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Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	<i>Topographic</i>
Field No.	Office No. <i>2715</i>
LOCALITY	
State	<i>Virginia</i>
General locality	<i>Mobjack Bay</i>
Locality	<i>&amp; Vicinity</i>
<u>1906</u>	
CHIEF OF PARTY	
<i>Wm Bowie E. B. Sathan</i>	
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MAY 23 1906  
Acc. No. 2715

Department of Commerce and Labor  
COAST AND GEODETIC SURVEY

*O. H. Tittmann*  
Superintendent.

State: *Virginia*

DESCRIPTIVE REPORT.

*Topographic* Sheet No. *2715*

LOCALITY:

*Mobjack Bay & Vicinity,  
Ware River to Milford  
Haven*

1906

CHIEF OF PARTY

*Asst E. B. Latham &  
Asst Wm Bowie*

Post-Office Address:

Telegraph Address:

Express Office:

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Department of Commerce and Labor

COAST AND GEODETIC SURVEY

11-044

Washington, Dc.

May 18, 1906

Description Report  
Original Topographic Sheet  
No. 2715

This sheet extends from Milford Haven, just south of the Potomac River to the Mass River on Mobjack Bay, Va. It takes in all the shore and interior topography except a small area near New Pt. Comfort which is shown on original sheet no. 2716.

Sheet 2716 joins 2715 on the south and 2745 joins it on the west.

See my season's report, <sup>dated May 18, 06</sup> of the work done in Mobjack Bay and vicinity for general character of area surveyed and methods

employed. Also see the progress sketch accompanying that report for the ~~area~~ covered by Asst Latham.

The shore of the Chesapeake Bay and the main shore of Mobjack Bay is new work. But the shores of the rivers and creeks are revisions of the old survey. This revision consists of surveying the main and prominent points and fitting the old shore line on them. This method proved satisfactory as the changes were not great. The shore of the Chesapeake between New Point Comfort and Milford Haven had changed considerably. Most of the marsh line was taken from the old sheets.

The work was controlled by triangulation of Mobjack Bay by Asst Latham, and supplemental plane table triangulation of the

runs by me.

The interior topography was controlled by traverses starting from known points on shore. Checks were obtained whenever practicable.

All side roads and filling in between main roads was done by orienting table with compass.

The main roads were run by the ordinary fore and back sight traverse.

All the interior topography is entirely new, except the marsh lines, which were checked, and changed whenever necessary.

No attempt was made to locate the limit of mud flats, which are present <sup>along the shores</sup> ~~in~~ all the rivers to a greater or less extent.

The area of shut is wooded to a great extent. Trees are mostly pine. There is little lumber of large size left by the sawmills.

The land near the shores is quite thickly settled. There are some very fine establishments ~~near~~ on the river.

The land on this sheet is all low, and in no case was it necessary to put in the 20 foot contour.

The roads are of earth and are poorly drained. They are fair in summer but heavy during the winter.

Owing to the low ground the farms are drained by numerous ditches which makes it difficult to drive across country off the roads.

The bridges in area of sheet are all small and are kept in good condition.

There are four steamship wharves on East River and two on North River at which a steamer from Norfolk touches.

The industries are agriculture, fishing, and oystering, with the shipping

of the products of the land and water.  
 Mathews Court House, the county seat of the County, is the only village. It has a bank. Its inhabitants number several hundred.

The names shown ~~are~~ are from the best authorities available on the field.

"Pullin Cr.", a branch of the East River is now locally known as and called "Pudding Creek".

"Pepper Point", between East River and New Point Comfort is now known as Dutchmans Point.

My authorities for the change of the <sup>name of</sup> creek are reliable. Those for change of name of the point are not very reliable.

A number of topographic stations were marked by a terra cotta pipe 2 ft long, and 4 inches in diameter, with top projecting about five inches above ground. These are noted on tracing with names. At a number of other topo-

graphic points, the flag poles  
 were left standing and are  
 marked "Flag" on the tracing;  
 Many of these could be <sup>recovered and</sup> used  
 by a hydrographic party if  
 that work should be taken  
 up within a year or two.

The topography on sheet was  
 executed by Asst E. B. Latham,  
 Asst F. D. Granger, Aid R. S.  
 Patton, and Asst Wm Bowie.

The routing was done by Asst  
 F. D. Granger, Aid R. S. Patton,  
 Temporary Aid Reppenbagen and  
 Asst Wm Bowie.

A tracing with names ac-  
 companies the sheet.

William Bowie  
 Asst, Chief of Party



Claw Tube Positions scaled from sheet no. 2715

Object	Latitude		Longitude		Elev. in feet	Remarks
	o "	in meters	o "	in meters		
T. C. Pipe	37 24	1215	76 14	1322		
T. C. Pipe	37 24	103	76 14	1129		Δ Sta. Wolf Trap on sandy shore
T. C. Pipe	37 22	1254	76 14	1346		On sandy shore
T. C. Pipe	37 22	500	76 15	72		On msky. Id.
T. C. Pipe	37 21	1304	76 15	729		Near Δ Sta. Rum
T. C. Pipe	37 21	263	76 15	1137		On small Id.
T. C. Pipe	37 21	663	76 20	402		
T. C. Pipe	37 22	476	76 20	1387		
T. C. Pipe	37 23	630	76 20	833		
T. C. Pipe	37 23	1241	76 20	144		
T. C. Pipe	37 23	1555	76 20	1224		
T. C. Pipe	37 24	399	76 20	1114		
T. C. Pipe	37 23	50	76 23	138		Near Δ Sta. North on N. W. Line
T. C. Pipe	37 24	250	76 23	1245		3 ft. above N.W.M. projects 8"
T. C. Pipe	37 24	1296	76 23	1337		On N. W. Line projects 6"
T. C. Pipe	37 23	1063	76 24	1350		
T. C. Pipe	37 24	1039	76 24	1434		2 m from N. W. L. projects 8" near bury.
T. C. Pipe	37 25	92	76 24	1100		2 m from N. W. L. projects 8" on Pr. opposite bury