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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

J. C. Mendenhall
Superintendent.

State: *Fla.*

DESCRIPTIVE REPORT.

Hyd. Sheet No. *2135*

LOCALITY:

1893
190

CHIEF OF PARTY:

P. A. Walker

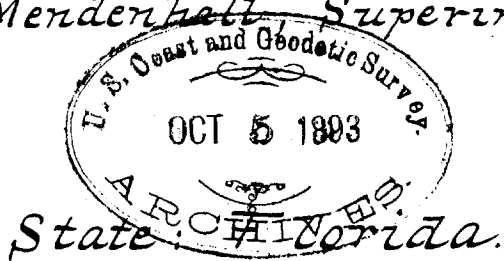
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U. S. Coast and Geodetic Survey.
T. C. Mendenhall, Superintendent.



Descriptive Report

of

Hydrographic Sheet No. 2135.

1893.

Chief of party: Assistant F. A. Wetker.

Write me at:

Telegraph me at:

My Express Office is:

U. S. Coast and Geodetic Survey,

Taku Ast. Sta, Alaska

August 25th, 1893.

2-547

Dr. T. C. Mendenhall,
Superintendent U. S. C. & G. Survey,
Washington,
D. C.

Dear Sir:-

In obedience to instructions and memoranda for Descriptive Reports, 1887, I beg leave to submit the following report of Hydrographic Sheet No. 2135, made in connection with Topographic Sheet No. 2094, by the party of Assistant P. A. Helker during the months of February and March, 1893.

The work consists of a hydrographic survey of Blackwater River, and its tributary bayous and basins, from the mouth of the river to a point about $3\frac{1}{2}$ miles above the town of Milton.

The tributary bayous and basins sounded were Langley, Pelican, Stromson, Marquis, North arm of Quinn, and Kehoe Bayous; and Marquis

and Hight Basins.

The main river, below a boom placed across it about $1\frac{1}{2}$ miles above Milton and just above the entrance to Hight Basin, was sounded by running lines up and down parallel with the banks of the river, using a naphtha launch running at about 4 miles per hour, and for check lines, zigzag lines were run from bank to bank in the whaleboat. In Langley and Kihor Bayous several lines were run in order to develop the channel, but in the river above the boom just mentioned, and also in Stromson, Marquis, and the north arm of Quinn Bayous, only a single line was run up the center of the body of water as they were not large enough to warrant any more extensive work. Marquis Basin was sounded by running between prominent points, the object being merely to develop its extreme shallowness, as at high tide, it is not over 9 or 10 feet deep in the deepest places and in the greater part only 3 or 4 feet deep. Hight Basin, a much larger and more important body of water, was covered wherever possible, with

two sets of parallel lines, one at right angles to the other, and developed a depth of 8 to 12 feet on the average. Just within the entrance and occupying about one quarter of this basin, were several rows of piles used as booms for holding logs. This space was covered by running lines in various directions.

The bottom of the river was found to be very uneven, varying, in the channel, from 8 or 9 feet to 40 or 50 feet, the latter, however, being found only in a few holes, hence it is not safely navigable for boats drawing more than about 8 feet of water.

Near the mills at Milton and Bagdad the banks of the river are lined with rows of piles forming wharves for piling lumber and the like, and there are also numerous rows of piles, used for booms to hold logs, located wherever there are places large enough not in the main channel of the river.

Pond Creek, the south arm of Quinn Bayou, a small bayou just below Kehoe Bayou, and a small body of water at the mouth

of Stromson Bayou just across the river from Bagdad, were not sounded as they were packed full of logs and could not be entered except by walking on the logs, a difficult and dangerous feat excepting to those experimenters. They are all of very little importance excepting as places to store logs. Pond Creek is obstructed at its mouth by a row of piles and a foot bridge, also by a wagon bridge at a distance of a little more than a half a mile above the mouth, and at about $1\frac{1}{2}$ miles it becomes very narrow and crooked and so shallow as barely to float logs.

Several old wrecks were found near the mouth of the river, three or four more at the first bend in the river above Bagdad, two just below the railroad bridge (all on the west or right side of the river) and one about a half a mile above Milton, all in quite shallow water and not dangerous to boats in the channel, and all visible excepting at a very high tide.

The main river channel has but two obstructions and neither need be considered formidable, as they can both be passed with but little, if any, delay. The first is the railroad bridge just below Milton, and having a swing or draw near the center, with an opening large enough to pass boats as large as could be expected in the river, need cause no delay if the Kuper, in constant attendance, is given timely warning of the approach of a boat. The second obstruction is the floating boom (already mentioned) just above the entrance to Bright Basin, and can be passed by unfastening our end and letting it swing to our side. If however there are many logs pressing against it from above, it will not be a very easy matter to unfasten it and also not very safe for any boats that may be below after it is once loose, since the force of the current against this mass of logs, although not strong, is still sufficiently so to drive the logs against any craft that might be in the way, with a force sufficient to be unpleasant, at least, if not

actually dangerous.

In the lower edge of Bagdad is a shipyard, with dry docks and iron shores for hoisting heavy bodies, such as masts and the like, where small vessels can be built and repaired.

The rise and fall of the tide in this region is more or less irregular, the ordinary range being about $1\frac{1}{2}$ to 2 feet, although it occasionally becomes as great as 6 or 8 feet, depending mostly on the direction of the wind.

Yours respectfully,
O. B. French.