

With regard to the Profiles, which are given on the face of the map, and whose horizontal and vertical proportions could not be made the same, while the scale of miles is the same as on the map, the vertical measurements are the 1-4000th part of the real elevations. A solitary exception will be found in the case of the Chesapeake and Ohio Canal, which for convenience was reduced to one-half in the horizontal proportions. It has been endeavored to apply the results of these profiles to the horizontal face of the map; and the dotted lines which are already familiar to every reader of Nautical charts, as denoting elevations of reefs or depths of soundings, have been transferred to indicate similar circumstances on land. The lines, for the sake of avoiding confusion, represent planes which are supposed to lie each one hundred feet above the other; a nearer approximate elevation of any point, is obtained by noticing its distance from the level line nearest it. The elevation always bears to 100 feet the same proportion that the distance observed does to the entire distance between the two dotted lines enclosing the place whose elevation is sought.

In arranging the columns of the Statistical tables which occupy a place upon the map, more regard, it will be seen, was paid to the designation of information considered useful, than what was in possession. The object, however, was to shew the results contemplated to be arrived at in the survey.

The undersigned beg leave, then, in conclusion, to present this map, as a document containing all the information that can be collected from authentic sources and indicating, to a certain extent, the sort of knowledge desirable to be embodied in a map