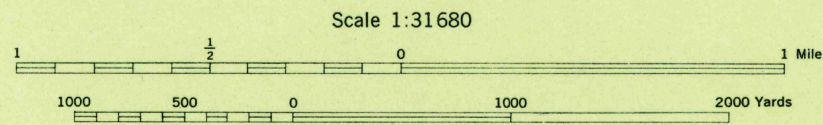


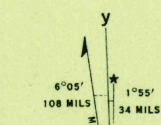
War Department mapping project.
Under direction of the Chief of Engineers.
Control by the U. S. Coast and Geodetic Survey.
Planimetry compiled from air photographs by U. S. Coast and Geodetic Survey.
Planimetric topography and field edit by U. S. Coast and Geodetic Survey, 1942.
Polyconic projection, North American datum of 1927.
This map complies with the national standard map accuracy requirements.



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
THE STATE GRIDS ARE INDICATED AT 10,000 FOOT INTERVALS
NOTE: OFFICERS USING THIS MAP WILL BE RESPONSIBLE FOR CORRECTING AND ADJUSTING THEIR OWN
TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

ROAD CLASSIFICATION 1942
Dependable hard-surface, heavy-duty road. Loose-surface graded, dry-weather road. U. S. route State route
Secondary, hard-surface, all-weather road. Dirt road.



USCS
Historical File
Topographic Division
WYE MILLS, MD.
N3852.5-W7600/7.5

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

(LANGFORD CREEK)

(PRICE)

(ST. MICHAELS)

(FOWLING CREEK)