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U. S. COAST AND GEODETIC SURVEY.

O. H. Tittmann
Superintendent.

State: *Md. & Va.*

DESCRIPTIVE REPORT.

Hyd^c Sheet No. *2688*

LOCALITY:

*Potomac River -
Gravelly Point to
Roziers Bluff.*

1904

CHIEF OF PARTY:

W. J. Vinal, Asst.

2688

Post-Office Address

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COAST AND GEODETIC SURVEY
Department of Commerce and Labor

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AUG 24 1904

C. & G. SURVEY ARCHIVE

Mr. C. W. Pittman,
Superintendent, Canal, Survey
Washington, D.C.

Sir:
The hydrographic sheet of the Potomac River, which was sent to the Office on the 18th. inst., extends from the line Giesbro Point - Gravelly Point to Hooper Bluff, and includes the wharf front of the City of Alexandria, Va.
2. This part of the river is bordered by farming lands, and in most cases the settlements are on the high ground at some distance from the shore.
3. Much of the land along the west, or Virginia, shore has been purchased by several railroad companies for the purpose of establishing freight storage yards.
4. Within the limits of this sheet the channel of the river does not exceed one-fourth of a

mile in width, the flats on either side of it rising very abruptly. These flats are covered in places with large patches of grass, which, in many instances, almost completely close the entrances to creeks.

5. The long pier at Shepard's Point causes the sediment of the river to form a ridge nearly two miles in length to the southward. At times of extremely low water this ridge is a foot or more above the surface of the river.

These letters to E. H. S.

6. North of this pier there are no buoys for a distance of one and three-quarter miles, and small vessels beating up or down river frequently run aground between it and the short wharf at the U. S. Naval Magazine, Bellevue. A spar buoy placed off the end of the Magazine wharf would obviate this danger.

7. At the outlet of the old canal, just north of Alexandria, is a row of submerged piling, extending into the river, and showing only during the lowest tides. Several accidents happened to vessels on account of this obstruction while we were in the vicinity, and we placed a temporary mark at its outer end.

8. Alexandria is connected with the City of Washington by a steam ferry, steam and electric railways and by

boats of the Washington and Norfolk Steamboat Company, the E. S. Randall Potomac River Line Company and the Weeks' Steamboat Company, the last of which runs to Baltimore, Md.

9. There is considerable coastwise shipping from this port, and in the spring two foreign barbers unloaded at its wharves.

10. Freight, particularly coal, is transferred by ferry, without breaking bulk, from the tracks of the Baltimore and Ohio Railroad, at Shepherd's Point, to those of the Southern Railroad, at Alexandria.

11. Along the river front of Alexandria are situated manufactories of glass, fertilizer and ice; machine shops, saw and planing mills; coal and lumber concerns, a Standard Oil plant and a marine railway. This last is suitable for hauling out and repairing the smaller vessels that ply on the river. Many of the wharves are in a broken and neglected condition.

Respectfully yours,
 W. Irving Child,
 Assistant, Canal & Survey.

Department of Commerce and Labor

COAST AND GEODETIC SURVEY

Washington

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ON ORIGINAL
DOCUMENT

December 20, 1904.

Mr. John E. McGrath,

Acting Assistant in charge of the Office.

Sir:-

I forward herewith Hydrographic Sheet No. 2688, "Potomac River, Resier Bluff to Cravelly Point, Md., Va. and D. C.", by Assistant Vinal in 1904, together with report on same. This sheet is now ready for the approval of the Office, save that it lacks the signature of the Chief of Party. Report.

The plotting was well done and the records were well kept. With a few exceptions the lines cross very well.

H. L. Sissons. (Signed).

Respectfully,

Assistant and Chief, Drawing and Engraving Division.