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S.H.A.  
3040

# 3040

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Diagram No. 77-2

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Department of Commerce and Labor  
COAST AND GEODETIC SURVEY

*O. N. Littenmann*  
Superintendent.

State: *Virginia*

## DESCRIPTIVE REPORT.

Hyd. Sheet No. *3040*

### LOCALITY:

*Rappahannock River,  
Belvidere to  
Fredericksburg*

1909

### CHIEF OF PARTY:

*O. H. Ferguson*

# 3040

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS OFFICE:

# 3040

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Department of Commerce and Labor  
COAST AND GEODETIC SURVEY

SCHOONER "MATCHLESS",

TAPPAHANNOCK, VA.,

JANUARY 24, 1910.

DESCRIPTIVE REPORT OF THE ~~TOPOGRAPHIC~~ AND HYDROGRAPHIC  
SHEET <sup>3040</sup> ~~434~~ REGISTER NUMBER.

The St. Georges Episcopal Church spire is standing. No other old Triangulation Stations were recovered on this sheet but the topography along the river, the houses, bends and creeks gave good controlling points. The three bridges are very nearly in the same places.

The topography of Fredericksburg and Falmouth was started from the center of South abutment at shore of the railroad bridge.

This stretch of river is from 70 to 170 metres wide. The creeks, contours and objects located by the old and new topography gave good locations of sounding lines.

About  $\frac{3}{8}$  of this shore has been diked and the sand pumped from the channel and deposited behind the dikes, by the work of the Engineers Department.

In former times sailing vessels landed and loaded at Falmouth-  $2\frac{1}{4}$  miles above where they now load. There has been possibly some emergence, anyway a great deal of material brought down from the upper reaches by ice and floods. This has destroyed the navigation above Fredericksburg and deposited so much sand below that a satisfactory channel has been

# 2.

Desc. Rpet. ~~F. & H.~~ Sheet <sup>3040</sup> ~~434~~ O.W.F. 1/24/1910.

kept open only by the work of the U. S. Engineers as stated above.

Small; special surveys were made by the U. S. Engineers for their improvement, and our cross lines of soundings were not run so close at these places, however a few lines were run even here, the amount of work being small, and the channel line was run over the whole length.

A depth of 12 feet is available over this sheet at all ordinary times and 14 feet on ordinary high waters.

#### SURFACE.

The immediate river valley narrows as we ascend and over this sheet it is but a short distance (say a 1/4 mile) to high ground on either side and along past Fredericksburg 200 metres either way from center of the river will reach ground from 30 to 60 feet high.

The bottom of the river is of silt and sand all the way to Falmouth, the head of tides, where many rocks appear and just above Falmouth are the falls or Riffles where the current is broken up and all the bed of the stream is of rocks. There is almost no swamp land on this sheet.

The surface is undulating, points overlooking the river rising to heights of from 30 to 180 feet.

The sub soil is of yellowish clay and the soil is of fine loam or silt. It works and washes easily- no stone on the surface. There are small patches of timber here and there and neglected ground shows some disposition to clothe itself with trees- however, nearly all of the timber has been cut away.

## TRACING.

The tracing is an exact copy of the skeleton of the old original sheet which contains two sets of lines, 1000m. squares and minutes of Latitude and of Longitude. The minutes of Latitude and Longitude were transferred to the tracing.

All features not now appearing are left off and the new features put onto the tracings.

A very large part of the topography of this sheet was done anew.

The topography- conventional signs not changed by new work will remain the same as on the old sheets: this also refers to contours.

## LANDINGS.

Fredericksburg, the largest town on the Rappahannock, having a population of about 7000 is the only so called landing on this sheet. Fredericksburg is now growing. It has flouring, Excelsior and silk mills and is to have a large new depot and post office. The lumber interests are extensive, many barge loads of ties are shipped annually. Lumber is drawn here for shipment from 25 miles inland.

## CREEKS.

Passapamock, Deep and Hazel creeks are the only creeks and they are all small.

## PRODUCTS.

The products are miscellaneous and moderate in quantity, Lumber, Corn, Wheat, Peas, Cattle & Sheep, poultry and eggs.

This is a good river for navigation. The tides are very marked clear to Falmouth where the declivity of the stream terminates the tides.

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Desc. Rept. ~~T. &~~ H. Sheet 434 O.W.F. 1/24/1910.

The river over this sheet is Canal like and easily navigated. The deep water can readily be located by consulting the charts. Care is required when boats pass each other.

*O. W. Ferguson.*

Assistant, C. & G. Survey.

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STATISTICS Sheet No. 434.

DATE 1909.	Letter	Vols.	Positions	Soundings	Miles Statute	Vessel.
December 10	a	1	38	126	1.5	Whaleboat
14	b	1	104	636	11.7	
15	c	1	12	45	0.5	
Total	3	1	154	807	13.7	

*Soundings plotted in flet.*

*Plotted & inked by R. L. Johnston.*

LIST OF PALNE TABLE POINTS FURNISHING THE CONTROL OF THE  
 WORK ON TOPOGRAPHIC & HYDROGRAPHIC SHEET REGISTER No.

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NAME	Latitude	Longitude	Located By
	NORTH	SIDE	
GREY Dwelling House	38 15 3.5 (107.9) ✓	77 23 34 (82676)	New Topy.
IZARD Dwelling House	38 16 12 (370.0) ✓	77 25 17.5 (42542)	" "
ROSE Dwelling House	38 16 59 (1819.23) ✓	77 26 0.3 (7.29) ✓	" "
WASH Dwelling House	38 17 41 (1264.21) ✓	77 26 <del>46.4</del> <sup>38.5</sup> (935.6) ✓	O. & N. "
HOPKINS Dwelling House	38 17 59.6 (1837.73) ✓	77 26 <del>58.5</del> <sup>46.4</sup> (1127.75) ✓	New "
CHATHAM Dwelling House	38 18 28 (863.36) ✓	77 27 01 (24.30) ✓	O. & N. "
HILL Dwelling House	38 19 22.5 (693.77) ✓	77 27 29.5 (716.68)	New "
	SOUTH	SIDE	
BELVIDERE Hoopers Dwelling House	38 14 36 (1110.04) ✓	77 22 47 (1143.15)	O. & N. "
EPSON N.W. Corner of Dike above Massapamock Cr.	38 15 13.5 (416.26)	77 24 17 (41341)	New "
MANSFIELD Vances Dwelling House	38 15 49 (1510.88)	77 25 19 (462.04)	O. & N. "
BERNARD Dwelling House	38 16 40.8 (1258.03)	77 26 4.5 (10939) ✓	" "
MARIAN Dwelling House	38 16 50.8 (1566.38)	77 26 21 (510.51) ✓	New "
WHARE HOUSE Stmb. Landing at Fredericksburg	38 17 39.6 (1221.04)	77 26 48.5 (1178.79)	" "
E CHURCH Episcoapl Church at Fredericksburg	38 18 06 (185.01) ✓	77 27 17.5 <sup>16.5 ?</sup> (425.24)	" " Old Trian.
SCHOOL Fredericksburg Public School	38 18 18.6 (573.52) ✓	77 27 18.5 (449.54)	New Topy.
MILL N. E. Corner of Mill	38 18 41 (1264.21) ✓	77 27 36 (874.79)	" "

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This work is not reliable, due mostly to poor control. No sextant angles were taken and the positions were not described sufficiently to locate them, therefore the position of lines as placed on the sheet by the field party, had to be accepted without question.

In running the channel line at least the approximate distance to the nearest bank could have been given at intervals.

This line was adjusted wherever possible in order to improve the crossings.

R. L. Johnston

Draftsman

7/26/10.