This sheet represents the re-survey of the Potomac River, from line A to sixteen Containing Inches and 00/100th of a mile. The line of the river has not changed materially except at prominent points and in some of the large curves, voluntary in the line. The line from Loudon-road Wharf to Jeff's Wharf #, has been changed by section and coming jef and fifty feet since the last surveying was made. The line from Smith's Point and River side Wharf has also been changed by section and coming since the last survey was made.

This sheet represents the re-survey of the Potomac River, from line A to sixteen Containing Inches and 00/100th of a mile. The line of the river has not changed materially except at prominent points and in some of the large curves, voluntary in the line. The line from Loudon-road Wharf to Jeff's Wharf #, has been changed by section and coming jef and fifty feet since the last surveying was made. The line from Smith's Point and River side Wharf has also been changed by section and coming since the last survey was made.

This sheet represents the re-survey of the Potomac River, from line A to sixteen Containing Inches and 00/100th of a mile. The line of the river has not changed materially except at prominent points and in some of the large curves, voluntary in the line. The line from Loudon-road Wharf to Jeff's Wharf #, has been changed by section and coming jef and fifty feet since the last surveying was made. The line from Smith's Point and River side Wharf has also been changed by section and coming since the last survey was made.
Centers are shown for every 20 feet
difference of level from mean high tide
the plane of reference. The contour lines
are indicated by vertical red lines. The
heights are given in feet and shown
the elevations above the plane of reference.
The initial topography was carried
back from the shore line to the high
land on both shores of the river, care
looking the river. The roads crossing
through the timber were laid in the
field with a plane table traverse, from
a triangulation station or a well deter-
mined plane table station. And the
heights carried along by vertical angles,
all of the heights and contours lines
were frequently checked at long oppor-
tunity on triangulation and topographical
squares, well determined chimney's, such
as the, and, and, in the dense timber.
Where it was impractical to lay a
plane table traverse the centers were
surveyed from well determined points
on the roads, flags in trees, or the sum-
mits of the hills were determined from them.
On the hills, their heights can also determine other mean high tides and also close the ground when they were located, the body of these falls were also determined in position and elevation, and the channels traced in colurny. The country immediately back of the town can be seen here close to the Virginia town line. Agar's Creek to Streets Point is served with a dense growth of Pines Oak Hickory and Black walnut with Pine and three large and small forests under summer cultivation. Staff, when it’s an unstable broken down town although the Randal town lands make regular landings then, delivering and taking away large consignments of freight and passengers. Commanding this point in fair condition. Streets land is also in fair condition. The Randal land makes regular landings of those wharfs. Agar's Creek is large at the entrance, and navigable for small sailing craft up to the Rail Road bridge.
The site of the old road leading on the South side of Aguaic Creek at its mouth are still standing. Potomac Creek is navigable for small sailing craft a short distance up. The North arm of the Creek is low while the South arm is high and cold rising to an elevation of 166 feet Clarkes Line high water mark of "Bluff Bluff" The leagues roads (public and private) on the Virginia side of the river are very bad at all seasons of the year and clearing the winter and spring months are almost impossible. They are badly cut up by many wagon tracks. River bank and railroad ties to Somerset beach and other points on the river shore. The bathing at Somerset Beach is excellent. A Wooden Club at Westminster the Town about eight hundred acres land was sold for 5000 dollars at this point clearing the summer months, the Oregon Home Vessels excursion to this place on their own steam (the fastest ship last in the list) and being Vessels
Camps of colored people to summer at beach. The country on the Maryland side of the Potomac from Rt. to Smith's Point is covered with a dense growth of oak, pine, hickory and chestnut timber, with a number of small farms, with the exception of Mr. Spear's farm at Rt., and Mr. Remington's farm at Smith's Point, the farms are dependent by cultivating. The fishing leads at Mud Island Point, at Smith's Point and Chestnut. Any large quantity of herring are caught here, among them with an immense seine. Pier and fish net fishing is successfully carried on at the mouth of the large creek and by the creeks on both sides and also in the main creek. The wagon roads on the Maryland side are fair in the summer but very bad in the autumn. Winter and spring fields, olive beach, what is known, and out of repair. Riverside what is agreed on, one of the last on the Potomac.
of Indian Head, The Randle Calk.
Make regular landings at these places, and the Neva's Line at the Riva-
side wharf three times a week.
The Washington Frederickton and
Richmond Coal Lead Company are also
the tracking their lead and changing
the locomotives. (Straightening out the cars.)
From Alexandria to Richmond, then
the grading was completed. The new
line with the old insteam on the half
Respectfully Submitted.

Herman Singer,
Associate Engineer.

Washington D.C.,
March 13th, 1905.