Form 304
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

<table>
<thead>
<tr>
<th>Type of Survey</th>
<th>Topographic</th>
</tr>
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<tbody>
<tr>
<td>Field No.</td>
<td>2382</td>
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<tr>
<td>Office No.</td>
<td>2383</td>
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LOCALITY

<table>
<thead>
<tr>
<th>State</th>
<th>Maryland</th>
</tr>
</thead>
<tbody>
<tr>
<td>General locality</td>
<td>Upper Part</td>
</tr>
<tr>
<td>Locality</td>
<td>of Chesapeake Bay 1899</td>
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CHIEF OF PARTY

William Brodie

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DATE

B/1870-1 (14)
U. S. COAST AND GEODETIC SURVEY.

Henry S. Pritchett, Superintendent.

State: Maryland

DESCRIPTIVE REPORT.

Topographic Sheets No. 2382 & 2383

LOCALITY:
Upper part of Chesapeake Bay and Susquehanna River

1899.

CHIEF OF PARTY:
William Bowie, A. M.
Mr. C. H. Kittsman,
Superintendent, U.S. Coast Survey
Washington, D.C.

Sir,

I beg to transmit the following description report of the original topographical sheets, nos. 2382 and 2383, which were surveyed by me during the summer and fall of 1899.

The general locality of this work is the upper part of the Chesapeake Bay, Maryland, and part of the Susquehanna River which extends from the Bay to the town of Port Deposit.

The shore line on both of these sheets was surveyed by Assistant J. C. Hopkins, during the season of 1898, and was transferred to my sheet. The original shore line is shown on the original topographical sheets nos. 2377 and 2384.
In all of this work, the interior limits of the topography were decided upon by the presence or absence of means of communication, and the contour of the country. Any high land which showed distinctly from the water, and would also as land marks or for military purposes, was historically included within the area assumed, unless its distance from shore was unreasonable great.

All of the area between Bush River, which is several miles to the south of channel no. 2382, and Savage Creek is rather flat and low. Rarely is an elevation of sixty feet above high-water. But a few miles beyond the inland limits of the topography, the land is higher and more rolling. These hills approach nearly to the water at Aberdeen, and just north of Havre de Grace elevations of two hundred feet are found within a few hundred yards of the shore. In some cases there are rocky bluffs rising up from the water's edge. The contouring of the chart shows this very distinctly.
fast. The datum plane is mean high water of the Bay.

The chart, no. 2382, extends from Fort Point along the Bay to Havre de Grace, and also includes the topography contiguous to the Susquehanna River, up to Port Deposit.

The soil is fertile and is used mostly for farming purposes. The principal crops are tomatoes and sugar-corn grown for the numerous canneries located throughout the country. The greater portion of the land is open, and what is wooded is covered with a remote growth. There seems to be no timber whatever.

On this chart are three small towns—Port Deposit, Havre de Grace, and Aberdeen. Port Deposit is shown on the eastern shore of the Susquehanna River at the top of the chart. It is a thriving place of about two thousand inhabitants. It is a very old settlement, and is most picturesque, situated as it is, with the Susquehanna stretched out in front of it, and immediately behind a rocky cliff rising to one or two hundred feet in height.
Its chief industries are a large granite quarry, lumber yard, and coal factory with other smaller concerns. This is also located the State Institute of learning; heavily endowed and with a list of students steadily increasing from year to year.

Havre de Grace is a town of nearly three thousand inhabitants, at the mouth of the Susquehanna River. This is also an old settlement, and is kept up now by its fishing industries, in connection with several factories engaged in the manufacture of tin-cans, shoes, &c. There are also coal and lumber yards along the marine edge.

In the early part of the nineteenth century both of these towns received large quantities of wood, lumber, and coal from Pennsylvania, by the canal shown on the most shore of the river. It was then shipped down the Bay. Some years after the advent of the railroad, the canal was abandoned.

Absecon is a village of four-four
sounded to one thousand inhabitants.
It is principally a commercial center for the surrounding country, and is a
point from which are shipped large quantities of canned goods.

The country roads shown on this chart are in my good condition. In some cases
they are made of chells, but generally of
gravel or dirt. Two railroads are shown
on the chart - to Philadelphia, Wilmington, or
Baltimore; and the Baltimore and Ohio.
The former crosses the River at Hanover
Over a trestle bridge, with a draw for
vessels; while the latter crosses further
up the river over a deck bridge high enough
for vessels to pass under.

There is no wagon or foot bridge across
the River near its mouth. But a ferry
runs across to and from Port Deposit.

Number 2383 joins the above chart
on the east, and extends to the village
of North East, at the head of North East
River.

The land here is generally rolling with
some elevations more than 250 hundred.
fast. The country is rather regular.

Starting from the northern limit of the shoal, the country is mostly open and

under cultivation up to Principio Creek. From here eastward, more than half

the area is covered with a growth

of cumb oaks and firs.

The villages shown on this sheet

are Perryville and Charlestown.

Perryville, just across the River from

Havre de Grace, has a population

of several hundred inhabitants. Some

of whom are employed by the railroads

or are engaged in business, while others

work in a granite quarry and piano

factory at Harfordton, shown on the

sheet about a mile to the north.

Charlestown is a thinly settled fishing

village on North East River. Located here

are several very fine club houses

for boating, fishing and hunting.

Principio Furnace is the name of

a railroad station on the P.W. F.F.P.

near Principio Creek. At this place was

erected some years ago, a very mill
equipped smelting plant. However, it proved a financial failure, and now does a very limited amount of work.

The general condition of the county roads on this sheet, is good; but in places they are hilly and sandy.

The P.M. & B. Railroad is shown running between Perryville and North East. It places its roadbed has been changed in order to avoid sharp curves. Such changes are shown.

All of the points of the 1878 triangulation were found, but the old stations were not recovered. Practicable points, such as church spires, cupolas, prominent trees, etc., are shown by a blue circle.

There are some changes in the nomenclature of streams, points, and other natural features, on both of these sheets. And in every case these changes were made after consulting the best authorities while on the field. Where no information
was available. The original name was retained.

Respectfully yours,

William Bowen
Assistant Colonel
Chief of Party