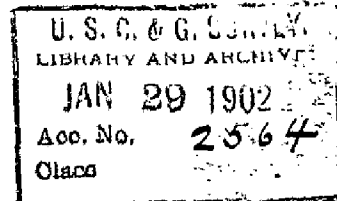


2564



2564

U. S. COAST AND GEODETIC SURVEY.

C. H. Tittmann, Superintendent.

State:

DESCRIPTIVE REPORT.

Topographic Sheet No. *2564*

LOCALITY:

*Hooper Strait to
Meekins Neck*

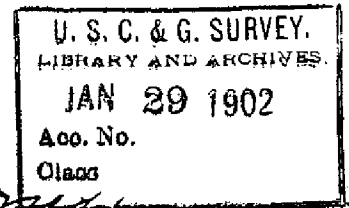
1901.

CHIEF OF PARTY:

S. Torney

Applied to Cht. Comp. 553 9-2-42 K.R.

1
Descriptive Report:
Topographical Survey
Of



Jar Bay - Hunga River - Fox Creek and
Hogers Straits, Eastern Shore of the
Chesapeake Bay Maryland, From Aug⁷. 1901
to November 18th 1901.

The Country Surrounding the Shores of
Jar Bay - Hunga River - Fox Creek and Hog-
ers Straits is low and marshy. These
marshes are covered with elevations ris-
ing from three to four feet above the
level of the average high water mark. The
Country on the upper - middle - lower Hog-
ers and Barren Islands is subject to
over flow during storm tides, which
are frequent in the Autumn - Winter
and Spring months. The marshes are
cut up by numerous creeks and sloughs.
The creeks are narrow shallow at the
entrances and crooked. Some of these
creeks run inland a considerable dis-
tance, none of them are navigable
for boats drawing over ten feet, except at
low tide and high water. The greater

part of the high ground is covered with a growth of Yellow Pine and some few oaks, with an occasional farm where good crops of Corn - Irish and sweet potatoes - vegetables and fruit are raised.

The main land from Bishop's Head to Golden Hill is thickly populated. Also Upper and Middle Harper's Islands. The inhabitants are principally whites and few good comfortable farms. There are about fifty inhabitants on Barren Island. The roads on the main land are very good during dry weather. but heavy and muddy after a hard rain. The well water on the main land is brackish and unfit for drinking purposes. Rain water is used for drinking. On Upper Harper's Island the well water is good, especially at Captain George, W. Tyler's residence where there is a driven well 12 ft deep that contains fine pure sweet drinking water. The roads on Middle ^{at} and Lower Harper's Island are wretched and times badly passable. Upper Harper's Island is connected with Mukim Look across Fishing Creek by a fair chain bridge. Upper & Middle

Harper's Islands are connected with a ferry that can only be operated at high and high tide and smooth weather, during stormy weather the ferry cannot run out - The run with the Canal Appliances now in use, Middle and Lower Harper's Island are connected by a shaky bridge generally out of repair.

Oystering and Crabbing are the principal occupations of the people in Florida waters, Thousands of barrels of Oysters and Hundreds of barrels of Crabs are shipped from here every season. The tugging season for Oysters begins September 1st and the dragging season October 1st and ends April 30th; During the months of May and June Oyster shells for catching the Oyster are planted, in this way the growth of the Oyster beds are stimulated and maintained.

The greatest erosion of the banks has taken place on the Bay shore from McKinnis Hook 1st Station South on the outer side of Barron Island - Upper - Middle and Lower Harper's Islands, and along the shore of Harper's Shoals from Crab Point to Bishop's Head.

The shore line in the vicinity of Barren $\Delta^{\text{N}} 2$ 1898 has marked away 10 miles since the last survey was made in 1900, and carried away the signal and underground station mark. The shore line in Hangea River - Upper end of Tar Bay and Hot Creek shows very little change (except in projecting points) since the survey of 1848. The mouths of the larger creeks have changed very little, while one mile up from their entrance there are scarcely any changes in the shore line since the old survey of 1848 was made.

I re-ran the shore line of the entrance of these creeks up to where a fair connection with the old creek line (transferred to my plane table sheet from the original sheets of 1848) was made. The old tracks have scarcely been changed in their location and general direction since the survey of 1848, except where fences have been built and the roads have been straightened to conform with the fence line. A great many new dwellings - stores - churches and school houses have been built on Bishop's Neck - Crofton, Lakes - Upper - Middle and Lower

Hopper Islands, and a pier on Barren Island. At the Southern End of Barren Island a Land Spit 600 metres long has made out to the Southward and Eastward since the survey of 1848. The passage between Upper and Middle Hopper Island has been worked out ^{since the survey of 1848} ~~from~~ ^{and in} ~~the~~ ^{the} ~~middle~~ ^{middle} ~~of~~ ^{of} ~~the~~ ^{the} ~~island~~ ^{island} ~~since 1848~~ ^{to 335 metres wide in 1906}. The South end of the Southern End of ~~the~~ ^{the} ~~island~~ ^{island} has worked away 200 metres since 1848. The Northern end of Barren Island has worked away 240 metres since 1848.

My connection with the bank of Mr John W. Deane at the bridge across the "Great Marsh" Creek just north of its mouth, does not agree with his determination of the position of that bridge. The end and the creek banks. I erected a pole with a flag on the center of the bridge at its Southern edge. The position of this pole was determined on the plan table ~~from~~ ^{from} ~~the~~ ^{the} ~~points~~ ^{points} ~~on~~ ^{on} ~~both~~ ^{both} ~~shores~~ ^{shores} ~~of~~ ^{of} ~~the~~ ^{the} ~~river~~ ^{river}. These points were determined by a plane table & 7, brought up from the Dry Station Windmill Point

Jones Point, and Harper's Island North Anch.
 The position of the flag thus determined, was
 occupied with the Plane Table, and its orienta-
 tion and position on the sheet was checked
 by cuts on flags in high trees. Shown on
 the sheet, one black flag in tree on West Shore
 of Hanga River. Shown on the sheet, one white
 flag in tree on West Shore, and one ~~white~~ ^{black} flag
 in tree on the East Shore. These flags were de-
 termined from points in a Plane Table
 triangulation brought up the Hanga River &
 Lar Bay from the Δ of Stations Windmill
 Point - Harper's Island North Church - Jones
 Point. Jan 1898 and find, my position of the
 bridge, thus determined is 20 metres to
 the South and 10 metres to the West of the one
 determined by Mr. Jensen. My Junction
 with Mr. Jensen's road running Westward
 from Gust Marsh Creek bridge, at the point
 on that road where it branches to the South-
 ward running to Fishing Creek. Joins the
 main road 50 metres to the Westward of his
 determination of that point. I saw this road
 from a well determined plane table station
 on the South shore of Fishing Creek near

the clear bridge, by back and forward sights with Stadia, at two points on the road I had checks on my distance and orientation while running back and forward sights,

With the exceptions of Geob(2) - Jip - Poir's Point - Barden(2) The station marks were found undisturbed and in fact at all of the triangulation points on this street. Since the location, by S. F. of the Hoxon Memorial Church in 1898. The Church was blown down and rebuilt. I was told by the people who rebuilt it, that the point where the old Spire stood, is now under the center of the present Church building, placing the position of the present Spire about 20 feet west of the point where it stood in 1898. At Barden(2) the stone was marked away 10 meters inside of the station mark. At Geob(2) Jip and Poir's Point. After searching and digging in vain for the station mark. The plane table was set up the position at each station determined by the three point problem, and the point thus determined fell directly over the proposed

prints as laid down on the P.T. Sheet, ^{no} but
 signs of the Center marks were found,

Respectfully Submitted,

William Henry,

Capt U.S. & L. Army,

Fryaskin. Wicomico County - Maryland.

December 15th 1901