

before useful, became then indispensibly necessary, that *Navigation* should be taught as a science to the conductors of our merchantmen, and it was soon no uncommon spectacle to behold the American Eagle, lately unused to scientific restraint, shaping his course through foreign skies by the rules of geometry. The charts and marine directions with which foreign countries abound, have also rendered the profession of the sea less dangerous and more profitable. These powerful aids have almost every where been extended to the protection and encouragement of commerce, except in the American States. Here, indeed, few Charts have been published, and those of no remarkable character, either for the accuracy of their distances and bearings, or for the extent of their scale. But to collect into a compendious volume the most authentic descriptions of the harbours, and an accurate detail of the courses and soundings of the American Coast, has long been a desideratum among nautical and commercial men; and until the appearance of the first edition of the *AMERICAN COAST PILOT*, in 1796, no attempt, we believe, had ever been made, in any part of the Union, to effect it....To accomplish so important an object, which was embarrassed with more than the ordinary difficulties with which all new works are involved, the Editor, actuated by a principle of commercial benefit, and assisted by one of the most correct and experienced Pilots in the United States, hazarded the publication of that work, under auspices by no means favourable to its eventual establishment, as a book of reference and directions to American mariners. Incident to the very arduous and complex nature of the work itself, much incompetency and error found admission into its pages, which no industry of the Editor could avoid. Add to this, the avowed hostility of almost all the Pilots in the Southern commercial cities, with whose *interest* it militated, to permit any degree of reputation to be attached to a publication, whose professed design was to make American commanders their own pilots, and to relieve in the minds of their owners every apprehension of danger, by the certain conviction that this cabin companion would be the means of security.

But notwithstanding the objections of interest, and the cavils of malice, the Editor feels it a duty, which he owes to the independent candour and integrity of some few of the Southern pilots, to remark, that their friendly assistance and information have largely contributed to the present highly improved state of his *COAST PILOT*. It is, however, unnecessary minutely to follow, step by step, the various and indefatigable efforts, which for eight years have been exerted in all the principal cities of America, to render this work as correct in its execution as it was extensive in the purposes it contemplated. Every source of marine intelligence which our country affords, and which the narrow selfishness of a bigotted profession had not rendered