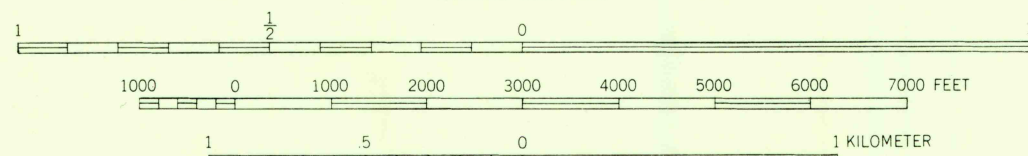


Maped by Tennessee Valley Authority under direction of the Chief of Engineers, U. S. Army, 1942.
Control by USCGAS, USGS, USGS, U. S. Lake Survey, International Waterways Commission, and TVA.
Topography by Tennessee Valley Authority plane-table surveys.
Culture and drainage in part compiled from aerial photographs.
Wide-angle photography for TVA, 1942.
Polyconic projection, 1927 North American datum.
Canadian topography projected from maps of Canadian Department of National Defense, 1905. Revised 1938.
Canadian planimetry revised from aerial photographs, 1942. Not field inspected.

ROAD CLASSIFICATION

Dependable hard-surface, heavy-duty road. ——— U. S. Route 31
Loose-surface graded, dry weather road. ——— State Route 2
Secondary, hard-surface, all-weather road. ———
Dirt road. ———
More than two lanes indicated by note along road with tick at point of change. 3 LANE (4 LANE)

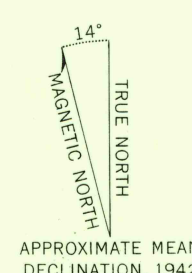
THIS MAP COMPLIES WITH THE NATIONAL STANDARD MAP ACCURACY REQUIREMENTS.



CONTOUR INTERVAL 20 FEET U. S.
CONTOUR INTERVAL 25 FEET CANADA
DATUM IS MEAN SEA LEVEL

10,000-FOOT GRID TICKS, NEW YORK PLANE COORDINATE SYSTEM, EAST ZONE, SHOWN IN BLACK
1000-METER GRID TICKS, UNIVERSAL TRANSVERSE MERCATOR SYSTEM, ZONE 18, SHOWN IN BLUE
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APPROXIMATE MEAN DECLINATION, 1942

USGS
Historical File
Topographic Division

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