



War Department mapping project.  
Under direction of the Chief of Engineers.  
Control by the U. S. Coast and Geodetic Survey.  
Planimetry compiled from air photographs by U. S. Coast and Geodetic Survey.  
Planimetric topography and field edit by U. S. Coast and Geodetic Survey, 1943.  
Polyconic projection, North American datum of 1927.  
This map complies with the national standard map accuracy requirements.

ROAD CLASSIFICATION 1943  
Dependable hard-surface, heavy-duty road. Loose surface graded, dry-weather road. U. S. route 174  
Secondary, hard-surface, all-weather road. Dirt road. State route 26  
More than two lanes indicated by note along road with tick at point of change. 3 LANE 4 LANE

Scale 1:31680  
1000 500 0 1000 2000 Yards  
1 Mile  
CONTOUR INTERVAL 20 FEET  
DATUM IS MEAN SEA LEVEL  
ONE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S. ZONE A. U. S. C. & G. S. SPECIAL PUBLICATION NO. 59"  
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED  
NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

Use diagram only to obtain numerical values.  
To determine magnetic north line, connect the pivot point "P" on the south edge of the map with the value of the angle between grid and magnetic north, as plotted on the degree scale at the north edge of the map.  
APPROXIMATE MEAN DECLINATION 1943  
NO ANNUAL MAGNETIC CHANGE

REPRODUCED BY THE U. S. COAST AND GEODETIC SURVEY (W & H) 1943  
AMS NO. 120784

Recoverable horizontal control stations of less than third order accuracy are shown by circles.

ST. MARYS CITY, MD.  
N3807.5-W7622.5/7.5

U. S. G. S.  
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