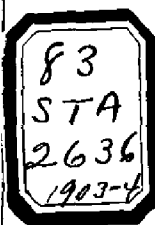


2636



Treasury Department,
U. S. COAST AND GEODETIC SURVEY.

O. H. Tittmann

Superintendent.

State: *Ind. & Va.*

U. S. C. & G. SURVEY,
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MAR 13 1905
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DESCRIPTIVE REPORT.

Topographic Sheet No. *2636*

LOCALITY:

Potomac River

Nanjemoy Creek to

Aquia Creek

See also 2635

1903-4

CHIEF OF PARTY:

J. Torrey Reed

2636

Department of Commerce and Labor,
U. S. Coast and Geodetic Survey,
O. H. Tittmann Superintendent;
Descriptive Report:
Topographical Sheet:
Regula Number 2636.
Resurvey of the Potomac River
Stuart Point to Aquia Creek Td.,
Hempstead Creek to Smith's River Td.,
1903-1904.

This sheet represents the re-survey of the
Potomac River, Stone Line and in-
terior Containing Roads and Sts.

The Stone line of the river has not—
changed materially except at prominent
points and in some of the large bays
tributary to the river. The bluff line from
Sammaset Wharf to Jiff's Wharf Td. has
been changed by erosion and accretion
fifty and sixty feet since the last sur-
vey was made. The bluff line at Smith's
Point and River Side Td. has also been
changed by erosion and accretion since
the last survey was made. The

(2)

Contours are shown for every 20 feet difference of level from mean High Water the plane of reference. The Auxiliary Lines are indicated by broken red lines. The heights are given in feet and show the elevations above the plane of reference.

The interior topography was carried back from the shore line to the high land on both shores of the river overlooking the river. The roads running through the timber were put on the sheet with a plane table traverse, from a triangulation station or a well determined Plane Table Station, and the heights carried along by vertical angles. All of the heights and and traverse lines were frequently checked at every opportunity, on triangulation, and by optical signals, well determined Chimneys, Church spires and Cupolas, in the dense timber where it was impracticable to use a plane table traverse the contours were sketched from well determined points on the roads. Flags in trees at the summits of the hills were determined from stations

on the Shores, their heights were also
 determined above mean High Water, and
 also above the ground where they were
 located. The course of these hills were also
 determined in position and elevation,
 and the contours sketched in battery.
 The country immediately back of the
 river and back shore line on the
 Virginia Shore line, from Aquia
 Creek to Stuart's Point, is covered
 with a dense growth of Pine - Oak
 - Hickory and Chestnut timber, with
 here and there large and small farms,
 under inferior cultivation. Stiff's Wharf
 No. 1 is an unstable broken down struc-
 ture although the Randal Steam boats
 make regular landings there, delivering
 and taking away large consignments
 of freight and passengers. Commercial Wharf
 No. 2 is in fair condition, Stuart's Wharf
 is also in fair condition. The Randal
 boats make regular landings at these
 wharfs. Aquia Creek is large at the
 entrance, and navigable for small
 sailing craft up to the Rail Road bridge

The piles of the old rail road wharf on the South Shore of Aquia Creek at its mouth are still standing,

Potomac Creek, is navigable for small sailing craft - a short-distance up, The north shore of the Creek is low while the South Shore is high and bold rising to an elevation of 166 feet - above mean high water back of "Bull Bluff" The wagon roads. (Public and private) on the Virginia side of the river are very bad at all seasons of the year, and during the winter and spring months are almost-impassable. They are badly cut-up by heavy wagons hauling fire-wood and rail road ties to Somerset beach and other points on the river shore. The bathing at "Somerset Beach" is excellent.

A Negro Club of Washington D. C. own about-eight-hundred acres of land two hotels & cottages at this point, during the summer months. The Negro's have numerous excursions to this place on their own steamer. (The fastest in the river) and bring immense

Crows of Colored people to Summer =
 at beach, The Country on the Ma-
 ryland Side of the Potomac from
 River Side to Smiths Point is covered
 with a dense growth of Oak-Pine
 Hickory and Chestnut timber, with here
 and there small farms, with the
 exception of Mr. Seacoin's farm at River
 Side and Mr. Remmiger's farm at
 Smiths Point; the farms are independent
 by Cultivated. The fishing beach at Marl-
 borough Point is in an extensive and
 lucrative one, large quantities of Her-
 ring are caught here every season with
 an immense seine, Pick and Trap
 net fishing is successfully carried on
 at the Mouths of the large Creeks and up
 the Creeks on both sides and also in
 the main river. The wagon roads on
 the Maryland Side are fair in the
 Summer but very bad in during
 the Autumn-Winter and Spring Months,
 Clifton beach wharf is unsafe and out
 of repair, Riverside wharf is a good
 one, one of the best on the Potomac South

of Indian Head, The Randol boats
make regular landings at these wharfs,
and the Merris Line at the River-
side wharf three times a week,

The Washington Fredericksburg and
Richmond Rail Road Company are doubt-
less tracking their road and changing
the location, (straightening out the curve,)
from Alexandria to Richmond, where
as the grading was completed, the new
line with the old is shown on the sheet;

Respectfully Submitted
Herman J. Jerny.

Ant^l C. H. Jerny.

Washington D. C.

March 13th 1905,