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Form 504
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

State: _____
11-5813

DESCRIPTIVE REPORT.

Top Sheet No. *3544*

LOCALITY:

191

CHIEF OF PARTY:

3544

Locality *Arthur Hill or Statue Island Sound* Scaled from topographic sheet # *2*

Datum.

State *New York & N.Y.*

STATIONS.	LATITUDE AND LONGITUDE.		SECONDS IN METERS.	AZIMUTH.		BACK AZIMUTH.		TO STATIONS.	DISTANCE.	LOGARITHMS.
	°	' "		°	' "	°	' "			
<i>S. mm. Co.</i>	40	31	710							
	74	15	39							
<i>S. mm. F.</i>	40	32	452							
	74	15	405							
<i>S. mm. J.</i>	40	33	200							
	74	15	305							
<i>S. mm. K.</i>	40	33	836							
	74	14	788							
<i>S. mm. 5A.</i>	40	31	963							
	74	14	893							
<i>S. mm. A.</i>	40	33	178							
	74	14	243							

Descriptive Report

To Accompany

Sheet No. 2

Topographic Resurvey Of

Arthur Kill Or Staten Island Sound

New York And New Jersey

From

From Port Reading To South Amboy N. J.

Jersey shore of Arthur Kill from Port Reading to South Amboy. The shore is low and marshy from Port Reading to mouth of Smiths Creek backed by hills 26 feet above mean sea level within the one mile limit. From Smiths Creek to mouth of Woodbridge Creek the shores are sandy, backed by hills 20 feet above mean sea level. Woodbridge Creek runs in back of Seawarren, parallel with the shore. From Woodbridge Creek to Lehigh Valley Coal Docks is marshy except about 400 square meters which is filled in for factory plants, back of this the ground rises to an elevation of eighty feet above mean sea level, the northern suburbs of Perth Amboy are located on this high ground.

The shore line from the Lehigh Valley Coal Docks to Ferry Point is made up of docks and wharves and manufacturing plants and is the eastern side of Perth Amboy. Perth Amboy is a thriving manufacturing city of 37,000 population two thirds of which are foreigners, from Ferry Point to Central Rail Road Bridge on the Raritan River the shore line is made up of small wharves filled up with old wrecks outside of them. From Central Rail Road Bridge to Sheridan Street Bridge is sandy to the north of the shores are backed by manufacturing plants, the hills back of the shore line runs to an elevation of forty feet above mean sea level, South Amboy is on the south side of the Raritan River, and is the terminal of the Pennsylvania and Central Rail Roads of New Jersey where these roads have immense coal docks, from where the coal is shipped by vessel to all parts of the United States.

Staten Island shore of the Arthur Kill the shore is low and marshy from the

Dyoxogen Plant to U. S. Monument A, from here to Wards Point it is sandy. Factories and wharves all along the shore from U. S. Monument A to Wards Point, and a few scattering wrecks. There is a ferry from Tottenville to Perth Amboy. Currents, are tidal and set fair with the channel, average rise and fall of tide is five feet. Perth Amboy and South Amboy are extensive shipping points, ships from all parts of the Atlantic Coast and foreign ports are coming and departing constantly. There are a number of large smelters located at Perth Amboy, the American Smelting And Refining Co. Plant ships on an average of \$2,000,000 worth of bullion every month.

The town of South Amboy, city of Perth Amboy, towns of Sewaren and Port Reading were transferred from maps and blue prints borrowed from the town surveyors and returned to them.

Triangulation. a scheme of tertiary triangulation was made of the Arthur Kill from the line Bloomfield Church, Linclemville School House (Triangulation of Greater New York) to the mouth of the Raritan River., using chimneys, church spires and prominent objects on both shores for intersection stations. The plane table work was based on this triangulation. A number of triangulation stations of the New York Harbor Line Army Engineers were connected with the triangulation.

Changes in shore line. The only changes developed in the shore line of Arthur Kill, on the Jersey shore consists of the construction of new wharves, docks and manufacturing plants, on the Staten Island shore, new manufacturing plants, filling in of marsh land, wharves and docks.

The heights are expressed in feet and show the elevations above mean sea level. The broken red lines indicate the ten foot contours, and the full red lines the twenty foot contours.

*William Henry
Chief of Base E. & S.*

*See letter of Mr. H. H. Griffin, dated Oct 22/16.
Attached to Descriptive Report of Top Sheet #3540*