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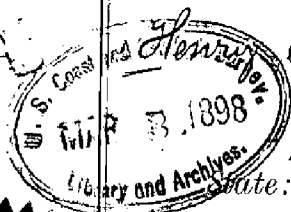
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U. S. COAST AND GEODETIC SURVEY.



Henry S. Pritchett, Superintendent.

DESCRIPTIVE REPORT.

Topographic Sheets Nos. 2288 & 91

LOCALITY:

*Chester River,
Chesapeake Bay.*

1897.

CHIEF OF PARTY:

Assistant J. A. Fleming

W.B.C.
Archives

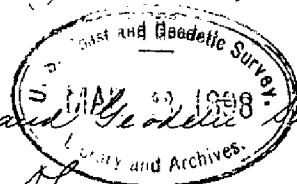
FEB. 21. 1898. 39735

February 19th 1898

W.C.A.
Drawing & Eng. Div.

Sr. Henry S. Pritchett,

Superintendent U.S. Coast and
Geodetic Survey,
Washington, D.C.



Sir: I have the honor to submit the following
"descriptive report" to accompany plane Table sheets
Nos. 1 and 2 of the "Topographic Survey of Chester River,
from Long Point to Deep Point and including the
Cossica River, Resurvey of Chesapeake Bay, Md.,
1897."

General Character of Topography:

The belt of Topography skirting the shores of Chester R.,
Sheet No. 1, is of an undulating and well wooded
character. The main shoreline of this river is broken
by numerous creeks and coves, which generally terminate
at their heads in marshes. A fringe of bushes and trees
separates these minor bodies of water from the adjoining
high ground which rarely reaches a height of thirty feet
until the Cossica River is reached, where elevations of
over sixty feet are met with.

The banks or bluffs along the lower parts of Chester R.
consist of clay and loam. They are generally provided
at the base with narrow strips of marsh, which form a
natural protection against undermining by the waves of

the water at ordinary tide stages.

The wooded areas shown on the sheets are composed of a mixed growth with underbrush, excepting the woods between Tilghman's Creek and Persica River and those on Pinery Neck, where pine trees predominate. The orchards included in the survey are principally peach orchards with a few small pear orchards interspersed. - Nearly all open land areas shown on the plant Table sheets are under tillage, corn and wheat being the principal crops raised.

Towns and Settlements:

Winchester, near the south shore of Chester River, sheet No. 1, has been built up by oystermen. A fleet of oyster boats, pungy-, buckeye- and schooner rigged, are owned there. The larger boats are used as so called "pungy-boats" which serve to transport the oysters from Chester River to the Baltimore market. The smaller boats - "cascoes" - are used by the "tonguers" to catch the oysters.

Jackson Creek forms the harbor for the Winchester oyster fleet.

Queenstown, sheet No. 1, is the terminal point of the Green Anne R. R. The steamer "F. S. Ford" makes two round trips every day (except Sunday) between Baltimore and Queenstown, connecting with the morning and evening trains at the railroad wharf in Queenstown which also has a grain elevator.

Piney Neck, like Winchester, is settled by oystermen, Long Cove being the harbor for the Piney Neck oyster fleet.

Rock Hall does not appear on Sheet No. 1, only the extreme southern end having been surveyed by some party. A few puny- and buckeye boats, owned in Rock Hall, harbor in Gray's Iron Creek just above Leary's Steam Saw Mill. The greater number of boats comprising the Rock Hall oyster fleet find harbor in Rock Hall Harbor, Huntingfield Cove, Swan Creek (Deep Landing) and The Haven.

Centerville, at the head of Lerrica River, Sheet No. 2, is the largest settlement in this section. It is a railroad station ^(Phila. Wile. Balt. R.R.) and has about 600 inhabitants.

Natural Oyster Beds:

All small land holders are fishermen and oystermen. The natural oyster beds in the Lerrica River are worked in common by citizens of Kent and Queen Anne counties. They extend up to Deep Point. The oyster beds in Lerrica R. extend up to Ship Point and are worked by the inhabitants of Queen Anne County alone.

Roads:

The main roads are generally fair, a thick layer of oyster shells giving them a solid character where they traverse marshy sections.

Steamer Lines:

The Lerrica River Steamboat Company runs three

Steamers between Baltimore and Chester R. Landings.

From May 31st to Oct 15th the "Emma A. Ford" leaves Balt. daily except Sunday for: Kent Island Wharf (25 miles), Greensboro (33 miles), Bayle's (35 miles), Clifft City (40 miles) and the following points farther up river and out river, and in the perry: Quaker Neck, Booker's, Rulph's and Chester town (52 miles) where this steamer generally lays over from Sat. eve. till Mon. morning.

From April 9th to Oct. 15th the steamer "Gratitude" leaves Balt. daily except Sun. for Rock Hall (Deep Landing) (25 miles), Jackson Neck (30 miles), Earle's (36 miles), Emory's (37 miles), Pusey's (39 miles) and Keenestown (40 miles) where this steamer generally lays over from Sat. eve. to Mond. morning.

The steamer "Lorica" attends to the night service from July 1st to August 1st. She leaves Balt. Mon., Wed., Frid., at midnight, for Quaker Neck, Booker's, Rulph's and Chester town, leaving the latter place at 6 a.m. on Tues., Thur. and Sat. for Crumpton and intermediate landings. This steamer lays over at Balt. from Sat. eve. till Mon. morning.

Besides these regular steamers there are several tramp steamers (some from Phila.) which visit the Chester River Landings and East Arm of Landford Creek during the fruit (peach) season.

The winter schedule of the Chester River steamboat

Company provides for three round trips per week (single daily trips), all steamers laying over at Ball. during Sunday.

General Cartographic Changes between the
Surveys of 1846-7 and 1896-7

The changes in the shoreline, ^{proper,} due to erosion and silting, since the last survey of this river, ^{made} fifty years ago, are not very great.

The discrepancies noted between the old and new survey increase, however, with the distance from the main shores of the river and they are particularly pronounced along the creeks and larger leaves. Reference to these changes has been made in my report on the season's work with appended ^{corresponding} sketch. —

Low water line has been indicated on sheets Nos. 1 and 2 by a dotted line.

The triangulation point "Nail Point" has been destroyed. I was told that some of the trees were carried away by the ice at this point in the spring of 1897 and a subsequent storm from the N.E. washed the point away, destroying the marks of this triangulation station. It is probable, however, that a storm from the S.W. would again give the point at Nail Point the shape as shown on the map.

Very respectfully
J. A. Flemer,
Asst. Hydrographer.