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Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	<i>Topographic</i>
Field No.	<i>2513</i>
Office No.	<i>2514</i>
LOCALITY	
State	<i>Maryland</i>
General locality	<i>Chesapeake</i>
Locality	<i>Bay</i>
<u>1900</u>	
CHIEF OF PARTY	
<i>F. F. Weld</i>	
LIBRARY & ARCHIVES	
DATE	



2513 2514

U. S. COAST AND GEODETIC SURVEY.

H. S. Pritchett, Superintendent.

State: *Md*

DESCRIPTIVE REPORT.

Tope Sheets Nos. *2513, 2514*

52470

Sheet No 1

(Ed. 4-26-1900—1,000,000.)

No. 19. TREASURY DEPARTMENT

*Chesapeake Bay from
Poplar Island to Tilgh-
man's Island, and
the Choptank River from
Tilghman's Island to
Oxford,*

Scale 1-20,000

*Surveyed July-Nov.
1901.*

*Topography by
E. B. Fathman &
J. F. Weld.*

J. F. Weld,

Chief of Party.

~~*2494*~~
2415

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Feb. 2, 1901.

Mr. C. F. Tittmann,

Superintendent U. S. Coast and Geodetic Survey,

Washington, D. C.

Sir:

I have this day returned to the Archives topographic sheets numbers 2494-2495-2513-2514, part of the resurvey of Chesapeake bay. I have checked and transferred the topographic features on these sheets.

On sheets numbers 2513 and 2514 the roads, ^{road} ~~inland~~ limits and fence lines were largely transferred from the original sheets of the survey of Chesapeake bay during 1847 and 1848. The shore line and such topographic features as could be delineated from stations occupied in running the shore line were resurveyed. The main road from Claibourne to Easton, as resurveyed by Mr. Denn in 1899 and 1900, was transferred to this sheet. Trackings were made from the original sheets and, with the projections, compared with the new work and many discrepancies were noted. Accepting the new work as correct, an adjustment of the topography was made and the topography shown is an adjustment between the shore line as resurveyed, Mr. Denn's roads and the transfers from the original sheets. The sheet is left in pencil, except the shore line and a few roads and houses, pending an inspection and acceptance of the topography. Such an inspection, I understand, is contemplated during the coming spring or summer.

On sheet number 2494 most of the topographic features were transferred by Mr. F. F. Weld; the remaining parts of the topography were transferred, but no adjustment of the discrepancies was attempted except as mentioned below.

On sheet number 2495 all the interior topographic features were transferred and that portion of the sheet joining sheet number 2494 was adjusted to agree with the original work of 1847 and 1848 and that on sheet number 2494.

The whole of sheets 2494 and 2495 was left in pencil, pending the inspection and acceptance mentioned above.

Respectfully yours,

E. B. Latham

Assistant.

Sheet No. 1.

U. S. GEOLOGICAL SURVEY
DEC 21 1900
Am. No.

Scale 1-20,000 Surveyed July-Nov. 1900.
This sheet embraces the Chesapeake Bay shore from Force point just below Poplar Island to the South end of Tilghman's Island, thence all of the northern shore of the Great Choptank River to Oxford.

Practically all the shore line upon the sheet was resurveyed by the plane table method except some of the small coves on the Fred Arm River which were transferred from the original sheets of survey of 1847.

On the Bay shore and at several points on the River considerable change was found in the shore caused by the washing of clay banks. In more protected places it appeared practically unchanged. Long or Nelson's point has been cut off by the action of the waves and now forms a small Island, between which and the main land small crab boats can pass at high tide. Curiously in no case do new points seem to be forming.

Small schemes of triangulation were carried up Harris Creek, Broad Creek, and the Fred Arm River as far as practicable, some 4 or 5 miles.

In the more thickly populated sections the roads were rerun and buildings located. In other sections the roads were driven over and any changes in physical features were noted upon a tracing of the original sheets of the survey of 1847. This revised topography was then transferred to the new sheet. This work could be done very rapidly and to a degree of accuracy entirely sufficient for the scale of publication.

Practically all of the work, both triangulation and topography, in Harris and Broad Creeks, and the Fred River was done by Asst. E. B. Latham. The rest of the sheet was done by the Chief of Party.

A supplemental sheet gives the heads of Harris Creek and Broad Creek.

Respectfully submitted
F. F. Weld,

Chief of Party.

Descriptive Report to accompany Topographic Sheet number

This work is a part of the resurvey of Chesapeake Bay, and the sheet embraces that part of the eastern shore of the Bay beginning at Tilghmans Island and extending up the Choptank River and its tributaries, Harris, Braas and Fred Aom Rivers, to Oxford and Easton Maryland. The shore line of Tilghmans Island and part of Harris Creek was executed by Mr F. F. Mead, and his Coresurvey, and the remainder of the sheet was executed by myself.

Triangulation was begun from the Base, Tilghmans Island - Cooks Point and executed up the River to near their heads, where a plane table triangulation was made to the heads of rivers creeks and coves.

The country is a sandy loam on a foundation of clay. The shore line is much broken by creeks and coves. The recession on exposed parts of the Coast is at the approximate rate of 10 metres per year while in more sheltered portions it is inappreciable. The silt seems to be carried to deep water, no appreciable change in the depths of

bars are noticeable from a casual observation and from information of local navigators.

The shore line is sandy bluffs, of from 2 to 10 feet in height and low marsh bordered shores, but there is no considerable area of marshes.

The region is fairly well wooded, pine predominates with oak cedar and locust in smaller quantities. Trees are from 40 to 80 feet in height. Approximately 60% of the County is cleared and under cultivation to wheat corn and fruits. Hogs Cattle and Horses are raised. Poultry farming on a small scale is almost universal among the farmers.

The Oyster industry is of about equal importance with the agricultural interest. Many natural beds are in the Choptank river from which the dredging boats, sail boats of under ten tons, obtain their catch. Both planted and natural beds abound in the Harris, Broad and Freda rivers, from which the Tenger obtains his supply.

Fishing and Crabbing are extensively followed. At Easton and St Michael are machine shops flour mills and other manufacturing interest. There are small ship yards at both St Michael and Oxford. Tilghmans Island is noted for the excellence of its Canoes, both as racing

and work boats.

The means of transportation are by the B & O Railroad through Easton, Royal Oak St Michaels and Claibourne, thence by boat to Baltimore, this line has a double daily service during the summer months and a daily service during winter. The Delaware and Chesapeake Railway through Oxford and Easton affords a double daily service to Philadelphia all the year. Two lines of boats touch at Oxford daily from and to Baltimore. A large percentage of the farmer take boarders through the summer months, there is no large summer resort on the sheet.

The country is in a high state of cultivation well fenced and prosperous, there seems no unusual prosperity.

Easton a small city of 5,000 with water works electric lights etc is the largest town on the sheet, the banking facilities are very good. St Michael and Oxford are the only other towns on the sheet, each having approximately 1000 inhabitants. The shore line was traced with such topography as could be put in from positions incidental to running the shore line was entirely resurveyed. The interior topography was transferred from the sheets of Mr. Cutts, executed in 1847-1848.

this being revised by driving over the
roads and noting changes.

E. B. Latham

assist. C. & G. Survey

Washington D.C.

January 1st 1901



(Choptank River to Mighty River)

Area resurveyed in 1901
by J. H. Smith
July 16 - Nov 1901

Table with 2 columns: Station, Elevation.

Station	Elevation
1. Old Church of Choptank River	1000
2. Church of St. John	1000
3. Church of St. John	1000
4. Church of St. John	1000
5. Church of St. John	1000
6. Church of St. John	1000
7. Church of St. John	1000
8. Church of St. John	1000
9. Church of St. John	1000
10. Church of St. John	1000
11. Church of St. John	1000
12. Church of St. John	1000
13. Church of St. John	1000
14. Church of St. John	1000
15. Church of St. John	1000
16. Church of St. John	1000
17. Church of St. John	1000
18. Church of St. John	1000
19. Church of St. John	1000
20. Church of St. John	1000

Table with 2 columns: Station, Elevation.

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1. Church of St. John	1000
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16. Church of St. John	1000
17. Church of St. John	1000
18. Church of St. John	1000
19. Church of St. John	1000
20. Church of St. John	1000

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18. Church of St. John	1000
19. Church of St. John	1000
20. Church of St. John	1000

No. 18. TREASURY DEPARTMENT

Mr. Board-

No
A.B.

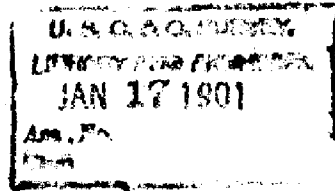
Is this a Progress Sketch,
(and if so should it be returned
to be put on ^{having} vellum) or shall
it be considered as a ~~description~~
description of new names to
go with his description report.

EAB

Yes
A.B.

B.

Bind with descrip rept.



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DEPT. OF COMMERCE
HYDROGRAPHIC SURVEYS



Department of Commerce and Labor
COAST AND GEODETIC SURVEY

H. R. Ritchey
Superintendent.

State: *Md.*

DESCRIPTIVE REPORT.

Type Sheet No. *2514*

LOCALITY:

*Chesapeake Bay from
Poplar Island to*

190

CHIEF OF PARTY:

2514