2382 2383

2383

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. 2382 Office No. 2383

LOCALITY

State Maryland

General locality Upper Part

Locality of Chesapeake Bay

1899

~~194~~

CHIEF OF PARTY

William Bowie

LIBRARY & ARCHIVES

DATE

6-1870-1 (1)++

2382

83 STA
2382-83
1899

2382 2383

FEB 3 1901. 02484
and Archives.

6
52591

U. S. COAST AND GEODETIC SURVEY.

Henry S. Pritchett, Superintendent.

State: Maryland

DESCRIPTIVE REPORT.

Topographic Sheets No. 2382 + 2383

LOCALITY:

Upper part of Chesapeake Bay and Susquehanna River.

1899.

CHIEF OF PARTY:

William Bowie, Ass't.

2382 2383
2382 2383

FORM 65.—Field Letter

Write me at: .....

Telegraph me at: .....

My Express Office is: .....

U. S. COAST AND GEODETIC SURVEY, **52591**

Washington, D.C.

February 5th, 1901

2—547

Mr. O. H. Tittmann,

Superintendent, U.S. C. & G. Survey

Washington, D.C.

Sir:

I beg to transmit the following descriptive report of the original topographic sheets, nos 2382 and 2383, which were surveyed by me during the summer and fall of 1899.

The general locality of this work is the upper part of the Chesapeake Bay, Maryland, and that portion of the Susquehanna River which extends from the Bay to the town of Port Deposit.

The shore line on both of these sheets was surveyed by Assistant W. C. Hodgkins, during the season of 1898, and was transferred to my sheets. The original shore line is shown on the original topographical sheets nos 2377 and 2384.

In all of this work, the interior limits of the topography were decided upon by the presence or absence of means of communication, and the contour of the country. Any high land which showed distinctly from the water, and would serve well as land marks or for military purposes, was invariably included within the area surveyed, unless its distance from shore was unreasonably great.

All of the area between Bush River, which is several miles to the south of sheet no. 2382, and Swan Creek is rather flat and low. Rarely is there an elevation of sixty feet above high-water. But a few miles beyond the inland limits of the topography, the land is higher and more rolling. These hills approach nearer to the water at Aberdeen, and just north of Havre de Grace elevations of two hundred feet are found within a few hundred yards of the shore. In some cases there are rocky bluffs rising up from the water's edge. The contouring of the sheet shows this very distinctly.

The contour interval on both sheets is twenty

feet. The datum plane is mean high water of the Bay.

The sheet, no. 2382, extends from Stony Point along the Bay to Havre de Grace, and also includes the topography contiguous to the Susquehanna River, up to Port Deposit.

The soil is fertile and is used mostly for farming purposes. The principal crops are tomatoes and sugar-corn, grown for the numerous canneries located throughout the country. The greater portion of the land is open, and what is wooded is covered with a scrub growth. There seems to be no timber whatever.

On this sheet are three small towns - Port Deposit, Havre de Grace, and Aberdeen. Port Deposit is shown on the eastern shore of the Susquehanna River at the top of the sheet. It is a thriving place of about two thousand inhabitants. It is a very old settlement, and is most picturesque, situated as it is, with the Susquehanna stretched out in front of it, and immediately behind a rocky cliff rises to one or two hundred feet in height.

Its chief industries are - a large granite quarry, lumber yard, and stove factory with other smaller concerns. Here is also located the Tome Institute of learning; heavily endowed and with a list of students steadily increasing from year to year.

Havre de Grace is a town of nearly three thousand inhabitants, at the mouth of the Susquehanna River. This is also an old settlement; and is kept up now by its fishing industries, in connection with several factories engaged in the manufacture of tin-cans, shoes, &c. There are also coal and lumber yards along the water's edge.

In the early part of the nineteenth century both of these towns received large quantities of wood, lumber, and coal from Pennsylvania, by the canal shown on the west shore of the river. It was then shipped down the Bay. Some years after the advent of the railroad, the canal was abandoned.

Aberdeen is a village of from five

hundred to one thousand inhabitants. It is principally a commercial center for the surrounding country, and is a point from which are shipped large quantities of canned goods.

The country roads shown on this sheet are in very good condition. In some cases they are made of shells, but generally of gravel or dirt. Two railroads are shown on the sheet – the Philadelphia, Wilmington, & Baltimore; and the Baltimore and Ohio. The former crosses the River at Havre de Grace over a through bridge, with a draw for vessels; while the latter crosses farther up the river over a deck bridge high enough for vessels to pass under.

There is no wagon or foot bridge across the river near its mouth. But a ferry runs across to and from Port Deposit.

Number 2383 joins the above sheet on the east, and extends to the village of North East, at the head of North East River.

The ~~land~~ land is generally rolling with some elevations more than two hundred

fast. The contouring is rather regular.

Starting from the western limit of the sheet, the country is mostly open and under cultivation up to Principio Creek. From here eastward, more than half the area is covered with a growth of scrub oak and pine.

The villages shown on this sheet are Perryville and Charlestown.

Perryville, just across the River from Havre de Grace, has a population of several hundred inhabitants. Some of whom are employed by the railroads or are engaged in business, while others work in a granite quarry and guano factory at Frenchtown, shown on the sheet about a mile to the north.

Charlestown is a thinly settled fishing village on North East River. Located here are several very pretty club-houses for boating, fishing and hunting.

Principio Furnace is the name of a railroad station on the P.W. & B. RR. near Principio Creek. At this place was erected, some years ago, a very mill

equipped smelting plant. However it proved a financial failure, and now does a very limited amount of work.

The general condition of the country roads on this sheet, is good; but in places they are hilly and sandy. The P.W.&B. Railroad is shown running between Perryville and North East. In places its road-bed has been changed in order to avoid sharp curves. Such changes are shown.

All of the points of the 1898 triangulation were found, but the old stations were not recovered. Plane-table points, such as church spires, cupolas, prominent trees, etc., are shown by a blue circle.

There are some changes in the nomenclature of streams, points, and other natural features, on both of these sheets. And in every case these changes were made after consulting the best authorities while on the field. Where no information

was available. the original names were retained.

Respectfully yours
William Bowie
Assistant C.&S. Survey
Chief of Party.