U. S. COAST AND GEODETIC SURVEY.

T. M. Thorn, Superintendent.

State: Dist. Columbia.

DESCRIPTIVE REPORT.

Topographic Sheet No. 1717

Locality: District of Columbia.

1888.

Chief of Party:

John W. Dunn.
Mr. Donn's
21 W. First St., Baltimore

U. S. Coast and Geodetic Survey,

Baltimore, Md.

July 23d, 1888.

Mr. B. R. Colman,

Acting Chief, Coast and Geodetic Survey, Office.

Dear Sir,

I desire herewith my report on the work of June 30, 1887, on the survey of the District of Columbia. I will send a short supplement, more in relation to the several objects of entry of the work promptly.

I have still neither advice as to whether my charts forwarded last Wednesday have been received or not.

Yours truly and respectfully,

[Signature]

[Signature]
Report upon Topographical Sheet
No. of Sheet—Record 1717, Survey of the Dist. of Columbia.

The general relief of country shown upon this sheet has an aspect of complex area, broken, abrupt, indented by deep valleys, with hillsides roughened by interposing ledges and fragments of gravel and quartz and small boulders. Adjacent to Rock Creek and Piny Branch large masses of gravel are visible, and the general surface of the country is broken upon this rock formation. East of the Piny Branch road ledges are not formed and the characteristics of drift are found, considerable beds of sand occurring. Two plateaus appear, one upon the eastern border at Mt. Pleasant and the other at Majestic, lying in the angle of Piny Branch and Rock Creek. The western third of the whole area covered by the sheet is complicated by numerous streams and the tortuous course of the deep valley of Rock Creek.

The vegetation is generally abundant. The eastern part of the area is covered with trees of forest growth; oak of several varieties, hickory, elm, black and yellow pine, gum, ash, balsam, cedar, chestnut, and beech. The hill slopes of north and west exposure are generally, in addition to forest trees, thickly covered with laurel, and their gnarled and intertwined stems and branches formedOBSTACLES TO THE PROGRESS OF THE PINNY, ESPECIALLY AS BELONGING TO THE CONIFEROUS GENUS, THEY PRESENT A COMMON INTERFERENCE WITH
In many places, the original forest trees having been cut away, they were succeeded by broad beech and pine and a wilderness of briars that formed the underbrush to the underbrush, even greater than the laurel thicket. The larger part of the valley of Rock Creek, shown upon the sheet, is the property of one man and he has intentionally preserved its wild character. The average height of forest trees is about thirty-five feet but there are old oak and beech of much greater height. The ornamental and fruit trees are not numerous. There are large tea bushes and the only considerable tree of ornamental tree is found at Ingleside, and Old Pleasant. The fruit tree are mostly apple, pear and cherry.

The only village is that of Old Pleasant, a suburb of Washington, at the Port Branch and Pierce's Creek roads. The town is quiet. Mills for neighborhood trade are on Rock Creek; Pierce's and Magdalen. The water power is ample at all seasons. The means of communication is solely by public road. Four only can be considered as tolerably good, but none there because heavy and bad in wet weather. The climate of all other roads, during the large portion of the year, is bad. Deep grades break transportation in freezing weather difficult and dangerous for animals. Grade of 14 per cent on the Pierce's Creek and Blandingville road, and the Broad Branch road is hazardous.
that in places two terms cannot pass freely. The typography of the sheet is of such a character that further explanations seem to be unnecessary. Every feature pertinent to the scale is clearly shown, and the contours indicate the exact line that would be formed by cutting planes.

The following statistics define the details of that of it.:

Miles of Public roads : 12.3
Miles of private roads : 9.7
Miles of flouring Narrows : 23.7 (double bank)
Miles of " 6.2 (no bank)
Miles of Contour Lines : 102.6

Vases of open area : 340 - Fork in the ridge line, about 300 yards

Triangulation Points:

"Mayland" Former of British 2.5
"Kerr's Ck. Point" Private Line 3.7
"Mt. Pleasant" School No. Like 3.7
"French" Bunker 3.2
"Butler's Corn" Private H. like 3.4

The scale of the work having been fixed by Capt. C. P. Allison, Inspector 2d Co. Eng. Survey and Major J. M. Ryan, Engineer Commissioner, Route of C. 14000 (for Horizontal Projection). Having contours representing five feet vertical distance, that has been rigidly adhered to. The Murray having for its chief object the establishment of a basis for the study of motions incidental to the necessary and proposed extension of
The plans and surveys of Washington, the work has been performed with the regard for the object in view, which implies that all data necessary for the full consideration of problems relating to drainage, street extensions and grades, for which purpose required, have been made ready for the hands of those who will be charged with the development of such public works.

If the conditions that determined the work shown upon Sheet 34 could be collateral and properly stated, it would be found that the actual cost for the square mile of topography would very considerably exceed that of any equal area lying to the East of it. But these conditions can not be set apart so as to show the actual cost of the complex and difficult area represented upon this sheet. The work was not done as an entirety during a given period of time but was performed during intervals, mostly selected from winter months, running through several years and while work was being advanced upon at least eight other sheets. One of the many incidents that formed the condition specified was that the Klingle road grade which was finally upon Sheet No. 7 and partly upon Sheet No. 6 was opened after the topography of the Valley in which it lies had been nearly completed. The fact of its not having been entirely completed made it necessary to remeasure and readjust the contours along the whole length of the road.

The work having been carried on through all seasons of the year the average of working days for month was larger. It was not attempted
because of heat or cold; much work was done in snow falls and
obmers and the heavy growth of woods prevented from the top and
cold winds that frequently prevailed during the winter.

In estimating the cost for one or two square miles the aggregate de-
scriptions of the East Portion of the Survey and the official appropriation
made for the District of Columbia District covering the period between 1st
of December 1886 and 30th June 1887 are considered.

1886 & 1887 amount received for Subsistence allowance from Surveyor General
in 1887 to $1,304.28 from Commissioner & for current expenses $3,422.8

$1,304.28

appropriation made by Congress for the survey
(from July 1886 to June 1887 was $34,000.

Expenses for sketches, etc., of 1887 & 1888 $3,042.8

obtaining the sum of $38,088 to have been expended for field work.

The cost for square mile of area is $120.71 or $120.72 per acre.

From this season I claim a reduction of $67.82 as an

equivalent of an expert draughtsmen's services for the period of

1/2 year at $120.72 per year which would reduce the cost of field

work to $31,888 and increase the cost of drawings to $10,522.

The cost per square mile of topography therefore is $225.42 or $192.72 per acre.

which is placed as the average cost of the Western Division extending

from the line of Lincoln Ave. and Howard Ave. to the Bell Ward boundary.

John L. E. Hall

A. D. U. D. C. Survey
Mr. Martin

Fill this in an envelope as a report on the various sheets of the survey of the O.C. It can then be found on reference and explained itself.

(0.6.5)

...
U. S. Coast and Geodetic Survey,

Baltimore, Md.

Oct. 5, 1887.

Mr. J. T. Coleman,

Acting in Charge Field Office,

Dear Sir,

I have received the enclosed copy of the report of the District Survey into the office, and the report of the receipts of the money, and the amount of the expenses, and the statement of the books. I have not had the opportunity to examine the records of the report, nor the books of the receipts, nor the books of the expenses, nor the books of the expenses. I am of the opinion that the report is correct, and that the records of the receipts are correct, and that the books of the expenses are correct, and that the books of the expenses are correct.

Yours truly,

[Signature]

Chief Engineer,

Field Office.