U. S. COAST AND GEODETIC SURVEY.

J. Pritchett, Superintendent.

DATE: Md.

1897.

CHIEF OF PARTY:
Assistant J. A. Homer

DESCRIPTIVE REPORT.

Topographic Sheets Nos. 2288491

LOCALITY:
Chester River.
Chesapeake Bay.
February 19th, 1898

Dr. Henry T. Pitcock,
Superintendent, U.S. Coast and Geodetic Survey,
Washington, D.C.

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

General Character of Topography:

The bulk of topography bordering 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 heels in marshes. A fringe of bushes and trees
surround these minor bodies of water from the adjoining
high ground which rarely reaches a height of thirty feet
until the Cockico 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 loams. They are generally provided
at the base with narrow strips of marsh, which form a
natural protection against undermining by the waves of

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The water at ordinary tide stages.

The wooded areas shown on the sheets are composed of a mixed growth, without underbrush, excepting the woods between Pulgh, Man's Neck, and Leitch River and those on Reedy Neck, where pine trees predominate. The orchards included in this survey are principally peach orchards, with a few small pear orchards interspersed. Nearly all open land areas shown on the plane table sheets are under cultivation, corn and wheat being the principal crops raised.

Similarly the best streets:

Norwich, near the south shore of Leitch River, is the southern point of the Green Annie R. R. The steamer "J. A. Ford" makes two round trips every day (except Sunday) between Baltimore and Queenstown, connecting with the morning and evening trains at the rail and wharf in 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.

Piney Neck does not appear on chart No. 1, only the extreme southern end having been surveyed by any party. A few smugy and lumber boats, owned in Rock Hall, harbor in Gray's Force Creek just above Leary's Steam Saw Mill. The greater number of boats comprising the Piney Neck oyster fleet find harbor in Rock Hall Harbor, including three boats, Swan Creek (Deep Landing) and The Rover.

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

Natural Oyster Beds:

All sound land holders are fishermen and oystermen. All oyster beds in the LeChatenier River are worked in common by citizens of Kent and Queen Anne counties. They extend up to Tuff Point. The oyster beds in Leonia R. extend up to Ship Point and are worked by the inhabitants of Queen Anne county alone.

Roads:

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

Steamer Lines:

The LeChatenier River Steamboat Company runs three
Measures between Baltimore and Chester River Landings.

From May 31st to Oct. 15th the "Emma A. Ford" leaves Baltimore daily except Sunday for: Kent Island Ferry (25 miles), Queenstown (33 miles), Glastonbury (35 miles), McClellan (40 miles), and the following points further up river and out river, dep in the pennys: Gunder Road, Poonter's, Ralph's and Chester town (52 miles) where this steamer generally lays over from Sat. eve. till Mon. morning.

From April 9th to Oct. 15th the steamer "Gratitude" leaves Baltimore daily except Sun. for Port Hall (Deep Landing) (25 miles), Jacksons Bench (30 miles), Early (36 miles), Emory's (37 miles), Pooey's (39 miles) and Chesterville (40 miles) where this steamer generally lays over from Sat. eve. to Mon. morning.

The steamer "Cassia" attends to the night service from July 1st to August 31st she leaves Baltimore Mon., Wed., Fri., at midnight, for Gunder Road, Poonter, Ralph's and Chester town, leaving the latter place at 6 o. m. on Tues., Thurs. and Sat. for Brumpton and intermediate land, dep. this steamer lays over at Port Hall from Sat. eve. till Mon. morning.

Besides these regular steamers there are several small steamers (from down Phila.) which visit the Chester River landings and East Anna of Lastford Creek during the fruit (peach) season.

The winter schedule of the Chester River Steamboats
company provides for three round trips per week (single daily trips), all steamers laying over at Hall during Sunday.

**General Chartographic Changes between the**

**Survey of 1876-7 and 1896-7**

The changes in the shore line due to erosion and silting, 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 bays and larger Inlets. Reference to these changes has been made in my report on the person's work with appended sketch.

Low water line has been indicated on sheets No. 1 and 2 by a dotted line.

The triangulation point "Hale Point" has been destroyed. It was told that some of the trees were carried away by the ice at this point in the spring of 1897 and a subsequent storm from the W.S. went to the point away, destroying the corne of this triangulation station. It is fortuitous, however, that a storm from the S.W. would again give the pendant at Hale Point its shape as shown on the map.

Very respectfully,

J. A. Fleming