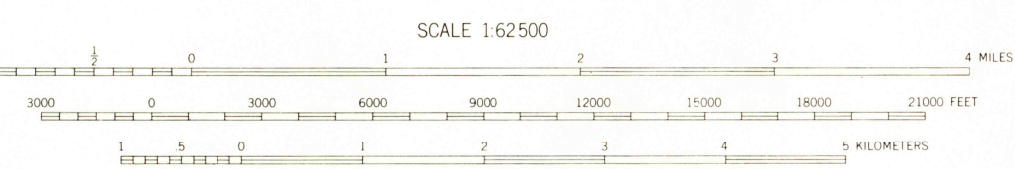


Prepared under the direction of the Chief of Engineers, U. S. Army, 1939.
Horizontal control by U. S. Geological Survey, 1911, U. S. Coast and Geodetic Survey, 1927 and 29th Engineers, U. S. Army, 1937.
Vertical control by U. S. Geological Survey, 1911, U. S. Coast and Geodetic Survey, 1927 and 29th Engineers, U. S. Army, 1937.
Topography by 29th Engineers, U. S. Army, north half, 1938, utilizing multiplex aeroprojectors from T-3A (5 lens) aerial photographs; south half revised 1939, from U. S. Geological Survey Ocosta Quadrangle.
Photography by 91st Observation Squadron, Air Corps, U. S. Army, 1934, 1937.
Polyconic Projection, North American 1927 Datum.



ROAD CLASSIFICATIONS
Dependable hard surface, heavy duty road. U. S. Route
Loose surface graded, dry weather road.
Secondary, hard surface, all weather road. State Route
Dirt road.
More than two lanes indicated by note with tick at point of change. Road Data 1942

Contour interval 20 feet
Datum is mean sea level (1929 Adj.)
10,000-FOOT GRID TICKS, WASHINGTON PLANE COORDINATE SYSTEM, SOUTH ZONE, SHOWN IN BLACK
1000-METER GRID TICKS, UNIVERSAL TRANSVERSE MERCATOR SYSTEM, ZONE 10, SHOWN IN BLUE

TRUE NORTH
MAGNETIC NORTH
APPROXIMATE MEAN DECLINATION, 1938

U.S. GEOLOGICAL SURVEY
MOCLIPS, WASH.
N4700-W12400/15
1938
TOPOGRAPHIC DIVISION

REPRINTED FROM MILITARY EDITION FOR CIVIL USE
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER 25, COLORADO OR WASHINGTON 25, D. C.
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

AUG 20 1963

3245