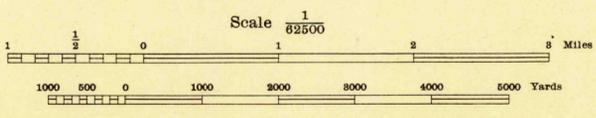




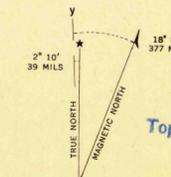
Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.  
 Control by U. S. Geological Survey, 1919 and 1921.  
 Topography by U. S. Geological Survey, 1919 and 1921.  
 Photography (K-3B) by 2nd Photo Squadron, Air Corps, U. S. Army, 1941.  
 Shore line by U. S. Coast and Geodetic Survey.  
 Planimetric detail revised as a Federal W. P. A. Project, 1940 and 1941,  
 under supervision of 29th Engineers, U. S. Army.  
 Polyconic Projection, North American 1927 Datum.



Contour interval 50 feet  
 Datum is mean sea level (1929 Adj.)

FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS  
 IN THE U. S." ZONE G, U. S. C. & G. S. SPECIAL PUBLICATION NO. 59  
 (THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED)

NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME  
 TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."



USGS  
 Historical File  
 Topographic Division

REEDSPORT, OREG.  
 N4330-W12400/15

**ROAD CLASSIFICATIONS**

Dependable hard surface, heavy duty road.	Loose surface graded, dry weather road.	U. S. Route
Secondary hard surface, all weather road.	Unimproved road.	State Route

More than two lanes indicated by note with tick at point of change.  
 Road Data 1942

(Goodwin Peak)  
 (Scottsburg)  
 (Comes Ferry)