<table>
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<th>LOCALITY</th>
<th>CHIEF OF PARTY</th>
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<tr>
<td>Chester River</td>
<td>Assistant J. A. Homer</td>
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<td>Chesapeake Bay</td>
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February 19th, 1898

Dr. Henry L. Pickering,
Superintendent U.S. Coast and Geodetic Survey,
Washington, D.C.

Sir: I have the honor to submit the following descriptive report to accompany plans and tables
Nos. 1 and 2 of the "Topographic Survey of Chesapeake River, from Long Point to Deep Point, and including the
Bosnica River, Resurvey of Chesapeake Bay, Md., 1897."

General Character of Topography:

The hill of topography striking the shores of Chesapeake B.,
sheet No. 1, is of an undulating and well wooded
character. The main shoreline of this river is broken
by numerous coves and coves, which generally terminate
at their heads in marshes. A fringe of bushes and trees
separates these minor bodies of water from the adjoining
high ground which rarely reaches a height of thirty feet
until the Bosnica River is reached, where elevations of
over sixty feet are quite usual.

The banks or bluffs along the lower parts of Chesapeake B.
consist of clay and loam, they are generally provided
at the base with narrow strips of marsh, which form a
natural protection against undermining by the waves of
the water at ordinary tide stages.

The wooded areas shown on the charts are composed of a vast
growth of underbrush, excepting the woods between Pilchuck,
Marin's Creek and Squama River and those on Puyallup Neck,
where pine trees predominate. The orchards included in the
survey are principally peach orchards with a few small
pear orchards interspersed. Nearly all open land areas shown
on the plans of the forests are under tillage, corn and
wheat being the principal crops raised.

**Scenes and Settlements**

**Queenstown, ship No. 1**, is the terminal point of the
Green Annie R.R. The steamer "F. S. Ford" makes two
round trips every day (except Sunday) between Baltimore
and Queenstown, connecting with the morning and eve-
ing trains at the railroad wharf via Queenstown which
also has a grain elevator.
Piney Neck, like Winchester, is settled by oystermen, Long Cove being the harbor for the Piney Neck oyster fleet. Rock Hall does not appear on chart No. 1, only its extreme location and having been surveyed by our party. A few shingy and flat-eye boats, owned in Rock Hall harbor in Gray’s Ford Creek just above Lewis’s Steam Sawmill. The greater number of boats composing the Rock Hall oyster fleet find harbor in Rock Hall Harbor, bounding four sides, Swan Creek (Deep Landing) and the Haven.

Barstowville, at the head of Leechica River, chart No. 2, is the largest settlement in this section. It is a railroad station, and has about two inhabitants.

Nuclear Oystic Beds:

All our all land holders are fishermen and oystermen. All oyster beds in the Leechica River are worked in common by citizens of Kent and Queen Anne counties. They extend up to Deep Point. The oyster beds in Leechica R. extend up to Deep Point and are worked by the inhabitants of Queen Anne county alone.

Roads:

The oyster ponds are generally fair, a thin layer of oyster shells giving them a solid character where they traverse marshy places.

Steamer Lines:

The Leechica River Steamboat Company runs three
Means between Baltimore and Norfolk, R. Landings.
From May 31st to Oct 15th the "Emmow A. Ford" leaves
Baltimore daily except Sunday for: Port Isabel West (25 miles),
Queenstown (33 miles), Beale's (35 miles), Sheff City (40 miles)
and the following points farther up river and out river,
day in the spring: Quaker Neck, Bostick's, Ralph's and
Lester's Town (52 miles) where this steamer generally lays
over from Sat. until Mon. morning.
From April 9th to Oct 15th the steamer "Gratitude" leaves Balt.
daily except Sun. for Port Isabel (Seep Landing) (25 miles),
Jackson's Landing (30 miles), Tabor (36 miles), Emory's (37 miles),
Pursley's (39 miles) and Lester's Ville (40 miles) where the steamer
generally lays over from Sat. until Mon. morning.
The steamer "Deborah" attends to the night service from
July 1st to August 2nd she leaves Balt. Mon., Wed., Fri.
at midnight, for Quaker Neck, Bostick's, Ralph's and
Lester's Town, leaving the latter place at 6 a.m. on Tues.
Thur. and Sat. for Drumpton and intermediate land,
dings. This steamer lays over at Balt. from Sat. until Mon. morning.
Besides these regular steamers there are several hump
steamers (from friends Phila.) which visit the Chestnut
River landings and East Amor of Lankford Creek
during the fruit (peach) season.
The winter schedule of the Chestnut River steamboat
company provides for three round trips per week (single daily trips), all steamers laying over at Bath during Sunday.

General Cartographic Changes between the

Survey of 1846-7 and 1896-7

The changes in the shore line, due to erosion and

sitting, since the last survey of this river, fifty years

ago, are not very great.

The discrepancies noted between the old and new survey

increase, however, with the distance from the main shores

of the river and they are particularly pronounced along

the creeks and larger bays. Reference to these changes

has been made in my report on the person's work

written appended sketch.

Low water line has been indicated on sheets Nos 1 and 2 by a

dotted line.

The triangulation point "Nair Point" has been destroyed. It was

said that parts of the trees were carried away by the ice at this point

in the spring of 1877 and a subsequent storm from the W.S.

wrest the point away, destroying the sockets of the triangulation

station. It is found, however, that a storm from the S.W.

would again give the pendulum at Nair Point its shape

as shown on the map.

Very respectfully,

J. A. Flaxman

Chief, Laboratory.