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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

A. H. Littmann
Superintendent.

State: *Has Conn.*

DESCRIPTIVE REPORT.

Topo Sheet No. *3051*

LOCALITY:

New Haven
Harbor

1910

CHIEF OF PARTY:

H. P. Ritter

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Assistant in Charge.

Descriptive Report, Topographic Revision
Chart, No 362.

The work of revision of this chart was done under the direction of Assistant, Homer P. Ritter, between November 30th 1909 and April 16th 1910, by the undersigned.

The changes etc are shown on two sheets. One; on the published chart scale 1-20,000, changes are noted by drawing in red ink, and by erasures. Two; a tracing compiled from the photographs of original sheets scale 1-10,000, showing the shore line and topographic features in the town of West Haven and also a strip of topography near the shore from Fair mile Point to Oyster River Point. The shore line is practically unchanged by the action of natural causes.

The only change in the general aspect of the region, is the cutting out of trees and building additional houses.

The region is well equipped in all methods of transportation.

The New York, New Haven, and Hartford, operate a four tracked railroad between New Haven and New York, and two lines of double track railroad to the eastward, also branch lines to points in the interior. The Connecticut Company, operate numerous lines of Electric Street Cars, in all directions for both passenger and freight traffic. There is a daily boat in each direction from New Haven to New York.

There are numerous small hotels, and cottages at various summer resorts along the shores of Long Island Sound. These places of amusement and entertainment are open from May to October, none being open all the year.

The harbor and channels, have been dredged and improved by breakwater and dikes constructed of stone, under the direction of the Engineer Corps of the Army. New Channels are indicated on the 1:10,000 sheet.

The revision was not for the purpose of use for any special work but to perfect the sailing chart.

It was noted that the City Engineer and local Civil Engineers in general practice, use the triangulation stations and topography as shown, considering the information as being

the most accurate and reliable in existence, though the work was done previous to 18-.

The Assistant Engineer, in charge under the Engineer Corps United States Army, the City Engineer and his assistants and the Engineer of the State shell Fish Commission were especially obliging in furnishing information and access to their records.

All local engineers, the Engineers of the New York New Haven and Hartford Railroad and the Connecticut Company, furnished maps, records etc whenever requested to do so.

As indicated in the letter of transmittal with the sheets the revision extends from East Haven River, to Oyster River Point. joining and overlapping Charts 261- and 263 both on a scale of 1:10,000

Respectfully submitted

E. B. Hatham
assist. C. & S. Survey.