

83
STA
2836
1907

2836

U. S. C. & G. SURVEY,
LIBRARY AND ARCHIVES
OCT 1 - 1907
Doc. No.

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. A. Tistmann
Superintendent.

State: *Maryland*

DESCRIPTIVE REPORT.

Topo Sheet No. *2836*

LOCALITY:

*West shore of Chesapeake
Bay, Holland Point
to Plum Point*

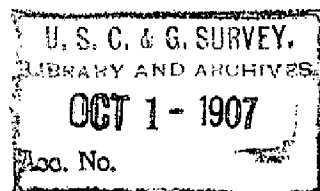
1907

CHIEF OF PARTY:

C. M. Sparrows

2836

2836



RECEIVED
COAST AND
GEOD. SURV. DIV.

Descriptive Report.

To accompany topographic sheet No.
Maryland, Chesapeake Bay, Holland Point to

OCT 1 10 43 AM 1907

Point Point
REFERRED.

AST. DIV. IN CHARGE

General character of coast. The shoreline consists of a narrow strip of sand beach, running in a long easy curve between the two points without any irregularities. Back of this are steep sandy bluffs of varying height. These bluffs cave in from time to time, and the result is a slow, but certain recession of the shore line. At ~~the~~ Hog Pt this has amounted to about 50 meters in the last nine years.

To the south, where the bluffs are higher, the recession is slower. At Δ Pluma, the old station Pluma 2, 1898, ~~was~~ exactly on the edge of a recent cave in, when recovered. Owing to this recession, the shoal water extends in some places to a considerable distance from the shore. Thus at the end of the long pier at Chesapeake Beach, there is about 12 feet of water.

Character of the interior. ~~There~~ ^{hills} are

small and steep as can be seen from the map. The ridges are generally bare and the ravines are

wooded. The bare ground is all under cultivation, and in general, the wooded ground is such that owing to the character of the ground, (swamps etc.) or the steepness of the slopes cultivation is impracticable. Much of the ground shown on the sheet as bare however is in reality covered with scrub woods or undergrowth. or with brush, blackberry bushes, etc. It has been hard to draw the line between woods and bare ground, and the general plan followed has been to show as woods only such land as bore no signs of recent cultivation. The farmers hereabouts frequently let land lie idle for several years, and during this time the brush can attain a considerable size. and yet the land will be cultivated again before the growth could properly be called woods.

The streamers here are small, as the territory which each one drains is generally inconsiderable. The soil moreover is sandy generally, and often absorbs the water before it runs off. and this water finds its way to the bay by filtration through the soil without actually forming streams. Between Station 111 and Plum. I have seen water oozing from the entire face of a bluff.

There are several marshes, of which ~~Wading~~
Creek Marsh is the largest. These marshes
are covered with cat-tails and bulrushes.
The mud is extremely soft^{and deep} and the marsh is ab-
solutely impassable. The only places to cross
this marsh are. (1) by the beach, through N.
Chesapeake Beach. etc. (2) by the railroad
(3) by the road to Sunderland, which passed
around the head of it. Only the railroad
actually crosses it. The other ways lead
around it, and only cross where it is narrow.
Towns etc. Chesapeake Beach and N. Chesapeake
Beach. are inhabited principally by summer cot-
agers etc. There is no other town along the coast,
within the limits of the sheet. There is a P.O.
at Chesapeake Beach and another at the resi-
dence of Mr Chew. about 2 miles south.
The roads are poor, and furnish the only means
of communication. There is no telephone or
telegraph away from the R.R. Besides the
R.R. to Washington, there is a boat from
Baltimore which stops twice a week at
Fairhaven, (to the north) and Plum Point
landing. (to the south) No steamers stop

at Chesapeake Beach.

Methods of work. After a sufficient control by ~~plane~~ instrumental triangulation, graphic triangulation and regular plane table traverse the needle was used freely for orienting for filling in the country. (contouring etc) and gave very satisfactory results. It was found better to run out the roads in the interior on an auxiliary sheet and transfer them, on account of greater ease in adjusting circuit closures.

The topography was done by Mr. Granger, myself, and Mr. Francis. The sheet was inked by me.

C. M. Sparrow

Assistant C & G Survey.

Report on Road Work.

The roads are in general very sandy and crooked, more crooked than can be shown on a map of this scale. The roads usually follow the ridge lines, dropping into valleys between succeeding ridges.

The roads were run out on a special projection and transferred after circuit closures had been made. The needle was used entirely and gave very satisfactory results. Heights were carried on the part of the work done by Mr. Sparrow, but it was thought advisable to omit them on the later work, as the progress was much more rapid without them.

The roads were run by Mr. Sparrow and myself. The projection was made by me, as was the transferring, also.

Fred L. Frankles,
Aid, C. & G. Survey.

Plane Table Positions.

Object and Description	Lat.	D.M.	Long.	D.P.	Remarks.
Lt. Red, Maddocks Ho.	38° 41'	1591	76° 32'	1395	Top
Cupola, High View Ho.	38° 40'	1593	76° 31'	1426	
" , Marinelli's	38° 40'	1512	76° 31'	1419	
Lt. Red, Norfolk's Ho.	38° 40'	323	76° 33'	108	"

Note: - The heights were not recorded.

Applied to Chart Comp. 553. Aug. 14, 1942. H.E. MacEwen

2836



Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. S. Tustmann
Superintendent.

State: *Maryland*

DESCRIPTIVE REPORT.

for tracing accoup.

Top Sheet No. *2836*

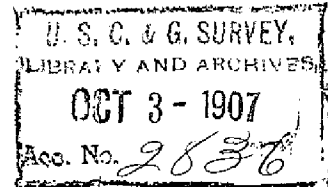
LOCALITY:

*Chesapeake Bay
from Plum Point
to Governor's Run*

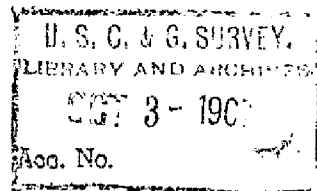
1907

CHIEF OF PARTY:

E. L. Strauss



2836



Report to Accompany Tracing of
Chesapeake Bay from Plum
Point to Governor's Run, Maryland.

The general character of the
bay shore is regular. The cliffs
are being rapidly eroded and
the wasted material seems to be
filling in at some few places, as
for instance about the wharf at
Plum Point.

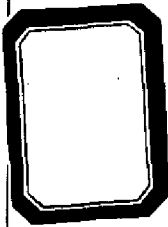
The survey was made on
the original sheet after sufficient
points had been recovered ~~and~~ or
determined by triangulation.

The shoreline was done by me,
as was the tracing also.

Fred L. Frankes
Aid, C. & G. Survey.

Applied to Chart Comp. 553. Aug. 14, 1942. H. MacEwen

2836^a



Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: _____

DESCRIPTIVE REPORT.

T Sheet No. 2836^c

LOCALITY:

190

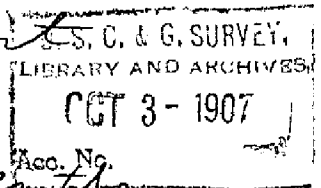
CHIEF OF PARTY:

U. S. C. & G. SURVEY.
LIBRARY AND ARCHIVES.
OCT 3 - 1907
Acc. No. _____

CO
M
O
O

3836^a

Report on Survey of Chesapeake
Beach R.R. 2 from Mt. Calvert
Station to O/wings Station.



This sheet accompanies the
sheet of No. Maryland, Chesapeake
Bay from Holland Point to Plum
Point and takes in that portion of
the railroad which is not contained
on that sheet.

The railroad is chiefly straight
line after leaving Chesapeake Beach,
the only curves being at Syons Creek
and Mt. Calvert. Cuts were taken
from well determined positions. Heights
were taken at grade points.

Points were determined in the
vicinity of Mt. Calvert Station by cuts.
The banks of the river were determined
by cuts on well defined objects and
tangents to curves.

The survey was made by Asst.
C. M. Sparrow and myself. The projection
was made by me and the sheet was inked by me.

Fred L. Frankes,
Aid, C. & G. Survey.

Plane Table Positions.

Object and Description	Lat.	D.M.	Long.	D.F.	Remarks.
Marr's House	38° 47'	940	76° 42'	883	S.W. Chy.
Boat "	38° 47'	854	76° 42'	830	W. Gable
White "	38° 47'	835	76° 42'	1100	Chy.
Club House	38° 47'	996	76° 42'	1431	Flag Staff.
Flag Staff	38° 47'	479	76° 42'	1408	Truck
White Shack	38° 47'	460	76° 42'	1422	Chy.
House on R. Bank	38° 46'	1454	76° 42'	1298	"

Note:- Heights were not taken.