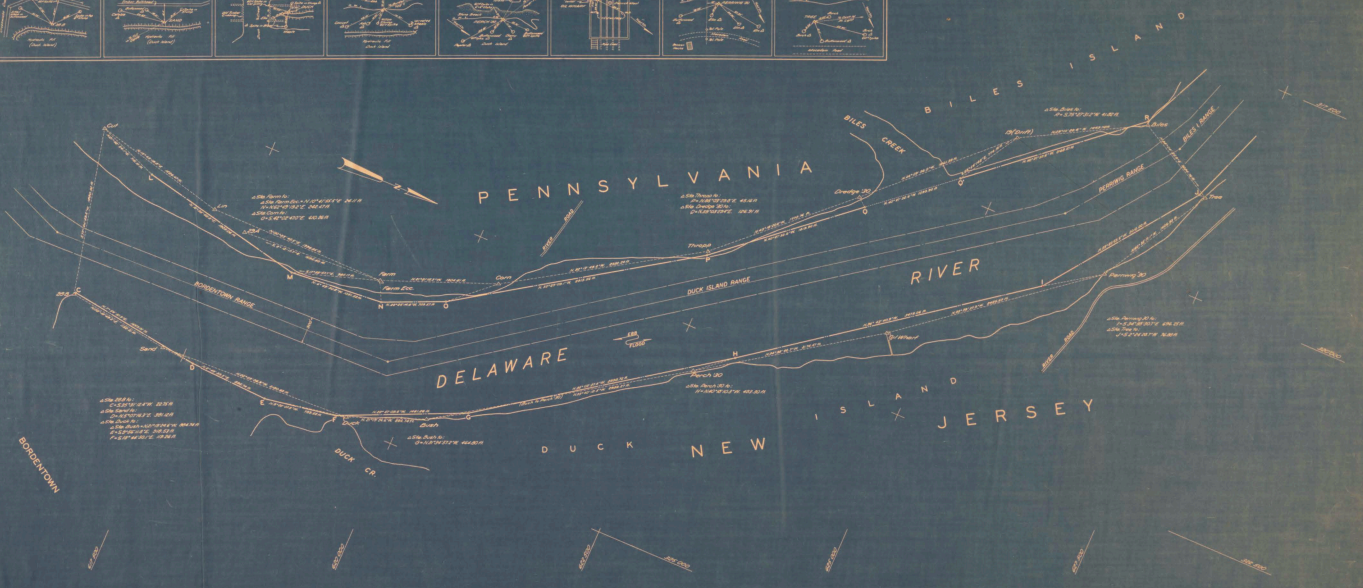


<p>A. CUT The stability of cut channels depends upon the character of the soil, the amount of water, the velocity of the flow, the height of the banks, and the nature of the vegetation.</p>	<p>A. LIN The stability of a river channel depends upon the character of the soil, the amount of water, the velocity of the flow, the height of the banks, and the nature of the vegetation.</p>	<p>A. 25 A The stability of a river channel depends upon the character of the soil, the amount of water, the velocity of the flow, the height of the banks, and the nature of the vegetation.</p>	<p>A. FARM & FARM E.C. The stability of a river channel depends upon the character of the soil, the amount of water, the velocity of the flow, the height of the banks, and the nature of the vegetation.</p>	<p>A. CORN The stability of a river channel depends upon the character of the soil, the amount of water, the velocity of the flow, the height of the banks, and the nature of the vegetation.</p>	<p>A. THEORY The stability of a river channel depends upon the character of the soil, the amount of water, the velocity of the flow, the height of the banks, and the nature of the vegetation.</p>	<p>A. DREDGE 30 The stability of a river channel depends upon the character of the soil, the amount of water, the velocity of the flow, the height of the banks, and the nature of the vegetation.</p>	<p>A. 10 (MPT) The stability of a river channel depends upon the character of the soil, the amount of water, the velocity of the flow, the height of the banks, and the nature of the vegetation.</p>	<p>A. BILES The stability of a river channel depends upon the character of the soil, the amount of water, the velocity of the flow, the height of the banks, and the nature of the vegetation.</p>
<p>A. 25 B The stability of a river channel depends upon the character of the soil, the amount of water, the velocity of the flow, the height of the banks, and the nature of the vegetation.</p>	<p>A. SAND The stability of a river channel depends upon the character of the soil, the amount of water, the velocity of the flow, the height of the banks, and the nature of the vegetation.</p>	<p>A. DUCK The stability of a river channel depends upon the character of the soil, the amount of water, the velocity of the flow, the height of the banks, and the nature of the vegetation.</p>	<p>A. BUSH The stability of a river channel depends upon the character of the soil, the amount of water, the velocity of the flow, the height of the banks, and the nature of the vegetation.</p>	<p>A. PERCH 30 The stability of a river channel depends upon the character of the soil, the amount of water, the velocity of the flow, the height of the banks, and the nature of the vegetation.</p>	<p>A. OIL WHARF The stability of a river channel depends upon the character of the soil, the amount of water, the velocity of the flow, the height of the banks, and the nature of the vegetation.</p>	<p>A. PERRING 30 The stability of a river channel depends upon the character of the soil, the amount of water, the velocity of the flow, the height of the banks, and the nature of the vegetation.</p>	<p>A. TREE The stability of a river channel depends upon the character of the soil, the amount of water, the velocity of the flow, the height of the banks, and the nature of the vegetation.</p>	<p>A. TREE The stability of a river channel depends upon the character of the soil, the amount of water, the velocity of the flow, the height of the banks, and the nature of the vegetation.</p>



WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON, D. C., 1908.

It is recommended that the authorized engineer and harbor master in the Delaware River basin be authorized to suspend the operation of this plan in the event of a flood, subject to the approval of the Chief of Engineers, and reported to the Chief of Engineers of the River and Harbor, and approved March 1, 1908. This map is prepared as a harbor line plan for the Delaware River, and is not to be used as a harbor line plan for any other river.

(Signature)
Major General, Chief of Engineers.

DELAWARE RIVER
HARBOR LINES
BORDENTOWN TO TRENTON
REBURNISHED 1930
P. C. 1908
MADE IN U. S. A.

NOTES
HARBOR LINES ON THIS MAP ARE TAKEN FROM THE SURVEY MADE IN 1908.
THE COMBINED HARBOR AND BOUNDARY LINE ON THIS MAP IS TAKEN FROM THE SURVEY MADE IN 1908.
FIELD OR OTHER SELF-THROWN BUT BE BUILT

WAR DEPARTMENT Sept. 10, 1908.
MAJOR General, Chief of Engineers.
(Signature)
Major General, Chief of Engineers.

U. S. ENGINEER OFFICE, PHILA., PA., 1911, 1914
(Signature)
MAJOR General, Chief of Engineers.