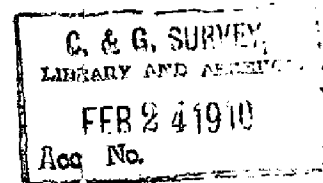
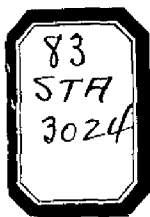


3024



Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Littmann
Superintendent.

State: *Maryland*

DESCRIPTIVE REPORT.

Top^c Sheet No. *3024*

LOCALITY:

*Chesapeake Bay - Eastern
Shore, Deep Pt. to Jones
Landing*

1909-10

CHIEF OF PARTY:

Stehman Forney

3024

Descriptive Report,

To accompany,

Topographic Sheet

Scale 1/20, 000

Resurvey of Chester River

Maryland

Rolph's Wharf

To

Jones Landing

1909-1910

Surveyed by the party of

William J. Jones

Assistant, C. & G. Survey,

3024

C. & G. SURVEY,
LIBRARY AND ARCHIVES

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Acc No.

(a) General appearance of the river shores,

The general appearance of the shore line is low; with narrow sand and mud beaches, backed with low bluffs here and there covered with a growth of Oak-Locust-Hickory and ^{Chestnut} ~~Satterwood~~ trees, The country back and in sight of the shore line, is rolling, rising to elevations of 40 and 60 feet above mean high water on the Chester River, The ground at Washington College just North of Chestertown is 73 feet above mean High Water,

The shores from the Chestertown bridge to Jones Landing, near Millington Md, are low with here and there extensive marshes between the high land and river shore.

Along the river shore, in Kent and Queen Anne's counties, the farms are large and under a high state of cultivation,

Crumpton, on the Queen Anne's side of the river about nine miles above Chestertown, is the head of Steamboat navigation, and Millington is the head of small boat navigation. The channel is narrow-shallow and crooked from Crumpton to Jones Landing. Jones Landing is about one half mile down river from Millington, and you can carry about three feet to the landing at low water.

The wharves shown on this sheet are - "Indian Town"- "Ashland"-
"Quaker Neck"- "Booker's"- "Wilmer's"- "Riverside"- "Rolph's"- "Piney Grove"-
"Chestertown"- "Round Top"- "Buckingham"- "Trivola"- "Deep Landing"- "Spry's"-
and "Crumpton".

Crumpton is of so little commercial importance, that there is but
~~XX~~
 one steamboat a week during the winter months, and two boats a week during
 the summer, from Baltimore to that place. At Chestertown they have three boats
 a week in the winter and a daily boat the rest of the year from Baltimore and
 return.

(g) Ice

[illegible]

(g) Ice,

Steamboat navigation of the Chester River, to Baltimore from Chestertown and return is seldom interrupted by ice, but from the Chestertown bridge to Crumpton the ice is thicker and lasts longer than it does below Chestertown,

On December 21st 1909 the river was closed to navigation from its mouth to Crumpton, and remained closed from the Chestertown bridge to Crumpton until January 21st 1910. The regular boat from Chestertown to Baltimore lost but four trips during the freeze up. On the night of January 6th there was three inches of ice made in the Chester River from its mouth to Crumpton/ and the river was not open to navigation from the Chestertown bridge to Crumpton until February 15th. *When the Carica opened a passage to Crumpton.*
 (c) Change of river shore line.

Not having had an opportunity to compare the new work with the original sheets, can not tell what changes have taken place since the last survey was made,

(w) Survey methods,

The Topographic resurvey of the shore line and interior, shown on this sheet is based on a scheme of tertiary triangulation, carried up the river from the base "Blank to Rolph's", (triangulation by Assistant Yates) to the line "Plum Owen", a short distance up river from Crumpton Md. The shore line was surveyed with the plane table, and the interior topography as far back as could be seen from the river, was put in with traverse lines and rod readings, the heights are given in feet and show the elevations above mean high water, the contours are given for every twenty feet difference of level. The sheet was inked during days when the field work was prevented by bad weather, and the partly inked sheet was used in the field until the field work was completed,

Chestertown, on the Kent County side ~~of~~ the Chester River ^{was} laid out in 1706, has a population of about three thousand, is a quiet conservative old fashioned town with good substantial public buildings, and is the only

town of any commercial importance immediately on the Chester River, It has
rail road- steanboat- telegraph and telephone connections to all parts of the
country.

Stehman Hoising
Asst. C. L. J. J. J.
Chig y Party

3024

Department of Commerce and Labor

Coast and Geodetic Survey

O.H. Tittmann, Superintendent.

Topographic Resurvey

of

Chester River, Maryland

from

Deep Point to Jones' Landing

1909-1910.

Scale 1/20,000

Surveyed by the Party of

Stehman, Henry,

Asst. C. & G. Survey.

NOTE: The work above the triangulation stations Owen and Plum to Jones Landing was done by Plane Table Traverse.

The heights are expressed in feet and show the elevations above mean high water on the Chester River.

The red contour lines are shown for every twenty feet difference of elevation. The red broken lines show the auxiliary curves of ten feet.

