DESCRIPTIVE REPORT

Topographic
Hydrographic

Sheet No. 812-3-4

U.S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

SEP 1 1936

State... Maryland

LOCALITY
Patawomeck River
St. Leonards Co. to Black Swamp Co.

1857-60 & 1908

CHIEF OF PARTY
H. Adams & O. W. Ferguson

U.S. GOVERNMENT PRINTING OFFICE: 1936
The work by Chief Teguirra together with that of the Mr. Shell Fish Rooms make a very good survey of the area shown on these sheets with the exception of the ground between the showlars and left curve which is not completely covered.

The crosswires are unusually good.

The records were kept in a satisfactory manner.

F. G. Soucy
The work by Capt. Ferguson, together with that of the U. S. Naval officers, makes a very good survey of the area shown on these sheets with the exception of the general position of the shorelines and offshore which is not completely accurate.

The oceanography is unusually good.
The records were kept in a satisfactory manner.

A. H. Scripps
T814

This survey is not complete.

R.L. Simmons

DESCRIPTIVE REPORT.

Locality: Pavement Riv

1908

Chief of Party: Oscar Ferguson
Resurvey of Chesapeake Bay and tributaries, Maryland.

Descriptive Report of Topographic Sheet No. 812,
being the second sheet of the Patuxent River above its mouth.
It extends from two miles below Broom's Island to Battle Creek, seven miles.

Scale 1:10,000.

Being the original sheet 1857 revised as per work in red.

From August 21st. to August 29, 1908.

O. W. Ferguson, Assistant, In Charge,
C. & G. SCHOONER "MATCHLESS".


The river on this sheet is a large body of water about two miles wide. The only place having any proportions of a town is Broom's Island. The wharves or landings are Jones', Forrest's, Parkers' and Williams'.

The soil is of a silty nature and washes away a good deal; the shores are generally sandy, and the land rolling, rising from the river from 10 feet to 50 feet. There is but little timber on this sheet near the river, but there is some farther back.

Oystering and fishing occupy the attention of a considerable portion of the people. Farming is the principal occupation
and the products marketed are corn, wheat, tobacco, and poultry. Some peaches and tomatoes are grown and shipped.

No railroad or electric line touches any of these Patuxent River sheets and there is no regular competition with the Maryland, Delaware and Virginia Railroad Company's line of steamers.

The price of land in this region varies from $2 to $100 per acre, none of the very low-priced land lies on the river.

O. W. Ferguson
Assistant, C&G. Survey,
Commanding.
Department of Commerce and Labor
COAST AND GEODETIC SURVEY
Superintendent

State:

DESCRIPTIVE REPORT.

Sheet No...

LOCALITY:

190

CHIEF OF PARTY:
U. S. SCHOONER "MATCHLESS".

DEPARTMENT OF COMMERCE AND LABOR

COAST AND GEODETIC SURVEY.

O. H. TITTMANN, Superintendent.

Resurvey of Chesapeake Bay, Maryland.

Descriptive Report of Hydrographic Sheet, covering
same stretch Topographic sheet 812, being the second
sheet above the mouth, extending from two miles below
Broom's Island to Battle Creek, a distance of seven miles.

This work is for the purpose of revising and verifying
the old chart, and together with the work done by Mr.
Sweezen Earle, Hydrographic Engineer of the State of Mary-
land, in connection with the Oyster Survey just made, will
give data for a good hydrographic chart. We ran out the
6 foot contour and other lines.

Scale 1 : 10,000.

August 24, 25, Sept. 1, 2.

O. W. Ferguson, In Charge,

OBERVERS: James E. Marsh, Mate, John W. Clift, C. M. Cade.

RECORDER, H. W. Godsey.

LEADEMAN, H. Arnesen.

TIDE OBSERVERS, C. P. Holland and J. E. Morgan.

The river averages about two miles wide, affording ample
room and depth for vessels. The Red Spar Buoy 1 mile directly
south of the mouth of Battle Creek should be moved farther out
440 m. to the NW.XW.5/8 W. or another buoy placed here as the
present is on edge of bar also as this bar has made out. All
of these buoys have been in their present position a long time
<table>
<thead>
<tr>
<th>Date</th>
<th>Lat.</th>
<th>Lon.</th>
<th>Angle</th>
<th>Miles</th>
<th>Boat</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aug 24</td>
<td>725</td>
<td>170</td>
<td>16.9</td>
<td>St. Larusse</td>
<td></td>
</tr>
<tr>
<td>&quot;25&quot;</td>
<td>444</td>
<td>124</td>
<td>14.1</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>Sept 1</td>
<td>436</td>
<td>124</td>
<td>13.1</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>&quot;2,5&quot;</td>
<td>520</td>
<td>134</td>
<td>13.1</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>Nov 2</td>
<td>146</td>
<td>50</td>
<td>4.8</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>2271</td>
<td>602</td>
<td>61.7</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Mr. Tull Commision**

<table>
<thead>
<tr>
<th>Date</th>
<th>Lat.</th>
<th>Lon.</th>
<th>Angle</th>
<th>Miles</th>
<th>Boat</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aug 12</td>
<td>12</td>
<td>172</td>
<td>102</td>
<td>4.0</td>
<td>Canoeback</td>
</tr>
<tr>
<td>&quot;14&quot;</td>
<td>2</td>
<td>249</td>
<td>134</td>
<td>5.0</td>
<td>&quot;</td>
</tr>
<tr>
<td>&quot;19&quot;</td>
<td>604</td>
<td>316</td>
<td>11.2</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>&quot;20&quot;</td>
<td>501</td>
<td>214</td>
<td>8.7</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>&quot;25&quot;</td>
<td>288</td>
<td>94</td>
<td>2.5</td>
<td>Angle</td>
<td></td>
</tr>
<tr>
<td>Sept 1</td>
<td>525</td>
<td>218</td>
<td>6.6</td>
<td>Canoeback</td>
<td></td>
</tr>
<tr>
<td>Aug 21</td>
<td>209</td>
<td>110</td>
<td>35.0</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>Aug 13</td>
<td>112</td>
<td>42</td>
<td>1.3</td>
<td>Angle</td>
<td></td>
</tr>
<tr>
<td>&quot;24&quot;</td>
<td>9</td>
<td>6</td>
<td>0.2</td>
<td>Canoeback</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>2693</td>
<td>1306</td>
<td>43.0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
and need some shifting.

The four masted schooner TITON, of Boston, taking out a cargo of railroad ties (17000), drawing 17 feet of water, and sailing 200 feet outside of the line of the buoys ran on the bar here and required lightening and three days work to get afloat again.

The only town along this sheet is the town of Broom's Island which seems not to have been here when the original survey was made in 1857. There are other landings that transport a good deal of produce, Jones', Forrests', Parkers' and Williams'.

The cargoes shipped out consist of ties, poles, lumber, corn, wheat, tobacco, peaches, tomatoes, fish and oysters. The steamboats of the Maryland, Delaware and Virginia Railroad Company have this trade.

<table>
<thead>
<tr>
<th>STATISTICS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miles</td>
</tr>
<tr>
<td>16.9</td>
</tr>
<tr>
<td>14.1</td>
</tr>
<tr>
<td>13.1</td>
</tr>
<tr>
<td>13.1</td>
</tr>
<tr>
<td>4.5</td>
</tr>
<tr>
<td>Total</td>
</tr>
</tbody>
</table>

Assistant, C.& G. Survey,
Commanding.