

815



Department of Commerce and Labor
COAST AND GEODETIC SURVEY

W. H. Fittmann
Superintendent.

State: *Ind*

DESCRIPTIVE REPORT.

Topo Sheet No. *815*

LOCALITY:

Pawnee
River

190 *8*

CHIEF OF PARTY:

W. H. Ferguson

C. & G. SURVEY,
LIBRARY AND ARCHIVES.

SEP 20 1908

Acc. No.

815

Department of Commerce and Labor
Coast and Geodetic Survey.

O. H. Pittmann, Superintendent.

Resurvey of Chesapeake Bay and Tributaries:

Descriptive Report of Topographic Sheet 815, being the fifth sheet of the Patuxent River above the Bay. It extends from two miles below Lower Marlboro to Nottingham, four miles above.

Scale 1:10 000.

Being the original sheet of 1857, revised, as per work in red, and instructions of July 21 st., 1908.

September 10th. and 11th. 1908.

O. W. Ferguson, Assistant in Charge.

U. S. Schooner Matchless.

Observers

O. W. Ferguson, Assistant, C. M. Cade and Paul M. Truellood Desk Officers and Cl.

The average width of the river on this sheet is about 300 meters. There are two villages, Lower Marlboro and Nottingham of which the former is the more important and has a canning factory. Besides the above there are wharves at Magruder's Ferry, White's and Ferry Landings that ship and receive freight. No railroad nor electric line touches any of the Patuxent River sheets and there is no regular steamer in competi-

tion with the Maryland, Delaware, and Virginia R.R. Co.'s line.

The soil is of a light silty nature and washes readily. The shores are generally sandy or marshy; the surface of the land rolling with many elevations and depressions, and rising to heights of 150 feet.

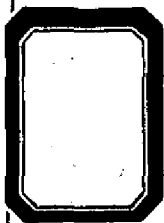
There is but little timber near the river but more farther back. Farming is the principal occupation of the people, and the products shipped are corn, wheat, tobacco, poultry, peaches, and tomatoes. There is a canning factory at Lower Marlboro. The wagon roads are generally sandy and heavy.

O. W. Ferguson.

ASST. C. and G. S.

Com'd'g

U. S. Schr. Matchless.



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SEP 20 1908

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Department of Commerce and Labor.

Coast and Geodetic Survey.

O. H. Pittmann Superintendent.

Reurvey of Chesapeake Bay and Tributaries, Maryland.
Descriptive Report of Hydrographic Sheet covering the
same area as Topographic Sheet 815, being the fourth
sheet from the Bay. It extends from Two miles below
 Lower Marlboro to Nottingham which is four miles above.

This work was done for the purpose of revising the
 old chart as per instructions of July 21st, 1908. Mr. Swap-
 son Earle, Hydrographic Engineer of the State of Maryland,
 did not do any hydrographic work on this sheet. Nothing
 but an approximate channel line was run showing that
 it remained about as formerly and afforded a work-
 ing depth of 10 feet throughout.

Scale 1:10000.

Sept. 4th and 5th, 1908.

O. W. Ferguson Assistant in Charge, U. S. Schr. Matchless.

Observers: James E. Marsh, Mate, John W. Clift, B. W.

Recorder: H. W. Godsey.

Leademan: H. Arnesen.

Tide Observer: C. P. Holland.

The average width of the river on this sheet is 300
 meters, and it affords a depth of 10 feet. Lower Marlboro
and Nottingham are the villages on this sheet, Lower Marl-

Boro being the larger and having a canning factory.
 Magruder's Ferry Landing, White's Landing, and Ferry
 Landing also ship and receive freight. The exports are
 ties, wood, wood for paper pulp, lumber, corn, wheat, tobacco,
 tomatoes, and fish. The Maryland, Delaware and Virginia
 Railroad Company, ^{Steamers} have all of this trade.

Statistics	{ Miles	Soundings	Angles.
	{ 6	248	none.

O. W. Ferguson.
 ASST. C. and G. S.
 Com'd'g
 O. S. Sch. Matchless.