in this area but was hard to identify. Model 673-674 contained 80% water area making a parallax solution difficult. This area was tested by Field Editor. See report.

27. RADIAL PLOT

None.

28. DETAILING

Model 46-C-674-675 in the vicinity of Lewis Cove could not be used by multiplex because of insufficient land area for the removal of parallax. Hypsography and culture in this area are to be completed during field edit. Completed by Field Editor.

29. SUPPLEMENTAL DATA

None.

30. MEAN HIGH WATER LINE

Some small portions of the MHW line were shown by field inspection on photographs taken at low water, 46-C-465 and 46-C-467 (1:6000). This shoreline was transferred to the manuscript by the vertical projector holding multiplex detail points.

Photographs 46-C-674-675 could not be scaled by multiplex because of insufficient land area. The MHW line covered by this model was drawn by multiplex with monoscopic coverage using the adjacent model 46-C-675-675. Shoreline in this area should be checked by the field edit party.

Shoreline checked and corrected.
30. MEAN HIGH WATER LINE (Continued)

In the vicinity of Lewis Cove the MHW line was furnished by field inspection on photograph 46-C-677. Model 46-C-677-678 could not be oriented by multiplex because of poor quality photographs. Photographs 46-C-673-674, which cover the same area, were used during multiplex compilation and detail points plotted. These detail points could not be accurately transferred to field inspection photograph 46-C-677 due to glare and steep bluffs along the shoreline; consequently the MHW line was then transferred by the stereoscope from field inspection photograph 46-C-677 to photographs 46-C-673-674 and the MHW line drawn on the manuscript holding detail points furnished by multiplex. Checked and corrected by Field Editor.

31. LOW WATER AND SHOAL LINES

The approximate low water line was furnished by the field inspection party on low altitude flight 46-C-459-482 (1:6000) and transferred to the manuscript by vertical projector holding multiplex detail points. In some cases sufficient detail points could not be transferred to complete the low water line. See Review Report.

32. DETAILS OFFSHORE FROM THE HIGH WATER LINE

Data believed to be complete.

33. WHARVES AND SHORELINE STRUCTURES

All have been shown and labeled.

34. LANDMARKS AND AIDS TO NAVIGATION

See Review Report

a) All landmarks have been plotted
b) Refer to item 11 of field inspection report

35. HYDROGRAPHIC CONTROL

See descriptions of photo hydro stations attached to Notes for Hydrographer.

The following photo (topographic) stations could not be plotted within the required limits of accuracy for the reasons noted:

T.S. GABLE 8912 - Can't see.
T.S. N. GABLE 8918 - Difficult to identify
T.S. LORE 1946 - Can't see
T.S. WINDMILL 8925 - Can't see

37. GEOGRAPHIC NAMES

An alphabetical list of geographic names has been prepared and accompanies this report.

The geographic names in this quadrangle are used as per recommendation of special report by Harold A. Duffy.
38. JUNCTIONS

Junctions have been made as follows:

To the north is St. Croix River which is the limits of Project PH-11(46) Canadian shoreline extended on T67S7 to Junction with this Quad.

To the east is St. Croix River which is the limits of Project PH-11(46)

To the south with Survey No. T-8789

To the west with Survey No. T-8788.

39. VERTICAL ACCURACY

In some cases due to diagonal flights along the shoreline, field elevations were not in sufficient quantity for all models. Where needed, multiplex elevations were evaluated and used in the compilation.

40. BOUNDARIES

The geographic positions of the International Boundary turning points were plotted using as a source the "Report, International Boundary Commission, Dept. of State, converted to the N. A. 1927 datum.

The boundary line between Robbinston and Perry is shown as per field inspection data.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

The comparison with the U. S. Geological Survey, Robbinston quadrangle was in good general agreement. The quadrangle was reprinted in 1945.

The hypsography did not agree well with the International Boundary Commission maps published in 1925.

45. COMPARISON WITH NAUTICAL CHARTS

Comparison was made with the U. S. Coast and Geodetic Survey Chart No. 801, scale 1:40,000, dated 1919.

The general configuration of the shoreline is in good agreement. A small pond shown on the chart in the vicinity of Brooks Cove no longer exists.

The topographic and cultural detail of this map compilation is believed to be complete, and upon completion of field, edit, and hydrography, should supersede all previously charted data.

Respectfully submitted
April 1949

Albert A. Heywood
Engineering Draftsman
Report and Review

Stanley M. Trow, Cartographer (Photo.)
Supervisor

Approved and forwarded
May 1949

Thos. B. Reed
Officer in Charge
Baltimore Photogrammetric Office
Field Edit Report, T-8789

51. Methods.—All roads were ridden out by truck to check their classification, to edit vegetation classification, to reclassify buildings, and to visually inspect contours as to relief expression and planimetry.

The shoreline on the United States side was edited from a skiff running close inshore and at or near low-water, as was that of the Canadian side.

Standard planimetal methods were used to run a vertical accuracy test and to complete contours in an area of about 1/3 sq. mile.

Five very old triangulation stations were visited to ascertain their existence. These stations were not previously described and Form 526 is being submitted for each.

One topographic station—QUIN, 1949—was established by theodolite, at approximate Lat. 45°01.6', Long. 67°04.9'. This station could not be plotted. Control adequate without station.

Field edit information is shown on the following:
(1) Discrepancy Prints, (2) Field Edit Sheets Nos. 1 and 2, (3) 1:8,500 scale ratio photographs 46 C 613, 615, 616, 618, 619, 672, 673, 676, 677, 733, and low altitude photographs 46 C 470, 471 and 473.

Red ink was used for additions and corrections; green for deletions. The letter "R" following a photograph number indicates a ratio print. No legend is shown.

52. Adequacy of compilation.—The area in the vicinity of Lat. 45°02.5', Long. 67°06.5', in which contours were completed by planimetal, was vertically controlled by bench marks N-17 and M-65, the origin being at N-17 and termination at M-65. The error of closure was within 1.0 Ft. No adjustment was made. The work was done on 1:8,500 scale ratio photograph 46 C 677. Horizontal position was checked at numerous identifiable
topographic features. Error of position was negligible and no adjustment was made. The contours were compared with those on the map manuscript and it is believed the compiler will have no difficulty in affecting a junction and completing the area on the map manuscript.

After application of field edit data the compilation will be adequate and complete on the United States side. Since photographic coverage of the Canadian shoreline is incomplete the compilation is not adequate except for the nature of the foreshore which was inspected and noted on the photographs or the Field Edit Sheets.

53. Map accuracy.—A vertical accuracy test was run at approximate Lat. 45°00.6', Long. 67°05'. Horizontal origin was at an intersection of a private driveway and road, and termination was at an identifiable topographic feature at the shore of a stream. The error of horizontal closure was 20 ft short. No adjustment was made.

Vertically the test originated at bench mark F-65. It was terminated at bench mark N-65. Error of vertical closure was 0.5 ft. high. No adjustment was made.

The test was run on 1:8,500 scale ratio photograph 46 C 672. The elevations were transferred to tracing paper along with planimetric features sufficient to orient the tracing and compared with a 1:8,500 scale print of the map manuscript. This comparison proved the contours to be within required mapping accuracy.

No other contours were tested by planimeter but visual comparison proved them to be very good as to relief expression.

The accuracy of the horizontal position of the Canadian shoreline is questionable. The mean high-water line is drawn about 0.25 mm to the east of triangulation station RANGE MARK NO 1, 1919, at JOES POINT, when, as a matter of fact, the mean high-water line is about 15 meters to the west of the station. This would indicate that the horizontal position of the shoreline is in error by about 2 mm in longitude at this point. Triangulation station RANGE MARK NO 1, 1919, and RANGE MARK NO. 2, 1919, which falls roughly 100 meters to the northeast, have been identified on photograph 46 C 676. Pricking cards are being submitted.

This area recompiled.
In the southeastern corner of quadrangle T-3737, approximately at its junction with quadrangle T-3739, triangulation station REFERENCE MON. 243, has been recovered and identified, by the sub-station method, on 1:8,500 scale ratio photograph number 46 C 618. The sub-station is on the mean high-water line. When this station is plotted on the map manuscript it will serve as a check on the horizontal position of the shoreline at that point.

The details of the Canadian shoreline are too generalized. It is believed that photographs 46 C 676 and 618 may be used to delineate the details more accurately with the help of these newly identified horizontal control stations. See Amendment to Addendum of the Compilation Report.

54. Recommendations.—No recommendations are offered.

55. Examination of proof copy.—Mr. Arthur T. Daggett, a selectman and long time resident of Robbinston, Maine, has agreed to examine a proof copy of the map. His address is P. O. Box 35, Robbinston, Maine.

Geographic names.—The name ST. ANDREWS ISLAND is not known locally. For many years the island has been known as NAVY ISLAND. As it is in Canada, it is recommended that Canadian source material be further investigated before the map is published.

No other geographical names discrepancies were noted.

Respectfully submitted,
October 12, 1949

George E. Varnadore
George E. Varnadore,
Cartographic Engineer
NOTES FOR HYDROGRAPHIC PARTIES

Eastern Maine

Topographic Manuscript

Project PH-11(46)
Survey No. T-8789

The following are descriptions of photo-hydro stations to be used as hydrographic signal sites:

<table>
<thead>
<tr>
<th>No.</th>
<th>Photo.</th>
<th>Description</th>
<th>Ht. above MHW (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>8903</td>
<td>732</td>
<td>Lone 20' spruce tree about 5 m W of MHWL and 10 m S of another 20' spruce on N side of Mill Cove.</td>
<td>10</td>
</tr>
<tr>
<td>8904</td>
<td>732</td>
<td>Center of small concrete highway bridge on E side.</td>
<td>8</td>
</tr>
<tr>
<td>8905</td>
<td></td>
<td>10' cedar about 20 m E of log cribbing and about 2 m W of a 15' spruce.</td>
<td></td>
</tr>
<tr>
<td>8907</td>
<td></td>
<td>Center of perpendicular detached red ledge, baring 25' above MHW.</td>
<td></td>
</tr>
<tr>
<td>8908</td>
<td>677</td>
<td>15' spruce, the most easterly of a group of spruces, on NE side of Lewis Cove and 5 m N of indentation in ledge</td>
<td>25</td>
</tr>
<tr>
<td>8910</td>
<td>677</td>
<td>Lone 25' spruce on W side of small inlet on NW side of Lewis Cove, 5 m W of MHW line.</td>
<td>5</td>
</tr>
<tr>
<td>8920</td>
<td>478</td>
<td>N. gable of shingled roof barn with 4 lightning rods.</td>
<td>50</td>
</tr>
<tr>
<td>8921</td>
<td>679</td>
<td>Lone 25' spruce tree 30 m NW of point and 2 m W of MHW line.</td>
<td>4</td>
</tr>
<tr>
<td>8922</td>
<td>679</td>
<td>Lone 35' spruce tree on N side of Loring Cove, at edge of earth bank about 4 m N of MHW line.</td>
<td>6</td>
</tr>
<tr>
<td>8923</td>
<td>679</td>
<td>E gable of boat shed at head of Loring Cove.</td>
<td>20</td>
</tr>
<tr>
<td>8924</td>
<td>679</td>
<td>Lone 20' spruce tree at W side of Loring Cove, about 100 m S of boat shed and 15 m W of MHW line.</td>
<td>7</td>
</tr>
<tr>
<td>8926</td>
<td>679</td>
<td>20' spruce tree, the most S of 3 spruces at edge of ledge bank.</td>
<td>10</td>
</tr>
<tr>
<td>No.</td>
<td>Photo.</td>
<td>Description</td>
<td>Ht. above MHW (feet)</td>
</tr>
<tr>
<td>-----</td>
<td>-------</td>
<td>-----------------------------------------------------------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>✓</td>
<td>8931</td>
<td>Brick chy. in center of 1½ story shingle-roofed dwelling with addition on E side.</td>
<td>40</td>
</tr>
<tr>
<td>✓</td>
<td>8932</td>
<td>E gable of black tarped over roof shed, with window under E gable, about 6 m W of MHW line</td>
<td>25</td>
</tr>
<tr>
<td>✓</td>
<td>8933</td>
<td>E gable of Sardine Factory at Robbinston of the most E. building.</td>
<td>40</td>
</tr>
<tr>
<td>✓</td>
<td>8935</td>
<td>Brick chy. in approx. center of 2 story shingled dwelling with pyramidal roof, about 75 m W of MHWL.</td>
<td>50</td>
</tr>
<tr>
<td>✓</td>
<td>8937</td>
<td>E gable of shingle boat shed, about 75 m W of detached red ledge in cove.</td>
<td>25</td>
</tr>
<tr>
<td>✓</td>
<td>8938</td>
<td>Lone 30' spruce tree, about 5 m E of a 30' pine.</td>
<td>15</td>
</tr>
<tr>
<td>✓</td>
<td>8939</td>
<td>Brick chy on S gable of 1½ story cottage, with another chy in center of house.</td>
<td>75</td>
</tr>
<tr>
<td>✓</td>
<td>8940</td>
<td>Brick chy. in center of 2 story dwelling with green roof on W side of Brooks Cove.</td>
<td>50</td>
</tr>
<tr>
<td>✓</td>
<td>8941</td>
<td>Lone 25' spruce tree on N side of Brooks Cove and S of cleared field and 15 m N of MHWL.</td>
<td></td>
</tr>
<tr>
<td>✓</td>
<td>8942</td>
<td>NE gable of barn with window under S gable, about 200 m NW of MHWL.</td>
<td>80</td>
</tr>
</tbody>
</table>

Approved and forwarded
10 May 1949

Respectfully submitted
9 May 1949

Thos. B. Reed
Officer in Charge
Baltimore Photogrammetric Office

Mary Louise Rosenberg
Cartographic Draftsman
ADDENDUM TO T-8789

The Canadian shoreline of the St. Croix River was taken from International Boundary Commission maps, Sheets No. 15 and 16. A small portion north of Latitude 45° 07' to the north limits of the sheet was delineated by Multiplex-model 46-C 618-619.

Refer to the Compilation Report T-8787 for additional information of the method used in the compilation of the area compiled by Multiplex.

The following geographic names are in Canada and have been added to the manuscript.

José Point
Johnson Cove
Kimbell Cove
St. Andrews Island

See complete list on Geoq. Names sheet.

Respectfully submitted
19 July 1949

Albert E. Heywood
Engineering Draftsman (Compiler)

Approved and forwarded
19 July 1949

Thos. B. Reed,
Officer in Charge,
Baltimore Photogrammetric Office
AMENDMENT TO ADDENDUM TO T-8789

The addendum to T-8789 of 19 July 1949 regarding delineation of the Canadian shoreline is amended as follows:

South of latitude 45° 05' 30" and to approximate longitude 67° 02' 30"
the shoreline was drawn monoscopically using one multiplex projector with diapositive 46-C-676. Shoreline prints on the American shore and Range Mark No. 1 were held to establish a scale and as control for the photograph. Foreshore inspection was furnished by the field edit party on this photograph.

In order to effect junction between the multiplex work and the IBC map, it was necessary to change the azimuth of the NW-SE road east of the shoreline.

The delineation of the Canadian shoreline east of longitude 67°03'30", including Navy Island, was taken from USC&GS Chart 801 (scale 1:40,000). Chart 801 was chosen for this portion as it joined well with our work, whereas, a satisfactory tie with the IBC map sheet 15 here could not be made. See Review Report, p. 28. Information from the Chart and IBC map deleted.

Approved and forwarded
10 January 1950

Respectfully submitted
10 January 1950

Hubert A. Paton
Officer in Charge
Baltimore Photogrammetric Office

Henry P. Eichert
Cartographer
LIST OF GEOGRAPHIC NAMES

- Back District Church
- Brooks Bluff
- Brooks Cove
- Canada
- Gin Cove
- Hinton Point (Pending with USBR-N)
- Lewis Cove
- Liberty Point
- Loring Cove
- Mill Cove
- Mill Point
- North
- No Ferry
- Passamaquaddy Bay
- Perry (District)
- Pottle Brook
- Robbinston (2) (village and district)
- Shore School
- St. Croix River
- South Robbinston (partly here)
- United States
- Calais Not on this island
- U.S. No. 1
- Brewer Cemetery
- First Congregational Church
- Washington County
- Maine

Names in Canada:
- St. Andrews Island
- Sears Point
- Hibell Cove
- Johnson Cove
- Western Gut
- Niger Reef
- St. Andrews
- New Brunswick

[-] Chamcook
- Hills
- Harbor
- Minister Island
- Hospital
- Harwood
- Kitty Cove
- St. Andrew Point
- North Point
- Kitty Cove
- Canadian Pacific (R.R.)
- Craig Point
- McCoon Cove

Names preceded by * are approved. 6-15-49

L. Heck
26. Control.—The only triangulation stations shown in Canada are along the edge of the detail limits. All stations that were reported lost or are beyond the detail limits were deleted. Several stations were not plotted since they are very close to stations already shown. Notes were added to the Form M 2088-12 indicating the status of each station.

Six USGS and one USGS bench marks were recovered in the field and are shown on the map manuscript.

28. Detailing.—Detail inshore from the MHW line in Canada is incomplete and has been neither field inspected nor edited and is shown only for the information of the Hydrographic Party. This detail is not to be published.

The MHW line in Canada between Latitudes 45°05'30" and 45°07'00" and part of the shoreline of St. Andrews Island was taken from T-1828, 1:10,000, 1866, because of inadequate photographic coverage. This shoreline was added so that the quadrangle can be completed but will not be shown on the registered copy.

31. Mean Low Water Line.—Low altitude photographs covering the entire shoreline on the United States side, were flown at low water. The approximate MLW line was compiled from these photographs and reconciled with the Hydrographic Surveys. The approximate MLW line in Canada was taken from the Hydrographic Surveys and symbolized in accordance with the Field Editors notes.

All information added from the Hydrographic Surveys has been shown in purple ink and will not appear on the registered copy. See attached letter, "History of Hydrographic Information," for sources.

34. Landmarks and Aids to Navigation.—Landmarks and Aids to Navigation in Canada were not inspected by the field parties. These aids to navigation are shown in Canada within the detail limits of this map. The positions of these aids were previously determined by triangulation. Navy Island Lighthouse and Tongue Shoal Lighthouse are listed in the 1950 Canadian Light List. Nigir Reef Daybeacon is listed in the 1940 edition of the Nova Scotia and Bay of Fundy Pilot. Two daybeacons, listed in the Pilot, marking Western Gut have been replaced by buoys; Canadian Notice to Mariners No. 30, 1948.
44. Comparison with Existing Surveys:

   a) USGS Robbinston Quad 1:62,500 1931 Repr. 1945
   b) T-1669  1:10,000  1885-88
      T-1828  1:10,000  1866
      T-1839  1:10,000  1866
      T-1841  1:20,000  1866
      T-1863  1:10,000  1888
      T-1864  1:10,000  1888
      T-1932  1:10,000  1889

This map supersedes these surveys in common area for nautical charting purposes.

47. Adequacy of the Compilation.—This map, T-8789, is a complete topographic map and has been compared and reconciled with all hydrographic and topographic surveys of record in this Bureau and is, therefore, the most complete and accurate topographic map of record in the area covered. See Paragraph 28 relative to detail in Canada.

48. Accuracy Tests.—The vertical accuracy test run on this quadrangle meets the project requirements. This map meets the National Standards of Map Accuracy.

49. Overlays.—An overlay was prepared showing the border information, road classifications and route numbers, triangulation stations, bench marks, landmarks and aids to navigation and selected spot elevations that are to be shown by the draftsman.

Reviewed by:

C. Theurer

Approved by:

L. V. Griffith
Chief, Review Section
Division of Photogrammetry

H. E. Smurber
Chief, Nautical Chart Branch
Division of Charts

O. D. Reading
Chief, Div. of Photogrammetry

Wm. A. Fife
Chief, Div. Coastal Surveys
HISTORY OF HYDROGRAPHIC INFORMATION

T-8789

Robbinston, Maine, Quadrangle

Hydrography was applied to the manuscript of this quadrangle in accordance with Division of Photogrammetry request of 26 July 1950, and with general specifications of 18 May 1949.

The depths are in feet at mean low water and originate with the following surveys and charts:

USC&GS Hydrographic Surveys

- E-1794 (1887) 1:10,000
- H-1795 (1887) 1:10,000
- H-4027 (1913) 1:20,000

USC&GS Nautical Chart

- 801 (1949) 1:40,000

B. A. Nautical Chart

- 1743 (1948) 1:12,150

Bottom contours are shown at 0 (represented by a dotted line), 6, 12, 18, 30, 60, and 120 feet.

The hydrography was compiled by R. E. Elkins and checked by G. F. Jordan.

R. E. Elkins, 19 Sept. 1950
Nautical Chart Branch