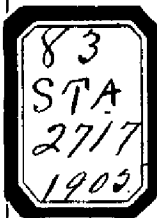


2717



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

O. A. Gutmann
Superintendent.

State: *Md*

DESCRIPTIVE REPORT.

Topo Sheet No. *2717*

LOCALITY:

190*5*

CHIEF OF PARTY:

William Bowie

U. S. G. & C. OFFICE,
LIBRARY AND ARCHIVES,
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Acc. No.

2717

OFFICE OF ASSIST. IN CHARGE.
U. S. C. & G. SURVEY.
1906
O. H. TITTMANN, Supt
1906

Descriptive Report

*Original Topographic Sheet
No. 2717*

*Interior Topography
between*

Elk and Bohemia Rivers

*Upper Chesapeake Bay
Md.*

November, 1905

Scale 1-20,000

By

Assistants

F. D. Granger & William Bowie

William Bowie

Asst. Chief of Party

Post-Office Address:

Telegraph Address:

Express Office:

11-644

Department of Commerce and Labor

COAST AND GEODETIC SURVEY

Ware Neck, Va.,

January 16, 1906

Original topographic sheet no. 2717 includes all the interior topography between Back Creek and Elk River, besides that part of the area between Bohemia River and Back Creek, not shown on topographic sheet no. 2685 surveyed by Mr. J. W. Dunn in 1904. The shore lines of the above mentioned streams was transferred from the original topographic sheets surveyed by Assistants W. D. Vinet and J. B. Boutelle between the years 1898 and 1902.

The larger portion of the area shown is cleared and under cultivation. The principal crops grown are corn, wheat, and hay. There is a limited amount of dairy farming and stock raising. The wooded sections are mostly along

the streams and marshes. Oak, gum, and chestnut predominate, with very little pine. Good timber trees are scarce.

The dwellings and outbuildings on the farms are substantial structures and are well kept up.

Nearly all the land is fenced by wire, wood, or hedge; and, owing to the large fields, they form conspicuous land-marks. The sheet shows all the fencing of a permanent character. Temporary fences and those around houses and barns are not shown, though usually a conventional fence was placed around a large farm house and the outbuildings near it. All dwelling houses are on the sheet and also the large barns. Small outbuildings are not given.

The land is rolling, with the ridges rather flat and broad, sloping quickly towards the streams and rivers. The contouring shows this feature.

The roads are of dirt or clay. They are good in dry weather, but a little heavy after rains. This is especially the case during the heavy spring rains. The bridges are in good condition and are well cared for.

There are two towns within the area. Elkton, at the northern limit and at the head of tide water of the Elk River, is a thriving village of about 1600 inhabitants. It is the county seat of Cecil County. The Philadelphia, Wilmington and Baltimore branch of the Pennsylvania Railroad passes through it.

A small shipyard is located at Elk Landing just below the town, where canal barges are built. Its yearly output is from twenty to thirty such craft.

A fertilizer factory and a pulp mill are near the Elk River bridge. Just off the sheet to the eastward of the town there is a grist mill.

Chesapeake City, the other town, is

situated at the junction of the Chesapeake and Delaware Canal and Back Creek. It has no industries, but is the commercial center of the surrounding country, and the home of many employees of the canal.

The Chesapeake and Delaware Canal starts from Chesapeake City and runs a distance of nearly fourteen miles to Delaware City - at the head of Delaware Bay. It has three locks.

A minimum depth of nine feet is maintained. The level of the canal is about thirteen feet above the mean high water of Chesapeake Bay. Nearly all the water for the canal is supplied by a large water wheel, run by steam, which lifts the water from Back Creek to the canal.

This pumping station is at Chesapeake City.

The Erisson S. S. Line runs a passenger and freight boat each way daily between Baltimore and

Philadelphia. These boats are said to have accommodations for 800 passengers. Many small pleasure craft pass through the canal. But its chief business is carried on by a large fleet of barges and tugs which ply between Baltimore and Philadelphia, carrying miscellaneous cargo. Some lumber is rafted through in the log.

The character of the country was such that it was impracticable to cut in objects well back from the shore; consequently the topography was controlled by plane table traverses starting from triangulation stations along the shore. These stations had been established by Assistants Vinal and Boutelle. Frequent checks were made on these traverses, and the whole work is as accurate as the scale of 1 to 20,000 will allow.

The contour interval is 20 feet, with mean high water as the datum. Where

There are any discrepancies in the contours in the area between the Bohemia River and Back Creek, as shown on sheets 2685 and 2717, the latter should be used as the authority.

The instrument work on sheet no. 2717 was done by Assistants F. D. Granger and William Bowie.

William Bowie

Asst. Chief of Party.