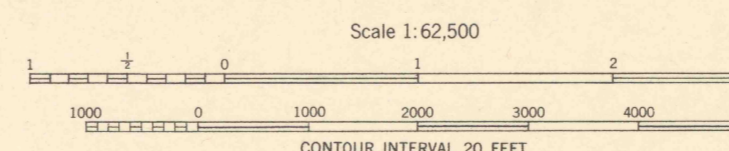
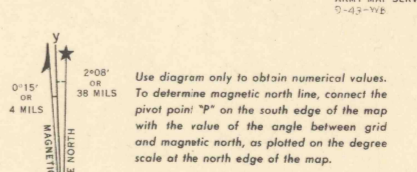


First Edition, 1943.  
Prepared under the direction of the Chief of Engineers, U. S. Army, 1943.  
Army Map Service, Pittsburgh and Kansas City units.  
Work Projects Administration Project, O. P. 165-240-3.  
Control by U. S. Geological Survey, Chesaning, 1:62,500 (1917).  
Surveyed in cooperation with the State of Michigan, 1915.  
Revised from single lens vertical aerial photographs.  
Aerial photography: A. A. A. Department of Agriculture, 1940-41.  
Polyconic Projection, North American Datum.

ROAD CLASSIFICATION 1943  
Dependable hard-surface, heavy-duty road  
Secondary, hard-surface, all-weather road  
Dirt road  
State Route  
More than two lanes indicated by note along road with tick at point of change



FIVE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S. ZONE BY U. S. C. & G. S. SPECIAL PUBLICATION NO. 59  
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE INDICATED BY DOTTED TICKS OUTSIDE THE NEAT LINE AT 10,000 FOOT INTERVALS.  
NOTE: OFFICERS USING THIS MAP WILL BEKE CORRECTIONS AND REVISIONS WHICH COME TO THEIR ATTENTION AND WILL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.



Use diagram only to obtain numerical values.  
To determine magnetic north line, connect the 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 1944  
ANNUAL MAGNETIC CHANGE 1° DECREASE