Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Tittmann
Superintendent.

State: Maryland

DESCRIPTIVE REPORT.

Type: Sheet No 2836

LOCALITY:

West Shore of Chesapeake Bay, Hilland Point to Plum Point

1907

CHIEF OF PARTY:

C. M. Farrows
General character of coast. The shoreline consists of a narrow strip of sand beach, running in a long easy curve between the two points without any irregularities. Bank of this are steep sandy bluffs of varying height. These bluffs move in from time to time, and the result is a slow, but certain recession of the shore line. At Hog Pt. this has amounted to about 50 meters in the last nine years.

To the south, where the bluffs are higher, the recession is slower. At O Elume, the old station Plum 2, 1898: was exactly on the edge of a recent came in, when recovered. Owing to this recession, the shallow water extends in some places to a considerable distance from the shore. Thus at the end of the long pier at Chesapeake Beach, there is about 12 feet of water.

Character of the interior. The hills are small and steep as can be seen from the map. The ridges are generally bare and the ravines are
The bare ground is all under cultivation, and in general, the wooded ground is such that owing to the character of the ground, (swamps, etc.) or the steepness of the slopes, cultivation is impracticable. Much of the ground shown on the sheet as bare however is in reality covered with scrub woods or undergrowth, or with brush, blackberry bushes, etc. It has been hard to draw the line between woods and bare ground, and the general plan followed has been to show as woods only such land as bore no signs of recent cultivation. The farmers herabouts frequently let land lie idle for several years, and during this time the brush can attain a considerable size, and yet the land will be cultivated again before the growth could properly be called woods.

The streamness here are small, as the territory which each one drains is generally inconsiderable. The soil moreover is sandy generally, and often absorbs the water before it runs off, and this water finds its way to the bay by filtration through the soil without actually forming streams between stations #7 and Plum. I have seen water oozing from the entire face of a bluff.
There are several marshes, of which Cockey Marsh is the largest. These marshes are covered with cat-tails and bulrushes, and deep. The mud is extremely soft, and the marsh is absolutely impassable. The only places to cross this marsh are: (1) by the beach, through N. Chesapeake Beach, etc. (2) by the railroad (3) by the road to Sunderland, which passed around the head of it. Only the railroad actually crosses it. The other ways lead around it, and only cross where it is narrow.

Towns etc. Chesapeake Beach and N. Chesapeake Beach are inhabited principally by summer cot. Fagers etc. There is no other town along the coast within the limits of the sheet. There is a P.O. at Chesapeake Beach and another at the residence of Mr. Chew, about 2 miles south.

The roads are poor, and furnish the only means of communication. There is no telephone or telegraph away from the R.R. Besides the R.R. to Washington, there is a boat from Baltimore which stops twice a week at Fairhaven, (to the north) and Pine Point standing (to the south). No steamers stop
at Chesapeake Beach.

Methods of work. After a sufficient control by instrumental triangulation, graphic triangulation and regular plane table traverse, the needle was used freely for orienting for filling in the country. (Contouring etc.) and gave very satisfactory results. It was found better to run out the roads in the interior on an auxiliary sheet and transfer them, on account of greater care in adjusting circuit closures.

The topography was done by Mr. Granger, myself, and Mr. Jones. The sheet was indexed by me.

C. M. Sparron
Assistant C.S. Survey
Report on Road Work.

The roads are in general very sandy and crooked, more crooked than can be shown on a map of this scale. The roads usually follow the ridge lines, dropping into valleys between succeeding ridges.

The roads were run out on a special projection and transferred after circuit closures had been made. The needle was used entirely and gave very satisfactory results; heights were carried on the part of the work done by Mr. Sparrow, but it was thought advisable to omit them on the latter work, as the progress was much more rapid without them.

The roads were run by Mr. Sparrow and myself. The projection was made by me, as was the transferring, also.

Fred J. Franks,
Aid, C. & O. Survey.
**Plane Table Positions:**

<table>
<thead>
<tr>
<th>Object and Description</th>
<th>Lat.</th>
<th>DM</th>
<th>Long.</th>
<th>DP</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lt. Red, Maddocks' Ho.</td>
<td>38° 41'</td>
<td>1591</td>
<td>76° 32'</td>
<td>1395</td>
<td>Top</td>
</tr>
<tr>
<td>Cupola, Highview Hotel</td>
<td>38° 40'</td>
<td>1593</td>
<td>76° 31'</td>
<td>1426</td>
<td></td>
</tr>
<tr>
<td>Marinelli's</td>
<td>38° 40'</td>
<td>1512</td>
<td>76° 31'</td>
<td>1419</td>
<td></td>
</tr>
<tr>
<td>Lt. R. J. Norfolk's Ho.</td>
<td>38° 40'</td>
<td>323</td>
<td>76° 33'</td>
<td>108</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

*Note: The heights were not recorded.*
Applied to Chart Comp. 53. Aug. 14, 1943. *T. MacLure*
Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O.H. Tittman
Superintendent.

State: Maryland

DESCRIPTIVE REPORT.
For surveying account.
Topo. Sheet No. 2836

LOCALITY:
Chesapeake Bay
from Plum Point
to Goddess's Run

1907

CHIEF OF PARTY:

U.S. C. & G. SURVEY:
Library and Archives
OCT 3 - 1907
Acc. No. 2836
Report to accompany tracing of Chesapeake Bay from Phun Point to Governor's Run, Maryland.

The general character of the bay shore is regular. The cliffs are being rapidly eroded and the wasted material seems to be filling in at some few places, as for instance about the wharf at Phun Point.

The survey was made on the original sheet after sufficient points had been recovered or determined by triangulation.

The shoreline was done by me, as was the tracing also.

Fred J. Franks
Chief, C. & G. Survey.
Applied to Chart Comp. 553. Aug. 14, 1942. Mellor-Ewan
Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: _______________________

DESCRIPTIVE REPORT.

Sheet No. 2836

LOCALITY:

190

CHIEF OF PARTY:
Report on Survey of Chesapeake Beach R.R. 2 from Mt. Calvert Station to Owings Station.

This sheet accompanies the sheet of No. Maryland, Chesapeake Bay from Holland Point to Plum Point and takes in that portion of the railroad which is not contained on that sheet.

The railroad is chiefly straight line after leaving Chesapeake Beach, the only curves being at Syons Creek and Mt. Calvert. Cuts were taken from well determined positions. Fills were taken at grade points.

Points were determined in the vicinity of Mt. Calvert Station by cuts. The banks of the river were determined by cuts on well defined objects and tangents to curves.

The survey was made by Asst. C. M. S. Parrow and myself. The projection was made by me and the sheet was inked by me.

Fred L. Frankel,
Asst. C. & G. Survey.
Plan Table Positions.

<table>
<thead>
<tr>
<th>Object and Description</th>
<th>Lat.</th>
<th>D.M. Long.</th>
<th>D.F.</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marr's House</td>
<td>38°47'940</td>
<td>76°42'883</td>
<td>S.W. Chy.</td>
<td></td>
</tr>
<tr>
<td>Boat</td>
<td>38°47'854</td>
<td>76°42'830</td>
<td>W. Gable</td>
<td></td>
</tr>
<tr>
<td>White</td>
<td>38°47'835</td>
<td>76°42'1100</td>
<td>Chy.</td>
<td></td>
</tr>
<tr>
<td>Club House</td>
<td>38°47'496</td>
<td>76°42'1431</td>
<td>Flag Staff</td>
<td></td>
</tr>
<tr>
<td>Flag Staff</td>
<td>38°47'479</td>
<td>76°42'1408</td>
<td>Truck</td>
<td></td>
</tr>
<tr>
<td>White Shack</td>
<td>38°47'460</td>
<td>76°42'1422</td>
<td>Chy.</td>
<td></td>
</tr>
<tr>
<td>House on R. Bank</td>
<td>38°46'1454</td>
<td>76°42'1298</td>
<td>&quot;</td>
<td></td>
</tr>
</tbody>
</table>

Note: - Heights were not taken.