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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

E. Lester Jones
Superintendent.

State: *Pa. & N.J.*

DESCRIPTIVE REPORT.

Topographic. Sheet No. *3521*

LOCALITY:

*Philadelphia Pa. and
Comden & Gloucester N.J.*

(on reproduction of Charts

Nos. 1803, 381

1905

CHIEF OF PARTY:

E. B. Latham

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DESCRIPTIVE REPORT

Topographic Sheet ³⁵²¹~~351~~

This sheet represents the data, for the revision of charts number 380 and 381. Philadelphia, Pa., obtained by me between April 27th and May 18th 1915, under the Duperintendents instructions dated April 21st 1915.

The data, compiled by me, shown in red ink does not indicate all the correctionsto the plates, for the new edition. The drawings made in the Coast Survey office , for this edition , supplemented by these sheets should be used to obtain the corrections for the new edition.

Attention is directed to the old roads in South Philadelphia. The roads were erased from the sheets sent to me and owing to the great distortion of these sheets may be slightly out of position, the old positions should be used, as there has been no change from the former determinations except in some cases a slight widening of the streets.

The dredged channel in the Delaware River, should be shown so far as completed, at the time of issue. (Information from the U.S. Engineers Office Philadelphia, Pa.) The Philadelphia Bourse, suggests that this channel be shown.

Channels and day marks Schuylkill River, this information should be shown. The City of Philadelphia dredge the channels and place and maintain the day marks. I was informed that the channels were maintained to the depths indicated. (se note on sheet)

Depths alongside of and between the wharves, as indicated, should be shown. The depth indicated are maintained by frequent dredging.

The name Pennsylvania Railroad Company, on the upper sheet of chart 380, should be omitted. At this point are the repair shops and freight storageyards, there is no change from rail to water transportation, the name is of no importance to navigators.

It is recommended that the name Port Richmond, on the upper sheet of chart 381, be changed to Port Richmond Terminals, and that the letters be made smaller. At this point the rail and water transportation lines meet and there are grain elevators and cranes for handling coal and ore.

The following names are suggested to be placed on the charts at the places indicated on this sheet in red ink.

Atlantic Refining Company

Girard Point Storage Company, Grain Elevators

Cramps Ship Yard

The New York Ship Building Company

Greenwich Point Coal Docks

The lock and river at the Fairmount Dam, on the Schuylkill River, would be well to show and the river extended for a short distance to indicate fresh water navigation above the dam.

Numerous maps and prints were filed in the office, but the changes and additions shown on this sheet, are the results of comparing the data with conditions on the ground, and is the best information to be had unless a new survey of the water front and streets is made.

E. B. Latham

Washington June 3rd 1905

Chief of Party U.S. Coast and Geo. Survey