<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Topographic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field No.</td>
<td>Office No. 2296</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LOCALITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>State: Maryland</td>
</tr>
<tr>
<td>General locality: Chester River</td>
</tr>
<tr>
<td>Locality: In Still Pond, Eastern Shore, Chesapeake Bay</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CHIEF OF PARTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Nelson</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LIBRARY &amp; ARCHIVES</th>
</tr>
</thead>
<tbody>
<tr>
<td>DATE</td>
</tr>
</tbody>
</table>
U. S. COAST AND GEODETIC SURVEY

Henry S. Pitchett

State: Maryland

DESCRIPTIVE REPORT.

Topographic Sheet No. 2296

LOCALITY:
Eastern Shore, Chesapeake Bay. From the mouth of Chester River to Still Pond.

1897.

CHIEF OF PARTY:

John Nelson, Assistant
Dr. Henry S. Pitcairn
Superintendent U.S. Survey
Washington, D.C.

Sir:

In compliance with instructions and memorandums for descriptive reports to accompany original sheets 1887, I herewith submit the following report for topographic sheet 17.

This sheet covers a portion of the eastern shore of the Chesapeake Bay, extending from the mouth of Chester River to Still Pond, Md.

The general character of the coast line is mostly an eroded cliff, ranging from 10 to 70 feet in height, which is broken by a number of creeks, marshes, and small salt ponds. Some of these creeks are from two to three miles long and one mile wide and are important points for shipping and as harbors for small craft during storms. Horton Creek is the most important one...
between Swan Point and the Patuxent River a
distance of nearly twenty miles, and it is navigable
for about two miles (for vessels drawing 7 ft) from
its mouth. Scales Wharf and Buck Creek Landing are
both important shipping points. Green Point and
Plummers landings are both in this creek. A
regular steamer plies between these points and
Baltimore, Md., daily during the summer months,
and triweekly at other seasons of the year. Great
quantities of fruit, grain and stock are shipped
from this locality. Swan Creek and Lavre Creek
are both on the Southwestern edge of the creek, near the town
of Rock Hall. Swan Creek is a narrow, shallow stream
a short distance from its mouth and is used principally
by the oystermen as a place to lay up their vessels
between seasons. The Haven adjoining Swan Creek is
a safe harbor for small craft. Lavre
Creek is a small stream, too shallow for navigation.
The strip of land between it and Swan Creek is
low and marshy. Fairlee Creek is a beautiful
sheet of water, about 3 miles above Tolchester Beach,
it has a very narrow entrance, and big sand
bar just outside, which is constantly shifting.
Inside the water is deep and the stream is about
half a mile wide, small vessels of light
draft can get in this creek, but it is never used as an harbor on account of the great difficulty in entering the narrow channel. Still Pond and Chopt Creek are both small streams and have narrow entrances. There is a small amount of shipping, principally grain, out of Still Pond Creek, which is navigable for about four miles, for vessels drawing three or four feet. Chopt Creek is not navigable for more than one mile above its mouth for small boats drawing less than two feet.

Rock Hall is the most important and largest town on the sheet. The approximate population is 600 inhabitants, who are chiefly occupied in the oyster and fishing industry. There is a good harbor at this point, and a daily line of steamers flying between Baltimore and Chestertown, Md.

A new wharf has been built in Rock Hall Harbor, during the past summer, by Dr. Sharp, and it is known as Sharp’s Wharf. A channel has been dredged from this wharf, extending beyond the bar running out from Swan Point, thus saving a distance of about six miles for the Baltimore steamers.

Fairlee is a small town about 7 miles N.E. from Rock Hall, it consist of a few scattering
Jolchester Beach is a prominent and well-known summer resort, about 5 miles north of Rock Hall. During the season they have excursion steamers twice daily, from Baltimore, carrying from two to three thousand visitors per day. There is a good wharf at this place, extending out into Bay, but there is no harbor, and it a dangerous place for vessels during a storm. The country covered by this sheet is devoted to agriculture; the land is undulating and the soil consists of a heavy clay and loam mixture. It is well covered with woods and water. Special care is given to peach culture and thousands of baskets of peaches are shipped from this vicinity every season and find a ready market in Baltimore and Philadelphia. Great quantities of wheat and corn are grown, also the smaller fruits and vegetables.

There are numerous well traveled public roads along the coast, connecting the landings and wharves with the farms and towns, as this country is very thickly settled.

Water can be secured for the use of steam launchers, at Rock Hall, Jolchester Beach, Rush Creek Landing and near the mouth of Still Pond Creek, by hauling it from Wells
situated from 1/4 to 1/2 mile distant.

Coal can be procured at Rock Hall in small quantities, but it could be shipped from Baltimore at a small cost to any of the above named landings and stored close by.

Very respectfully,

John Nelson
Assistant C.H. Survey