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(p. 279, fig. 41.)

EXPLANATION OF THE CORRECTIONS MADE IN THE MAP OF THE NORTH-WEST OF EUROPE, SHOWING THE EXTENT OF SEA WHICH WOULD BE CONVERTED INTO LAND BY AN UPHEAVAL OF SIX HUNDRED FEET.

MR. JOHN MURRAY, C.E., has published, in the Proceedings of the Institute of Civil Engineers for 1860-61, a most instructive map of the soundings in the North Sea, showing certain zones of equal depth, derived from the British Admiralty surveys and from other sources. He has shown that there is a channel exceeding 100 fathoms in depth, which extends from the North Sea into the Baltic, and which was not noticed in Sir H. De la Beche's map of 1834 (*Theoretical Researches*, p. 190). This channel, at the point marked *b* in our map, near the entrance of the Baltic, is no less than 430 fathoms, or 2,580 feet, deep. The introduction of these straits, separating Scandinavia from the British area, constitutes a striking geographical feature in the corrected map.

The outline also of the west coasts of Sweden and part of Norway, as they would appear after the assumed upheaval, has been corrected by reference to the most modern surveys.

Secondly. Mr. Murray has also called my attention to the new Admiralty chart of the west coast of Ireland, which shows that the 100-fathom line approaches much nearer the west coast than it was represented to do in the old charts—so much so, as to diminish by 80 miles the westward trend of the land in our map; for the Porcupine Bank, instead of being joined to the mainland, as in Sir H. De la Beche's map of 1834, and in fig. 41 of my two former editions, now forms an island in latitude $53^{\circ} 50'$ N., off the coast of Connemara.

Lastly. In the narrowest part of the channel which separates Ireland from Scotland, at the point marked *a* in map, fig. 41, there is a small space exceeding 100 fathoms in depth.
