Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: N.C.

DESCRIPTIVE REPORT.

Sheet No.

LOCALITY: Vandamere

1913

CHIEF OF PARTY: J. C. Whitney
Discriptive Report
to accompany topographic
sheet 1094-

Town of Vandemere
North Carolina
Paul C. Whitney
Chief of Party
June 1913

This sheet comprises revision work to show the
location of that town of Vandemere, N. C., and its extent,
not now charted on Chart No. 1442.

The work was done prior to the computation
of the triangulation and was executed on a rough sheet,
using Station Wharf as the initial point and orienting
on the several triangulation stations in view. On the
completion of the triangulation the topography was re-
drawn on a 1/10,000 scale projection. The signals
plotted on this sheet depend upon the work executed this
season.

Vandemere is a small town of a few hundred in-
habitants. It is the southern terminus of the Washington
and Vandemere R.R., a branch of the Atlantic Coast Line.
A mixed train makes the round-trip to Washington, N.C.
daily, except Sunday.

There is a saw-mill here and a few small stores.
Gasoline and general supplies can be purchased. Ice can
be obtained on a 14 days notice, it being shipped from Washington.

The rail-road runs down onto the large wharf and loading is done directly from the river boats to the cars. There is 8 feet at the end of the wharf at ordinary height of water.

The topography was executed by Aid F. S. Borden.

Respectfully submitted

[Signature]

Commanding Str. Hydrographer
## GEOGRAPHIC

<table>
<thead>
<tr>
<th>STATIONS</th>
<th>LATITUDE.</th>
<th>Seconds in Meters</th>
<th>LONGITUDE.</th>
<th>Seconds in Meters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sand</td>
<td>1913</td>
<td>35° 10' 25.39&quot;</td>
<td>782.4</td>
<td>76° 37' 44.79&quot;</td>
</tr>
<tr>
<td>Run</td>
<td>1913</td>
<td>35° 09' 43.94&quot;</td>
<td>1354.1</td>
<td>76° 38' 13.63&quot;</td>
</tr>
<tr>
<td>Petty's Pt. 2</td>
<td>1913</td>
<td>35° 10' 27.76&quot;</td>
<td>855.5</td>
<td>76° 38' 09.51&quot;</td>
</tr>
<tr>
<td>Bell's Pt. 2</td>
<td>1913</td>
<td>35° 10' 33.13&quot;</td>
<td>96.4</td>
<td>76° 39' 15.71&quot;</td>
</tr>
<tr>
<td>Wharf</td>
<td>1913</td>
<td>35° 10' 56.89&quot;</td>
<td>1753.5</td>
<td>76° 39' 38.25&quot;</td>
</tr>
<tr>
<td>Near</td>
<td>1913</td>
<td>35° 10' 12.61&quot;</td>
<td>388.9</td>
<td>76° 40' 16.76&quot;</td>
</tr>
<tr>
<td>Bid</td>
<td>1913</td>
<td>35° 09' 46.35&quot;</td>
<td>1428.4</td>
<td>76° 39' 56.30&quot;</td>
</tr>
<tr>
<td>Lambert's Pt. 2</td>
<td>1913</td>
<td>35° 09' 31.07&quot;</td>
<td>957.5</td>
<td>76° 40' 55.86&quot;</td>
</tr>
<tr>
<td>White</td>
<td>1913</td>
<td>34° 08' 57/14&quot;</td>
<td>1760.9</td>
<td>76° 41' 01.42&quot;</td>
</tr>
<tr>
<td>Bark</td>
<td>1913</td>
<td>35° 09' 32.46&quot;</td>
<td>998.5</td>
<td>76° 41' 17.3C&quot;</td>
</tr>
<tr>
<td>&quot;B&quot; (U.S.E.)</td>
<td>1913</td>
<td>35° 09' 06.38&quot;</td>
<td>196.6</td>
<td>76° 41' 58.2C&quot;</td>
</tr>
<tr>
<td>Saw-mill stack No.1 1913</td>
<td>35° 11'</td>
<td>02.11&quot;</td>
<td>65.0</td>
<td>76° 39' 43.34&quot;</td>
</tr>
<tr>
<td>Saw-mill stack No.2 1913</td>
<td>35° 11'</td>
<td>00.31&quot;</td>
<td>9.6</td>
<td>76° 39' 40.91&quot;</td>
</tr>
</tbody>
</table>