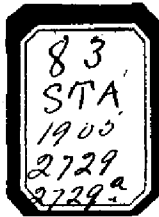


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Treasury Department,
U. S. COAST AND GEODETIC SURVEY.

O. H. Fitts

Superintendent.

State: *Virginia*

U. S. C. & G. SURVEY,
LIBRARY AND ARCHIVES.

JAN 17 1906

Acc. No.

DESCRIPTIVE REPORT.

2729+2729a Sheet *Top.*

LOCALITY:

Chickahominy River.

1906

CHIEF OF PARTY:

W. D. Vinal

2729
2729a

POST-OFFICE ADDRESS: , NORFOLK, VA.

TELEGRAPH ADDRESS:

EXPRESS OFFICE:

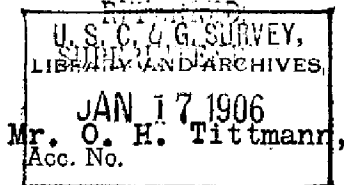
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W. H. H. H. H.
S. & S. S. S.

Department of Commerce and Labor

COAST AND GEODETIC SURVEY, SCHOONER "MATCHLESS",

NORFOLK, VA., JANUARY 12, 1906.



Superintendent, C. & G. Survey,
Washington, D. C.

X B. P. S 203, 204, 205
affix this rev. I have
prepared a letter looking asking
for later information if
such then be.

Sir:-

I have the honor to send by today's registered mail, under a separate cover, two bromide sheets showing a revision of the topographic survey made in 1874-5 of the Chickahominy River, Virginia.

2. This work was done between the 3d/ and 6th. instants in obedience to your instructions dated December 29th., 1905.

3. Very few changes were found either in the shore line or in the detail immediately adjacent to it. Such changes and additions as were noted are indicated in red ink.

4. Just above Nettle Creek and in the entrance of Black Stump Creek are large grassy marshes where formerly were shown several small marshy islands. A similar piece of marsh is the near the middle of the river above Thoroughfare, but it is almost covered at high water.

5. The absence of stakes and other guides to the channel is noticeable. There are no buoys except the two marking the ends of the dredged channel off Barrett Point, at the mouth of the river.

Vinal 2, Jan 12, 1906.

6. Vessels drawing 7 1/2 to 8 feet can ascend the river as far as Windsor Shades. Above that place the channel is narrow and obstructed, but 4 feet can be carried to Forge Bridge.

7. With but two or three exceptions the wharves are merely landing stages at which vessels load with railroad ties, cordwood, lumber, bricks, sand and farm products. There is no steamboat line on the river: one or two steam tugs are employed to tow vessels.

8. Along the upper part of the river is the line of the Chesapeake and Ohio Railroad, and its alignment, between Lanexa and Providence Forge, is shown as nearly as possible without the use of instruments. It is a single track road with sidings for freight. At Lanexa the track is 15 metres from the edge of the bluff facing the river, and makes a rather sharp reverse curve to the eastward.

9. Particular care was exercised in verifying the names of localities.

Respectfully, yours,

A handwritten signature in cursive script, appearing to read "W. M. Vinal".

Assistant, C. & G. Survey,
Commanding.