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<th>State</th>
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<td>Virginia</td>
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<th>CHIEF OF PARTY</th>
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U.S. COAST AND GEODETIC SURVEY.

T.C. Mendenhall, Superintendent.

State: VIRGINIA

DESCRIPTIVE REPORT.

Topographical Sheets No. 2993-5 2105

LOCALITY:

APPOMATTOX RIVER.

from

Petersburg to City Point.

1892.

CHIEF OF PARTY:

Charles H. Boyd.
U. S. Coast and Geodetic Survey,

Portland, Me.

January 22, 1893.

Dr. Thomas C. Marshall,
Superintendent U. S. & P. Survey

Sir:

I have the honor to offer for filing, with the chief engineer's report of the opsomating River. 1892, the following descriptive report:

The immediate banks are mostly in soft marl, while tides from these, at distances ranging from a few meters to a few hundred, are bluffs of clay & gravel, in place approximating 100 ft. in height. Many of these bluffs are associated with the earthmends, both offensive & defensive, constructed in the campaign before.

Starting in 1862, the operations proved difficult. The immediate objectives were located upon both sides of the bluffs. "Mudville" is upon the site of a large, convulsion hospital. "Drew" is upon the top of a house erected at the headquarters.

Between the channels of the river are islands, also...
of my left march. But our lines of large rocks were noticed on dropping at the Pt of Rocks on the South Bank nearly opposite at Annapolissecurity.

At the Davis place in the Old Fort Battle-harb channel, also known as the Bermuda Ohio Line, are ruins of clay lighthouse. Side of town. This is now being mined. Rock, ground, is chipped away in considerable quantities for the building of boats. The triangulation point of 1863 was lost by the breaking down of this reef in an abandoned Ohio mine. At this point the highest building 

SIGNAL TOWER was erected in 1864.

Small efforts have been made to reclaim portion of the swamps, along the river banks, by the building of dikes. 29. At the mouth of Swift Creek, mouth of Battle-harb 50 for a distance of 1 1/2 miles on the north bank of main river just below the Pt of Rocks. These levees are now broken in many places. Which judge the scheme failed from the ravages of the hurricane.

SIGNAL TOWER may yet be seen the remains of the military works of 1864 made by the U.S. Army in Burnie from the bluffs near Canalside Hospital. To this
South Bank of Broadway, in the advance against the
river of Petersburg. A pontoon bridge has been
thrown across.

The low-water lines of June-November are indicated
by the dotted line outside the true-line (high water).
There is no slight, if any, evidence of erosion of the banks
in the limits of true-shots, but much eroded material
is brought down from above navigation, with the
floods. 2d de pinted are along the bed of the river
from Petersburg to City Point. This with the reck from
the city-shots is the bar building material.

The growth near the Bluffs is Oak. This &c. is mostly in
forest, used for timber & fuel. It has signals in two
nearly so feet high. There is much undergrowth & quit
thick. Upon the cultivated farms are orchards of
Apples, Peaches & Plums. The swamp growth near
the true-line is of tall reeds & rushes. Upon land of
the islands there is a growth of swamp run, Ash &c.
approximately 40 feet in height.

But a very small portion of the land, near
the true-line, is in cultivation, it is grown up in rushes
further, cattails &c. But it is somewh af use for
fautage.
The City of Petersburg is at the head of navigable water, about 12 miles by the river, landwardly from the landing of City Point. At the junction of the Appomattox with the James River. It is both a manufacturing and a commercial town, the distributing point for the Cotton, Tobacco, Dairies, & Carrots of the surrounding farm lands. During the Centennial period, this was a considerable dairy community with the mother country. It is now said to have a larger export of manufactured Tobacco than any other city in the Country. In 1870 this exportation amounted to nearly 9,000,000 lbs. for domestic use and as much more. The lumber shipped from here amounted to 1,000,000 feet. Facilities exist for moving these freight both by land and water. The Atlantic Coast Line railway system from the cities. The Inland & Western from East & West with the land road to City Point and the land route. The steamships of the Old Dominion Line (James River to New York) are reached at deep water at City Point & Inland, both by rail & land. Small sailing vessels & barges in two arms directly to the wharves at Petersburg. The roads of this vicinity are very poor.
scarcely anything more than earth roads are found outside the city limits; in the 34th degree they are all unnecessary. This gravel is immensely heavy when freezing. Above the bridges, 6000 turkeys are sent to market using mule power. I said no finding place within the limits of New York. The river is subject to heavy floods. In 1830 the water has come into the passenger station of the railroads 20 feet above normal. Sound (June 1841.) The scenery of the locality is mostly of mild road and river fare.

The population of the city in 1800 was about 12,000. In 1790 it was 28,000, including 6,000 slaves. In 1880 it was 2,000,000.

In changes in the names of localities came to my notice. The early settlers were from London. As many local names today, bear witness to their affectionate memory of this Old Country home. There is now no less railroad in these states than in 1653, i.e., to Port-Walthall; now entirely abandoned.

The changes in the view since the formed survey are incalculable. Caused by the extensive systems...
The new channels cut by the Weser to the City of Peterburg. In the case of the Chadwick Cut, the cut also shown on the same sheet, some 4000 metres of the old river is thrown out of use by the Channel Dikes & the Cut substituted.

As given in the former survey, the range of tide at Peterburg was 11.9 feet, now the range is 2.70 feet.

As a reason why the range of tide has much decreased, due in part to a rise, I can only suggest the same may be found in the great interference with the former conditions of the time, by the engineering experiments begun alluded to.

Very respectfully yours,

C. H. Boyd

Assistant