Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. T. Tittmann
Superintendent.

State: Md

DESCRIPTIVE REPORT.

Topo. Sheet No. 8/15

Locality: PATUXENT RIVER

1908

CHIEF OF PARTY:

S. Ferguson
Department of Commerce and Labor

Coast and Geodetic Survey

O.H. Fittman, Superintendent

Recovery of Chesapeake Bay and Tributaries:

Descriptive Report of Topographic Sheet 815, being the fifth sheet of the Patuxent River above the Bay. It extends from two miles below Lower Marlboro to Nottingham, four miles above.

Scale 1:10,000.

Being the original sheet of 1857, revised as per work in red, and instructions of July 21st, 1908.

September 10th and 11th, 1908.

O.W. Ferguson, Assistant in Charge

W.B. Schooner Matchless

Observers

O.W. Ferguson, Assistant; O.M. Cade and Paul M. Trueblood, Deck Officers and cler.

The average width of the river on this sheet is about 300 meters. There are two villages, Lower Marlboro and Nottingham of which the former is the more important and has a canning factory. Besides the above there are wharves at Maguire's Ferry, White's and Ferry Landing that ship and receive freight. No railroad or electric line touches any of the Patuxent River sheets and there is no regular steamer in competi-
tion with the Maryland, Delaware, and Virginia RR. Co.'s line.

The soil is of a light silty nature and washes readily. The shores are generally sandy or marshy; the surface of the land rolling with many elevations and depressions, and rising to heights of 150 feet.

There is but little timber near the river but more farther back. Farming is the principal occupation of the people, and the products shipped are corn, wheat, tobacco, poultry, peaches, and tomatoes. There is a canning factory at Lower Marlboro. The wagon roads are generally sandy and heavy.

O. W. Hedges.

ASST. C. and G. S.

Com'd'y

**Department of Commerce and Labor**  
**COAST AND GEODETIC SURVEY**  

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*Superintendent*

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**State:**

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**DESCRIPTIVE REPORT.**

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**Sheet No.**

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**LOCALITY:**

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**190**

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**CHIEF OF PARTY:**

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Department of Commerce and Labor
Coast and Geodetic Survey
E.H. Ditchman, Superintendent

Re-survey of Chesapeake Bay and Tributaries, Maryland.
Descriptive Report of Hydrographic Sheet covering the
same area as Topographic Sheet 815, being the fourth
sheet from the Bay. It extends from two miles below
Lover Marboro to Nottingham which is four miles above.

This work was done for the purpose of revising the
old chart as per instructions of July 21st, 1908. Mr. Sum-
son Earle, Hydrographic Engineer of the State of Maryland,
did not do any hydrographic work on this sheet. Nothing
but an approximate channel line was run showing that
it remained about as formerly and afforded a work
ing depth of 10 feet throughout.

Scale 1:100 000.

Sept. 4th and 5th, 1908.


Observers: James E. Marsh, Mate, John W. Clift, C. W.

Recorder: H.W. Godsey.

Leadman: H. Arneson.

Side Observer: C.P. Holland.

The average width of the river on this sheet is 300
meters, and it affords a depth of 10 feet. Lower Marboro
and Nottingham are the villages on this sheet.
Boro being the larger and having a canning factory. Magruder's Ferry Landing, White's Landing, and Ferry Landing also ship and receive freight. The exports are ties, wood, wood for paper pulp, lumber, corn, wheat, tobacco, tomatoes, and fish. The Maryland, Delaware and Virginia Railroad Company have all of this trade.

Statistics

<table>
<thead>
<tr>
<th>Miles</th>
<th>Soundings</th>
<th>Angles</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>248</td>
<td>none</td>
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O. W. Ferguson

Assistant C. and O. S.

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O. S.Solo, stanchless.