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U. S. COAST AND GEODETIC SURVEY.

Henry S. Pritchett, Superintendent.

State: *Md.*

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DESCRIPTIVE REPORT.

Hydrographic Sheet No. *2433*

LOCALITY:

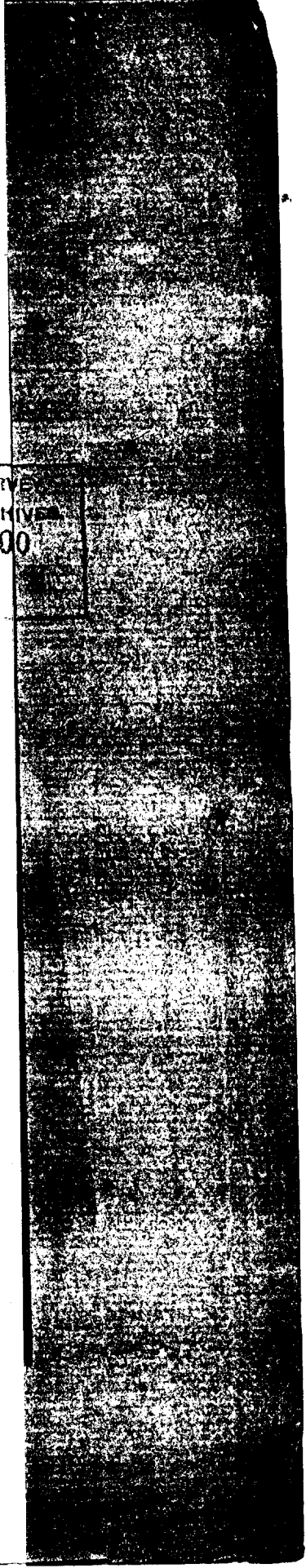
Bohemia river
(See Hydro. Sh. 2430)

1899.

CHIEF OF PARTY:

W. D. Vinal

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Form 65.—Field Letter.

Write me at:

Telegraph me at:

My Express Office is:

U. S. COAST AND GEODETIC SURVEY,

Schooner "Hatchcock"
San Juan, P. R., May 19th, 1900.

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

Sir:

I have 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. B. Bowditch.

The work on the Elk River in 1899, including
triangulation, shore line and sounding, extend-
ed from Back Creek to Elkton.

For a distance of three and one-half (3½) miles
below Elkton the river is obstructed by a
dense growth of "platter dock", cow lilies and
wild oats, leaving a very narrow and sharp-
ly defined channel.

Frenchtown, the terminus of the Old Spew
Castle and Frenchtown Railroad, was the

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 draught 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 ship yard where coal and grain barges are built.

There is no steamboat navigation on the Elk River above Back Creek.

The Bohemia River, flowing into the Elk, is short and broad. Four miles from the mouth is a drawbridge, at the south end of which is Steel's Wharf and storehouse for grain, lumber and

coal. This is the only wharf on the river; light-
en are used in transferring cargo to and from
vessels. Seven (7) feet of water can be carried
to Stule's Wharf at low tide.

Above the bridge the river is divided by
George's Point into two branches, the Great
Bohemian and the Little Bohemian. Vessels
drawing six (6) feet of water call at the dif-
ferent farms, along these branches, for grain
and produce.

There is no steam navigation on the Bo-
hemia River.

The work on this river in 1899 included
triangulation, shore line and hydrography,
and is shown on two sheets, one topographic-
al and one hydrographic.

These descriptions apply to sheets Nos. 50 and
59, Scheme of Chesapeake Bay.

Respectfully yours,
W. Irving Linnell,
Assistant U. S. Coast & Survey.