

insight into both the physical structure and the routine operation of canalways. Materially, in brief, they constitute a most serviceable addition to the formal records of the Canal Board and to their Acting Commissioners' and Superintendents' Papers.

The map books have been assembled in Case No. 75, Drawers 5 to 10, in the BUREAU of LAND RECORDS; cataloguing for them has been made to read thus:

Mp. B. 20, Dr. 75 - 7.

It should be noted that the numerous field maps, maps, and profiles which were prepared by Principal Engineer Charles L. Schlatter and his assistants for the proposed-but-never-built Harrisburg and Pittsburg Rail Road, c. 1839 - 1840, have been removed from their former positions in Map Books 3, 5, 11, and 21 and re-located in Boxes A, B, and C for the Northern Route, the Middle Route, and the Southern Route, respectively. This re-location has the advantage of assembling them in closely related units.

Items consisting of MAPS, PROFILES, and DRAWINGS stand out in MAP BOOKS as follows:

Mp. B. 1.

Dr. 75 - 8. h. Slip and inclined plane for section boats at Columbia

m. Merrick's plan for adapting the Permanent Bridge at Philadelphia to railroad service

o. Baily's map to avoid the inclined plane at Columbia on the Columbia and Philadelphia Railroad