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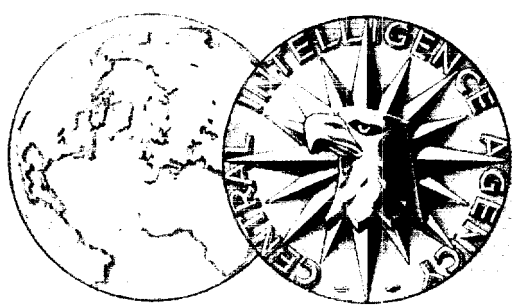
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MAP RESEARCH BULLETIN



No. 16

June 1950

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**1. SOVEREIGNTY CHANGES AND BOUNDARY PROBLEMS
INVOLVING CHINA**

Two types of territorial problems of concern to China remain unresolved at the present time, in addition to those involved in the civil war. The first concerns the areas along the Chinese coast and at major river ports, which were alienated to foreign commercial powers in the form of colonies, concessions, international settlements, or bases. The second concerns unresolved international boundary problems, chiefly in remote interior areas. The first type of problem involves well-defined areas of commercial importance and the issue is their disposition--return of the area to Chinese sovereignty, retention by a foreign power, or some arrangement in which sovereignty is shared. The second type of problem involves poorly defined areas, in most cases remote and of little economic significance, and arises from the lack of accurate boundary definition in the past. Chinese interest in both types of problems has increased in recent years as a concomitant of rising Chinese nationalism.

A. Sovereignty Changes.

Since China was on the winning side in World War II, the process of liquidating the interests of overseas imperial powers in Chinese territory, which was begun during World War I, has been speeded up. From Japan, China has regained control of all mainland areas acquired or occupied since 1931, as well as Formosa, which was lost in 1895. In addition, China has signed a series of treaties with the United States and Western European powers which have abolished extraterritoriality and returned to Chinese sovereignty all the coastal and river port areas previously alienated to Western Powers, with the exception of Hong Kong and Macao. The areas thus returned to China include: (1) the international settlements, of which the most notable were at Shanghai and Amoy; (2) the foreign concessions, such as the French Concession at Shanghai and the British and French concessions at Canton and Tientsin; and (3) the leased area of Kwangchow, granted to France in 1898. Details concerning the reacquisition of these areas are given at the end of this article.

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The areas that remain under foreign sovereignty are: (1) Macao, a Portuguese colony for nearly four centuries; and (2) the crown colony of Hong Kong. The latter consists of three areas--the island of Hong Kong, the small adjacent peninsula of Kowloon, and the so-called "New Territories," a larger area behind Kowloon on the mainland, which was leased in 1898 for 99 years. There is evidence, however, that the Chinese Communists, like the Nationalists before them, desire to regain these foreign colonies as well.

On the other hand, a new phase of abridgement of Chinese sovereignty has begun in the north with the arrangements made between China and the USSR since the war. The earlier of two treaties with Russia was signed by the Chinese Nationalists. In this treaty, the independence of Outer Mongolia was recognized; and the USSR was granted privileges in Manchuria, including the Kwantung peninsula, which were not unlike those formerly held by Tsarist Russia and Japan. Although the published terms of the more recent treaty of 1950 between Communist China and the USSR provide for the surrender of all Soviet rights by 1952 at the latest, there is evidence that Russian influence is likely to be extensive, not only in Manchuria, but also in Sinkiang and other parts of China, for some time to come.

B. Boundary Problems.

Several long stretches of the interior boundary of China have never been delimited. Along these stretches considerable areas are shown on many Chinese maps as Chinese territory, but most maps published by other countries show them as belonging to the bordering country. A Chinese Nationalist version of the disputed areas appears in the 1948 edition of the so-called "Ting Atlas."¹ Two Chinese Communist versions, which correspond closely in most respects with the Ting Atlas, were published in 1949 and 1950.²

1. TING Wen-chiang; (New Atlas Showing the Provinces of China); fifth edition, in Chinese, Changhai, 1948, AMS Call No. G2245 T58, 1948, pt. 2.
2. (New Map of the People's Republic of China); 1:8,000,000; (China Historical Geography Society), Shanghai, November 1949, in Chinese, CIA Map Library, Call No. 65617; and (New Map of China), 1:6,000,000, (Fu-Hsing Geographical Society), Shanghai, January 1950, in Chinese, CIA Map Library, Call No. 64491.

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Four of the largest disputed areas are North Burma, northeastern Assam, northeastern Kashmir, and the Pamir Plateau.

Both the Nationalist and Communist maps cited agree in showing the upper Irrawaddy Valley above Myitkyina and the upper Chindwin as a westward extension of Yunnan, separated from the rest of Burma by an indefinite boundary. The 1934 edition of the Ting Atlas, however, indicates an indefinite boundary by characters only, without color, and shows in an inset five lines, all east of the upper Irrawaddy, that represent limits of certain forms of administrative control during the last years of the Manchu dynasty. Thus, the more recent Chinese maps, both Nationalist and Communist, show claims more ambitious than of 1934. It is noteworthy that much of the Stilwell Road, which was built to connect Sadiya in Assam with Kunming by way of Ledo and Myitkyina, traverses the upper Irrawaddy area.

Westward from the northern tip of Upper Burma for more than 300 miles to Bhutan, the border between Sikang and part of Tibet to the north and Assam to the south is unmarked. British and American maps generally place the boundary along the crest of the Himalayas, but Nationalist and Communist maps, as well as the continental European and Japanese, show the boundary as following the northern edge of the Assam lowland, thus including within Chinese territory all of the eastern portion of the Himalayas. The area is heavily forested mountain terrain that is very sparsely inhabited and without roads. Despite its large size, this area has not as yet attracted sufficient economic or political attention to give rise to an active boundary dispute.

Much further to the west is an even more remote and undeveloped area where Sinkiang, Tibet, and Kashmir meet. Western maps generally assign the apex of the triangle formed by the Karakoram and Kunlun ranges to Kashmir, whereas Chinese maps include this area in Sinkiang. A little-used system of trails leads northward from Leh, in Ladakh, across the Karakoram range and through the disputed area toward Khotan in southern Sinkiang. This area, up to the present, has been a problem only to cartographers.

The Pamir Plateau area was the only portion of the boundary between the Tsarist and Manchu empires that was not delimited.

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Some recent Chinese maps of this area show the portion of the eastern Tadzhik SSR lying north of the Wakhan corridor of Afghanistan as a western extension of Sinkiang. The 1948 edition of the Ting Atlas (but not the 1934 edition) and one of the two Communist maps show this feature. The Communist map showing this feature, however, coincides so closely with Nationalist maps in both style and content as to suggest that the Communist interpretation of the Sinkiang-Tadzhik SSR boundary was merely carried over from Nationalist maps by oversight.

The main portion of the present northern boundary of China is not the earlier delimited boundary between the Tsarist and Manchu empires, but the southern boundary of Outer Mongolia, which was regarded by the Chinese as an internal boundary until 1945. Most of the Chinese versions of the current northern boundary show wide areas along the eastern and western parts of the boundary as Chinese territory. These same areas appear on most non-Chinese maps as part of Outer Mongolia.

In addition to these major discrepancies between Chinese and non-Chinese maps, there are several minor disagreements, of which perhaps the most interesting deals with the islands of the South China Sea. Several island groups in the middle of this sea, chief of which is the Paracel group to the north, were claimed by both France and China, but were occupied by the Japanese shortly before Pearl Harbor. Since the end of the war, insets showing these islands as Chinese possessions have appeared on Chinese maps. The islands have been very crudely drawn and their locations differ notably from more precise western maps, but a line skirting the Philippine Islands and Borneo to 5°N shows that all the islands are considered as part of Kwangtung Province. Diplomatic protests have been made by both France and China with regard to these islands, but no agreement has been concluded.

Evidence thus indicates that recent Chinese maps have tended increasingly to show as Chinese territory considerable areas along undefined frontiers. These same areas are shown on the maps of the neighboring country as part of its territory. In the case of Upper

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Burma and the Pamir Plateau, the areas are actually administered as such. Foreign maps have tended in most cases to follow the maps of the neighboring country rather than the Chinese.

C. Treaties Terminating Extraterritoriality.

The treaties, concluded during and after World War II, that have ended extraterritorial rights of Western Powers in China are listed below, along with the concessions surrendered by each of these treaties. The first French treaty dealt only with the leased area of Kwangchowan. With the exception of the Italian, all of the other treaties provided for the surrender of rights in the international settlements at Shanghai and Amoy and in the Peiping Legation Quarter. The Italian treaty mentions "all rights" deriving from the Protocol signed in Peiping in 1901, which instituted the Legation Quarter, but does not specifically mention the Legation Quarter. Most of the treaties contain clauses terminating extraterritorial privileges in general and navigation rights on coastal and interior waterways, as well as rights in other places specifically named. Some places in which rights in some form had been granted are not mentioned in these treaties or in any other agreements subsequent to the initial grants. These places are presumably covered by the clauses on territorial rights in general. Some international settlements were set up on Chinese initiative and consequently could be abolished by Chinese action alone.

<u>Country</u>	<u>Date</u>	<u>Concessions surrendered</u>
United States	11 Jan. 1943	
United Kingdom	20 May 1943	Tientsin, Canton
Norway	10 Nov. 1943	
Netherlands	29 May 1945	
Belgium, Luxembourg	1 June 1945	
Sweden	20 July 1945	
France	18 Aug. 1945	Kwangchowan (lease)
France	28 Feb. 1946	Shanghai, Tientsin, Honkow, Canton
Italy	10 Feb. 1947	Tientsin

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Before World War II China had regained several concessions and other areas in various ways: as a result of the defeat of Germany and Austria-Hungary in World War I, by agreements limited to particular areas, and by the confiscation of Japanese rights at the beginning of the war in China in 1937. A partial list of the areas thus regained is given below.

1. German concessions at Hankow and Tientsin: Austro-Hungarian concession at Tientsin: suspended 1917, terminated by treaty 1919.
2. Japanese lease (former German) at Tsingtao: terminated by agreement, 1922.
3. Russian concessions at Hankow and Tientsin: suspended 1920, terminated by agreement 1924.
4. British concessions at Hankow and Kiukiang: terminated by agreement 1927; Chinkiang: terminated in 1929; Amoy and Weihaiwei: lease terminated in 1930.
5. Belgian concession at Tientsin: terminated by agreement 1931.
6. Japanese concessions at Tientsin, Honkow, Soochow, Hangchow, and Chungking: declared confiscated 1937, no final agreement pending Japanese Peace Treaty.

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II. BRIEF NOTICES

A. Chinese Communist Regional Administrative Districts.

As the Chinese Communists extended their control over China, they established large regional administrative districts that included one or more provinces. The first of these districts, the Northeast District, was established in Manchuria and Jehol Province (see reference No. 3). In August 1949, the formation of a second district, the North China District, was announced. This district was later abolished and four of the provinces that had been included in the North China District--Chahar, Hopeh, Pingyuan, and Shansi--were placed under the direct control of the Communist Central Peoples Government.

Recent Communist reports indicate that all other areas of China, with the exception of Tibet, have been organized into the following regional administrative districts: (1) Central and South China; (2) East China; (3) Northwest; (4) Southwest; and (5) Suiyuan. CIA Map No. 11562, accompanying this Bulletin, shows the regional administrative districts according to the latest information available. Maps have appeared in the press and in government publications that show other versions of the boundaries of these regional districts according to earlier reports.

List of References

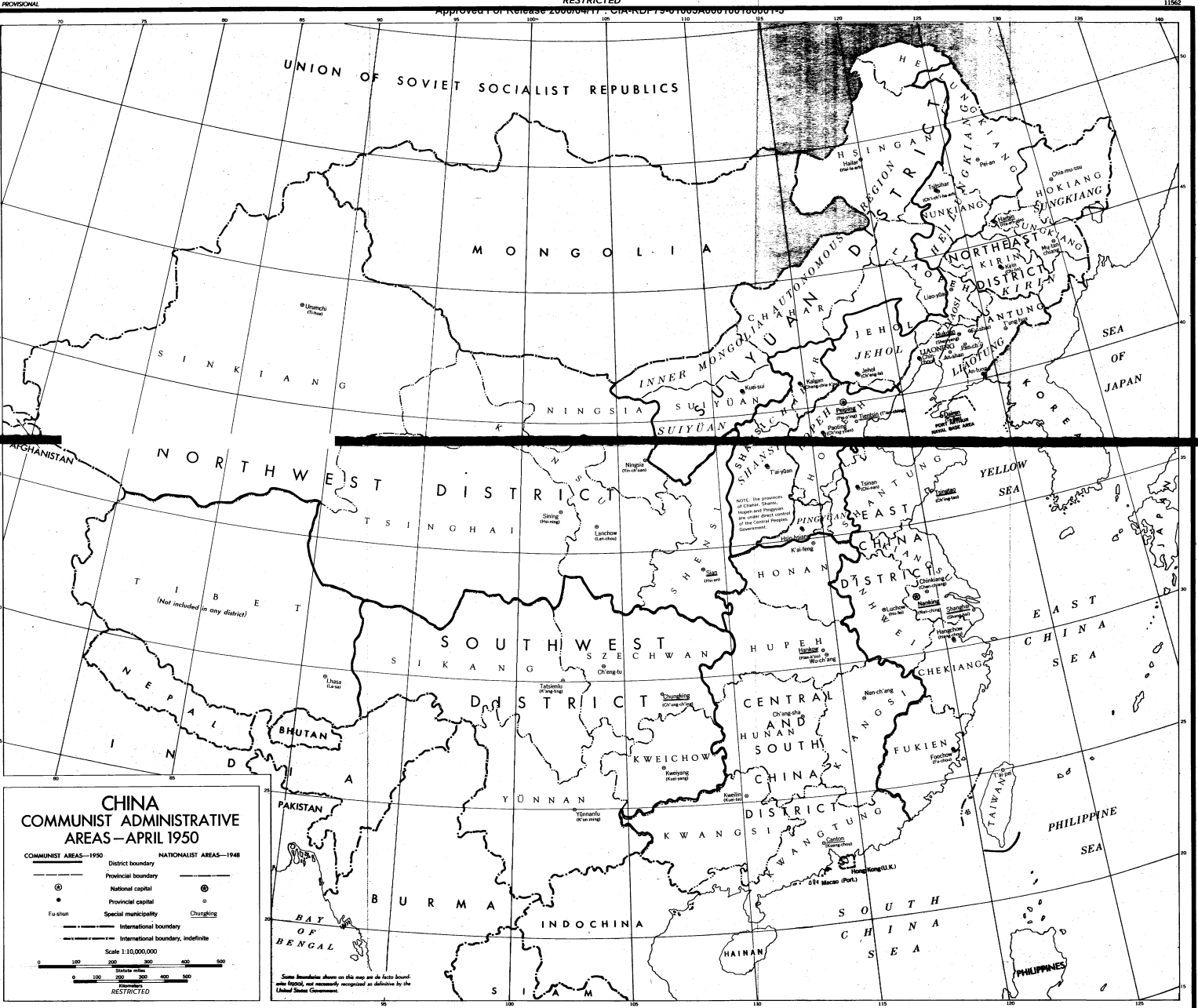
1. (New Map of China); 1:6,000,000; Fu-hsing Geographic Society; January 1950; in Chinese; CIA Call No. 64491.
2. (New Map of the People's Republic of China); 1:8,000,000; China Historical Geographic Society; November 1949; in Chinese; CIA Call No. 65617.
3. "Map Research Bulletin," No. 10, October 1949.

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**CHINA
COMMUNIST ADMINISTRATIVE
AREAS—APRIL 1950**

COMMUNIST AREAS—1950 District boundary
 NATIONALIST AREAS—1948 Provincial boundary
 National capital Provincial capital
 Special municipality Chongking
 International boundary
 International boundary, indefinite
 Scale 1:10,000,000
 0 100 200 300 400 500
 Kilometers
 0 100 200 300 400 500
 Miles
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Some boundaries shown on this map are de facto boundaries (1950), not necessarily recognized as definitive by the United States Government.

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B. Border Transit Points for European Rail Freight.

A Yugoslav booklet entitled "Priručnik za Racionalno Korišćenje Stranih Teretnih Kola u Lokalnom i Medjнародnom Saobraćaju" (Manual for the Rational Utilization of Foreign Freight Cars in Local and International Traffic) is now available in the CIA Map Library. The booklet was published in 1949 by the Yugoslav Ministarstvo Železnica (Ministry of Railroads) to guide Yugoslav railway personnel in the operation of the European international car exchange agreement.

The most valuable part in the document is the country-by-country list of railroad stations at international boundaries. Stations now open to freight traffic across the boundaries are indicated. For each of seven countries--Austria, Bulgaria, Czechoslovakia, Germany, Hungary, Italy, and Switzerland--there is also a table giving the rail distance in kilometers between the various frontier rail stations.

A map Pregledna Karta Evropskih Železnica (Survey Map of European Railroads) at the scale of 1:2,300,000 accompanies the booklet. The map is an incomplete and not entirely correct black-and-white diagram of European railroads, with a red overprint showing international boundaries and border railroad stations. Inasmuch as the registry of the red plate is off about 3/16", the lists of railroad stations, which give identical information, are much easier to use.

Since the guide is an official Yugoslav publication, it is probably accurate for stations in Yugoslavia. The following stations are reported as open for international freight traffic: (1) to Austria - Jesenice, Prevalje, Dravograd, Maribor; (2) to Hungary - Kotoriba, Beli Manastir, Subotica, Horgoš, Banatsko Arandjelevo; (3) to Rumania - Jimbolia (in Rumania), Vršac, Bela Crkva; (4) to Bulgaria - Caribrod; (5) to Greece - none; (6) to Italy - none; (7) to the Free Territory of Trieste - Herpelje - Kosina, Sežana, Dutovlje.

The comparable listing given for Bulgaria, Rumania, and Hungary may be useful to corroborate or supplement other information. Except for these neighboring countries, however, the railway

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connections listed are either sufficiently well known already or are too unreliable to be of value.

C. Two Recent Maps of Yugoslavia.

Federativna Ljudska Republika Jugoslavija, 1:1,500,000, Državna Založba Slovenije (National Publishing House of Slovenia), Ljubljana, January 1950, in Slovenian.

Federativna Narodna Republika Jugoslavija, 1:1,500,000, Državna Založba Slovenije (National Publishing House of Slovenia), Ljubljana, December 1948, in Serbo-Croatian, Cyrillic characters.

The two maps of the Federated Peoples Republic of Yugoslavia are of especial significance because they show the large number of railroads, canals, and roads that have been projected under the Yugoslav Five Year Plan. Such information in graphic form, heretofore, has been either unavailable or available in classified documents only.

Although there is a slight difference in titles, the 1950 map is actually a recent edition, printed in Slovenian, of the 1948 map. The later map shows changes in place names and in railroad and road construction which allegedly have taken place since December 1948.

The maps should be used with caution since the alignments of the projected roads, railroads, and canals are highly generalized and occasionally are at variance with those indicated in other sources. Furthermore, the editors of the maps have been overly sanguine in their depiction of projected routes. It is doubtful that some of the projected enterprises will be undertaken even in the distant future.

These two maps, in contrast with many other Yugoslav maps published since the war, exhibit a high degree of cartographic skill. The compilation, drafting, and printing are up to Western European standards. Although the maps show a great amount of detail they are easy to read.

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D. Administrative Divisions and Population of Portugal.

Densidade da População por Freguesias 1940, at the scale of 1:500,000, published in 1948 by the Centro de Estudos Geográficos (CIA Map Library Call No. 61880), is the first map to show the lowest order of administrative divisions, the freguesias, for all of Portugal. Although the boundaries as shown on the map appear to be fairly generalized, the method used to determine their position is noteworthy. The base used first in compilation was the Portuguese chorographic series at 1:100,000, which shows even the smallest hamlets within each freguesia as listed in the 1940 census of population. Between towns, the boundaries were located in relation to orographic and hydrographic features, supplemented by local surveys. Each area was planimetrically measured and the information was entered on a map at 1:500,000. The final published map is the best available source that shows the freguesias of Portugal.

The official population for 1940 is shown according to 10 categories based on number of inhabitants per square kilometer. The map clearly shows the concentration of population near the coast in the northern and central parts of the country (especially around Lisbon and Oporto) and in a narrow band along the southern coast of Algarve, with the population density decreasing toward the interior of the peninsula and toward the south. Monochrome insets illustrate the following physical features: (1) geologic structure; (2) relief; (3) annual precipitation; and (4) predominant type of vegetation.

The forthcoming publication of another population map of Portugal, showing distribution by the dot method, was announced at the Lisbon meetings of the International Geographical Union in April 1949. This map, also based on the 1940 census and at the scale of 1:500,000, will be issued by the Centro de Estudos Geográficos. It is not yet available in Washington.

E. Electric Power Plants of Japan.

Electric power plants and transmission lines of Japan are shown on a new 4-sheet map series published in June 1949 by

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Chiri Chosa Sho, the Japanese Survey Bureau (AMS Call No. 73L 3-28-31366-800). The series, entitled Soden Keito Zu (Map of the Power System), is based on data furnished by the Electric Power Bureau of the Ministry of Commerce and Industry. On the five-color maps at 1:800,000, a large amount of complex data is presented effectively and with remarkable clarity.

The nine districts for the administration of electric power in Japan are shown on the map -- six in Honshu and one each in the other three main islands. Within these districts, each power plant is indicated by both a locational symbol and a simulated sphere with its volume proportional to installed capacity. Hydro and thermal plants are differentiated by color. Transmission lines are shown according to three categories based on voltage, and the major lines are identified by name. Underwater connections are given on the maps but not identified in the legend, and transformer stations and switching stations are indicated. Weather observatories and gauging stations are also located, presumably because of the significance of precipitation to power production in a country so largely dependent on hydroelectric plants.

The base on which this information is plotted shows hydrography in detail, relief (200-meter contours and spot heights), railroads, prefectural boundaries, and a scattering of cities and towns.

Sheet 1 of the series covers Hokkaido and northern Honshu; Sheet 2, northern and central Honshu; Sheet 3, central and most of western Honshu, and Shikoku; and Sheet 4, western Honshu and all of Shikoku and Kyushu. Thus the overlap is very large, especially between Sheets 2 and 3. Three insets, which show details of the Tokyo and Osaka areas and the numerous hydroelectric plants in the mountains around Toyama, appear on both Sheet 2 and Sheet 3. Sheet 4 contains an inset of the heavily industrialized area of northern Kyushu.

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III. GENERAL MAPS FOR PLOTTING PURPOSES

Many maps suitable for plotting purposes are available for distribution in the CIA Map Library. A list of these maps will be given in three consecutive issues of the Map Research Bulletin. Those maps available for the USSR, and for Europe excluding the USSR, are given below. Similar lists for the Far East, the Near East, Africa, Latin America, the Arctic Region, and the world as a whole will be published in later issues of the Map Research Bulletin.

The maps mentioned below give information of value for plotting statistical data -- in most cases, first-order internal administrative divisions, hydrography, and transportation routes. A few of the maps show outlines only. Because of the recent boundary changes in some areas, maps showing previous boundaries have been included to facilitate the plotting of data collected before the changes were made. Retention copies of maps needed by the requester may be obtained by calling code 143, extension 2596.

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USSR

<u>Map Number</u>	<u>Title</u>	<u>Scale</u>
10472	Economic Regions of the USSR	1:30,000,000
10473	Economic Regions of the USSR	1: 2,678,000
10474	Economic Regions of the USSR Northwest Region	1: 1,539,000
10475	Economic Regions of the USSR Central Region	1: 2,289,000
10476	Economic Regions of the USSR Volga Region	1: 1,534,000
10477	Economic Regions of the USSR Southeastern Region	1: 1,530,000
10478	Economic Regions of the USSR Ural Region	1: 1,530,000
10479	Economic Regions of the USSR West Siberian Region	1: 3,070,000
10480	Economic Regions of the USSR East Siberian Region	1: 5,375,000
10481	Economic Regions of the USSR Far Eastern Region	1: 5,383,000
10482	Economic Regions of the USSR Central Asiatic Region	1: 3,848,000
10483	Economic Regions of the USSR Transcaucasian Region	1: 1,154,000
10484	Economic Regions of the USSR Southern Region	1: 1,533,000
10485	Economic Regions of the USSR Western Region	1: 1,536,000
10758	European USSR Economic Regions 1-7	1: 5,000,000
10759	USSR Economic Regions 8,9,and 10	1: 7,500,000
10760	USSR Economic Regions 11 and 12	1: 7,500,000
11156	Central and Eastern Siberia North and South	1: 5,300,000

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USSR (cont.)

<u>Map Number</u>	<u>Title</u>	<u>Scale</u>
10414	European USSR Administrative Divisions July 1, 1946	1: 7,000,000
1054	Soviet Central Asia	1: 5,000,000
11043	Union of Soviet Socialist Republics (4 sheets)	1: 4,000,000
11452	USSR	1:26,250,000
11162	USSR (Including Latvia, Lithuania, Estonia, Tannu Tuva and Island possessions)	1:10,000,000
10489.1	USSR Administrative Divisions	1:12,000,000

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EUROPE -- Excluding USSR

<u>Map Number</u>	<u>Title</u>	<u>Scale</u>
10801	Austria: Railroads	1: 1,000,000
10164	Austria: Zones of Occupation	1: 1,500,000
11249	Belgium, Netherlands, Luxembourg	1: 1,500,000
11393	Bulgaria	1: 750,000
11395	Bulgaria	1: 2,550,000
11232	Czechoslovakia: Major Administrative Divisions, December 1948	1: 1,600,000
11249	Denmark	1: 574,000
11246	Denmark	1: 1,675,000
11345	Finland	1: 2,000,000
11347	Finland	1: 4,600,000
11105	France	1: 6,500,000
10955	France: Administrative Divisions	1: 2,000,000
11011	France: Transportation(Selected)	1: 2,000,000
11165	Germany	1: 1,370,000
11167	Germany	1: 3,500,000
10336	Germany: Zones of Occupation	1: 2,150,000
10655	Germany: Zones of Occupation 1947	1: 1,490,000
11405	Greece	1: 1,260,000
11407	Greece	1: 3,950,000
10692	Greece: Administrative Divisions 1946	1: 1,500,000
11398	Italy	1: 4,600,000
11018	Italy	1: 5,548,000
11396	Italy	1: 1,500,000
11391	Netherlands	1: 1,725,000
11389	Netherlands	1: 750,000
11185	Norway	1: 2,295,000
11225	Norway	1: 6,250,000
L6617	Northern Norway: Political Divisions	1: 1,500,000

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Europe - Excluding USSR (cont.)

<u>Map Number</u>	<u>Title</u>	<u>Scale</u>
L6618	Southern Norway: Political Divisions	1: 1,500,000
11349	Poland	1: 1,020,000
11200	Portugal	1: 805,000
11202	Portugal	1: 2,000,000
10784	Spain: Communications and Administrative Divisions	1: 4,250,000
11227	Sweden	1: 6,250,000
11425	Switzerland and Leichtenstein	1: 600,000
11427	Switzerland and Leichtenstein	1: 1,400,000
11385	United Kingdom	1: 1,785,000
11254	Yugoslavia	1: 1,170,000
11256	Yugoslavia	1: 3,250,000
11322	Yugoslavia	1: 2,865,000

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