U.S. COAST AND GEODETIC SURVEY.

Henry S. Pitman

State: Md.

DESCRIPTIVE REPORT.

Hydrographic Sheets No. 2430

LOCALITY:

Elk and Bohemia rivers

1899.

CHIEF OF PARTY:

W. D. Vinal
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<th>U.S. COAST AND GEODETIC SURVEY.</th>
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<td>SUPERINTENDENT:</td>
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<td>Henry S. Pitchett</td>
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<td>State: Mol.</td>
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**DESCRIPTIVE REPORT.**

**Hydrographic Sheet No. 2433**

**Locality:**
Bohemia river
(See Hyde, Sh. 2430)

1899.

**Chief of Party:**
W.D. Tremain
U. S. COAST AND GEODETIC SURVEY,

Scholar, "Hatchet,"
San Juan, May 17th, 1900.

Dr. Henry J. Patchett,
Superintendent U. S. Coast & Survey,
Washington, D.C.

Sirs:

I have the honor to submit the following report relating to the Elk and Potomac Rivers, Maryland, surveyed by my party in 1899. The survey of both rivers was begun in 1898, by Assistant J. F. Bourtelle. The work on the Elk River in 1899, including triangulation, from line and sounding, extended from Back Creek to Elkton. For a distance of three and one-half (3 1/2) miles below Elkton the river is obstructed by a dense growth of splatter dock, cow lilies and wild oats, leaving a very narrow and shallow sand channel. From Elkton, the terminus of the Hoof pew. Castle and Hoof pew. Railroad, river...
point from which a steamboat line ran to Baltimore. The route was abandoned many years ago and the place is now marked only by a dilapidated wharf. A bridge crosses the river at Elkton, above which there is no navigation. On the river front, below the bridge, are located a large fertilizer factory and a paper pulp mill, which give employment to several small vessels. The dredged channel, formerly 8 feet deep and 100 feet wide, is filling up, causing vessels of 5 and 6 feet draft much trouble in reaching the wharves. A survey of this channel, with a view to dredging, was made by the U.S. Engineer Corps in the fall of 1899. About one mile below Elkton there is a slip where coal and grain barges are built.

There is no steamboat navigation on the Elk River above Back Creek. The Potomac River, flowing into the Elk, is short and broad. Four miles from the mouth is a drawbridge, at the south end of which is placed an ice and store house for grain, lumber and
coal. This is the only place on the river, light
en are used in transferring cargo to and from
vessels. Seven (7) feet of water can be carried
to Stilts Wharf at lowest.
Above the bridge, the river is divided by
George's Point into two branches, the Great
Bohemia and the Little Bohemia. Vessels
drawing six (6) feet of water can sail the dif-
event farms, along these branches, for grain
and produce.
There is no steam navigation on the Bo-
hermia River.
The work on this river in 1899 included
trigonometry, shore line and hydrography,
and is shown on two sheets, one topographieal
and one hydrographieal.
These descriptions apply to sheets Nos. 50 and
37, Scheme of Chesapeake Bay.
Respectfully yours,
W. Irwin Deard,  
Assistant U.S. Coast Survey.