

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