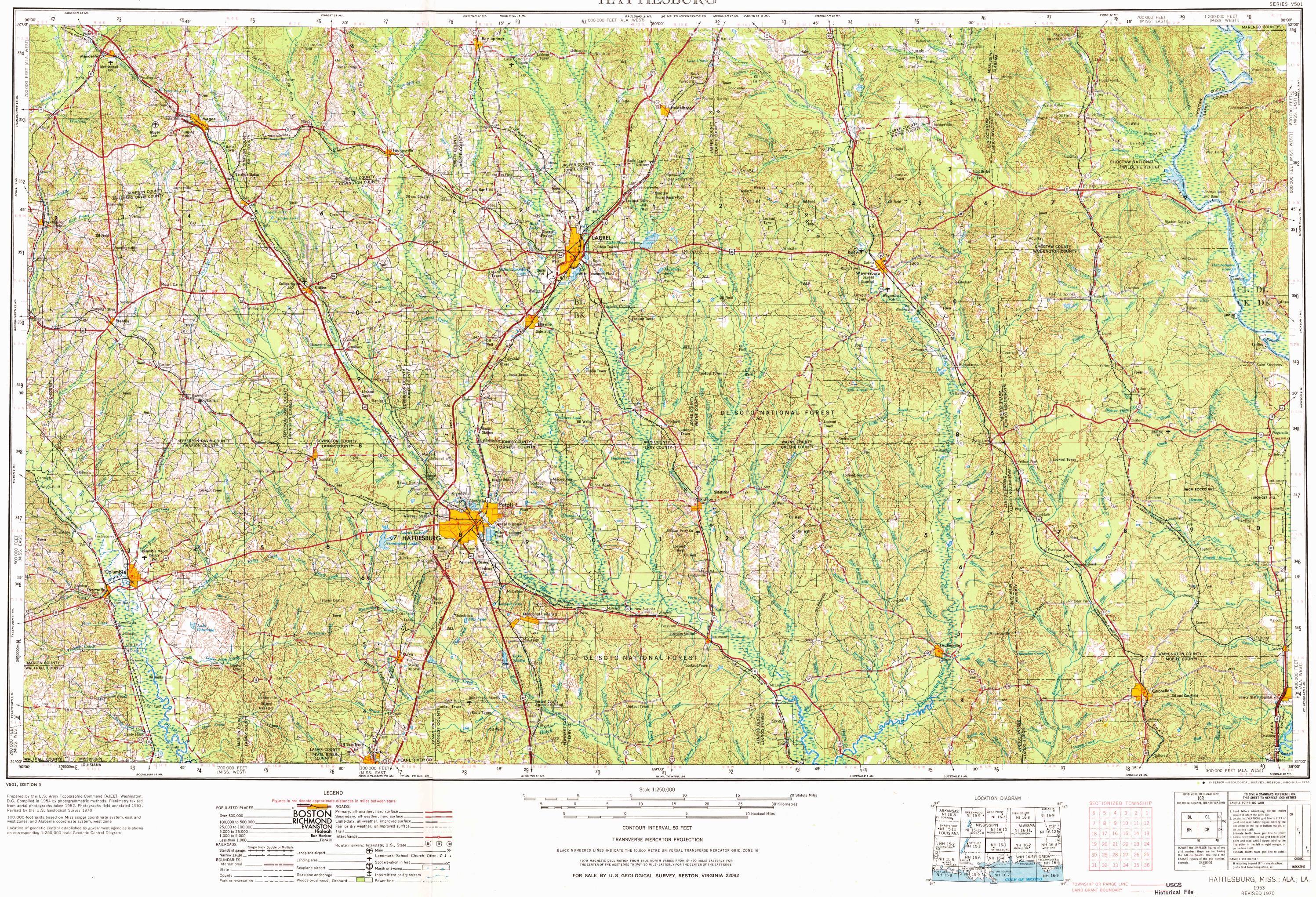
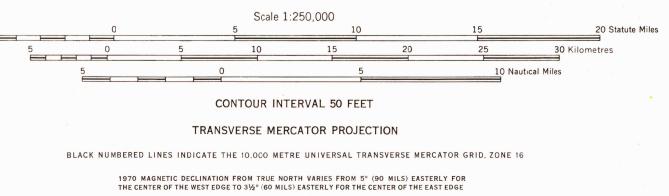
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Figures in re OPULATED PLACES o Over 500,000 0 100,000 to 500,000 0 25,000 to 100,000 5,000 5,000 to 50,000 0 1,000 to 5,000 0 Less than 1,000 0 NLROADS Single track Double or Multiple Standard gauge 1 1 VLROADS Single track Double or Multiple Standard gauge 1 1 VLROADS Single track Double or Multiple Standard gauge 1 1 VLROADS 1 1 Standard gauge 1 1 VLROADS 1 1 Stanter 1 1 OUNDARIES 1 1 International 1 1 State 1 1 Park or reservation 1 1	BOSTON EVANSTON EVANSTON Hialeah Bar Harbor Fishkill Landplane airport Seaplane airport. Seaplane anchorage	e distances in miles b ROADS Primary, all-weather, Secondary, all-weath Light-duty, all-weath Fair or dry weather, Trail Interchange Route markers: Inter T	etween stars , hard surface her, hard surface er, improved surface unimproved surface rstate, U.S., State Mine Landmark: School; Churco Spot elevation in feet Marsh or swamp Intermittent or dry stream Power line	55 (23) (13) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15) (15)

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