

Prepared under the direction of the Chief of Engineers by the Army Map Service (AM), War Department, Washington, D. C. Scale changed, marginal data revised and Universal Transverse Mercator Grid added, 1947. Copied in 1947 from Oregon, 1:62,500, AMS, Portland, 1940. Original map compiled for the Army Map Service by the 29th Engineer Battalion, U. S. Army. Planimetry revised by photo-planimetric methods, topography by USGS, planimetric surveys. Horizontal and vertical control by USCGS.

LEGEND

Tint indicates built-up areas in which only landmark buildings are shown

ROAD DATA 1940

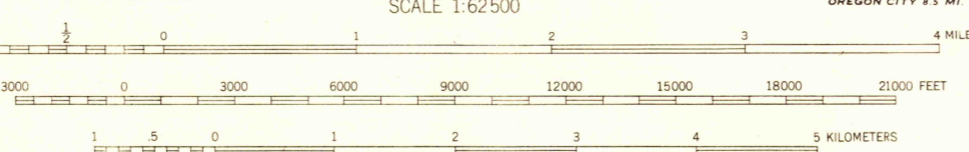
Hard surface, heavy duty road, more than two lanes wide	3 LANE, 4 LANE	Loose surface, graded, dry weather road	—
Hard surface, heavy duty road, two lanes wide; Federal route marker	—	Trail, dirt road	—
Secondary, hard surface, all weather road, two lanes wide; State route marker	—	Railroad in street; Carline in street	—

RAILROADS

Single track	Double track	UNDER CONSTRUCTION	ABANDONED
Standard gauge	—	Single track	Double track
Narrow gauge	—	Double track carline	—

BOUNDARIES

International	—	Mine	▲	Intermittent lake	—
State	—	Horizontal control sta.	⊕	Intermittent stream	—
County (with monument)	—	Bench mark	X	Dam	—
County subdivision	—	Spot elevation, feet	169	Rapids; Falls	—
Reservation	—	Woods	■	Large rapids and falls	—
Military reservation	MIL RES	Woods/bushwood	■	Swamp marsh	—
School, Church	—	Bushwood	■	Rocks smooth at low tide	—
Cemetery	—	Orchard	■	Wharf pier	—
Churchyard	—	Vineyard	■	Man-made shoreline	—



CONTOUR INTERVAL 25 FEET
DATUM IS MEAN SEA LEVEL

TRANSVERSE MERCATOR PROJECTION
1927 NORTH AMERICAN DATUM

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