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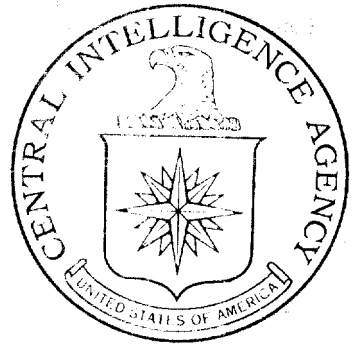
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MAP RESEARCH BULLETIN

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I. GREEK RAILROADS

With the completion of the long-delayed reconstruction of the Salonica-Flórina line (see Map CIA 11968) and the resumption of international traffic between Greece and Yugoslavia (February 1951) and between Greece and Turkey (April 1951), Greek railroads have been restored to practically their prewar status. In preparing (or using) maps of Greek railroads, however, the following points should be noted:

1. The 1.00-meter line of the SPAP (Sidheródhromos Piraiéfs-Athínai-Pelopónnisos) from Athens to Lávrion is operable but is not in operation. The roadbed and right-of-way are currently maintained, and rolling stock is kept available by the General Staff of the Greek Army for emergency use. In case of damage to the port of Piraeus, this line could be used as an alternative route to or an escape route from Athens. The line was one of those used by the British in their evacuation from Greece in 1941.

2. The Saraklí (Perivoláki)-Káto Stavρός 0.60-meter line also is operable but not in operation. It, too, is an alternative route and possibly might be used as an approach to or exit from Salonica in case the port were damaged or bottled up. The dilapidated condition and limited carrying capacity of the line, however, preclude its being of any great value.

Although so represented on many maps, this line does not enter and never has entered the city of Salonica. In 1917 it was connected with the Salonica-Alexandrouópolis line by a standard-gauge stub from Gallikón

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(some 25 kilometers north of Salonica) to Saraklí, but the stub was dismantled after World War I. Some of the cartographic confusion may stem from the fact that just prior to World War II a roadbed (see 3, below), including approaches to bridges and viaducts, was built between Salonica and Toumba, a village 6 kilometers south of Saraklí. The war intervened before the bridges were erected or the tracks and ties were laid.

3. For a long time, a standard-gauge line has been projected, which would connect Salonica with Tsáyezi, the terminus of the Miríni-Tsáyezi stub of the Salonica-Alexandroúpolis line that was completed in 1940. In addition to the roadbed mentioned in the preceding paragraph, the projected line would use the Saraklí-Káto Stavrós line (converted to standard gauge) plus new construction in the short distance between Káto Stavrós and Tsáyezi. Although the Salonica-Alexandroúpolis line would reduce the distance between Salonica and points east of Miríni by some 100 kilometers, there is no indication at present that it will ever be completed.

4. Although maps of recent issue continue to show the Salonica and Alexandroúpolis bypasses, both were torn up years before World War II. They were originally built to enable the railroads to function even though the two ports were untenable or in enemy hands. The roadbed of the Políkastron-Kalíndria bypass around Salonica is still intact but that of the Potomós-Férrai bypass around Alexandroúpolis has been completely obliterated.

5. Another line which is frequently shown on maps but which does not exist is the old Bulgarian-constructed railroad from Kulata to

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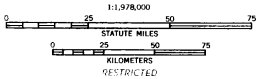
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11968



GREECE RAILROADS-1951

- | | |
|--|--|
| STANDARD GAUGE 1.435 meters (4'-8.5") | NARROW GAUGE 1.0 meter unless otherwise indicated |
| Operating Operable but not operating | ----- |
| Under construction | ----- |
| Abandoned | ----- |
| Projected | ----- |
| Privately owned | ----- |
| Electric, privately owned | ----- |



Sidherókastron. The roadbed is still in existence, but for obvious strategic reasons the Greeks have removed rails, ties, and other equipment.

6. The Amíndaion-Kozáni-Kalabáka line, or Véroia-Kozáni-Kalabaka'-Lárisa-Vólos (not shown on CIA 11968), its variation and extension, has long been projected and probably will remain in the planning stage. On the basis of two sections of preliminary roadbed -- one running north from Kalabáka for 40 kilometers and the other westward from Kozáni for 32 kilometers -- this line is occasionally shown on maps as under construction or even as constructed. Both sections, however, were abandoned in 1940. The first 16 kilometers of the roadbed north of Kalabáka actually were completed and are shown on official Greek maps as being of standard gauge. Since this stretch has never carried any traffic and is not likely to do so for many years to come, it is shown on the accompanying map as abandoned.

7. The only Greek railroad under construction today is the Amíndaion-Ptolemaís line. This standard-gauge stub, 24 kilometers long, is being built with assistance from the Economic Cooperation Administration and, other reports to the contrary, is only about 10 percent complete. Although it follows the alignment of the projected Amíndaion-Kozáni-Kalabáka line, it actually is not a part of that project but of a postwar development for the exploitation of the lignite mines at Ptolemaís.

8. Other small lines which are dead but have not faded from some recent maps are (a) Skídhra-Ápsalos-Órma, (b) Ápsalos-Sosándra, and

(c) Kilkis-Kendriko'. Still others that are occasionally shown on maps may exist and be operating, but they are invariably Decauvilles (60-cm lines) serving some industry, usually mining. They should not be designated as railroads.

In addition to the above points, the following recent developments in Greek railroading are of interest.

1. In June 1950 the Greek Government placed an order in Belgium for some 200,000 tons of steel ties and 80-pound rails. This material is to be used on 378 miles of the SEK (Greek State Railroads) roadbed between Athens and Alexandroupolis to replace the worn ties and light rails. Although 80-pound rails are light according to American standards, it is estimated that they will enable heavy Greek trains to maintain speeds of more than 60 miles per hour over comparatively level portions of this route. With increased speed, the Greeks hope to cut the running time from Salonica to Alexandroupolis by 3 hours.

2. The Franco-Hellenic Railroad between Alexandroupolis and Pithion on the Turkish border is also being repaired and strengthened. On the basis of such renovations the Greek Government, the Thomas Cook-Wagon Lits organization, and other Western European interests hope to reroute the Orient Express via Niš-Gevgeliya-Salonica-Alexandroupolis-Pithion-Istanbul instead of continuing to use the present Niš-Dimitrovgrad (Caribrod)-Sofiya-Plovdiv-Pithion-Istanbul route. The increase in distance would be offset to some extent by the anticipated reduction in running time between Salonica and Alexandroupolis.

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3. Although passenger traffic between Greece and Turkey may increase appreciably as a result of the recent reestablishment of international connections, it is doubtful whether many passengers will travel by rail between either Greece and Western Europe or, more particularly, between Greece and Yugoslavia. The reasons are not hard to find. For example, there are only three trains a week between Athens and Paris; the trip takes 3 days and equipment is antiquated. Air passage, on the other hand, takes 8 hours; it is cheaper than train travel; and several flights are scheduled daily. Since no through tickets are issued for the Athens-Belgrade run, a rail traveller on the 33-hour trip will encounter the additional difficulty of rising at 12:47 a.m. at Gevgelija to purchase a ticket to Belgrade with dinars (which he probably does not have). Through passage is available on the recently reestablished 4-hour plane flights between the two capitals.

4. Official maps of all Greek railroads, except the Franco-Hellenic line, are now available in the CIA, Army Map Service, and Library of Congress map libraries. The titles are as follows:

1. Northwestern Railways; 1:300,000; North-Western Railway; no date.
2. Attica and the Peloponnesus and Their Railways; 1:500,000; "SPAP Railways" (Sidheródhromos Peiraiéfs-Athínai-Pelopónnisos), Way and Works Division; no date.
3. Greek State Railroads; 1:500,000; SEK (Sidheródhromos Ellinikoús Krátous), Direction of New Works; 1949.
4. Carte Générale des Chemins de Fer de Thessalie; 1:200,000; Thessalia Railways; no date.

II. PROVISIONAL MODIFICATIONS IN PAKISTAN INTERNAL ADMINISTRATION

For the past 4 years Pakistan has been in the process of slowly modifying its internal administration and establishing a permanent constitution. At the beginning of 1951 it appeared that another year, or possibly two, might pass before the permanent constitution would be completed. Until the constitution comes into force, there will continue to be a certain amount of confusion regarding the internal administration of Pakistan, since almost all the modifications and reforms made thus far have ended on the note that the final status of areas involved will be decided when the constitution is written.

The present administration of Pakistan is based on the old British system of control under which there are (1) areas that have a degree of self-government¹ and (2) state and tribal areas that are administered by the Ministry of States and Frontier Regions of the Central Government. The accompanying map (CIA 11981) distinguishes the areas under these basic types of administration and reveals that the tribal areas, though not officially a part of the provinces, lie within the limits of Punjab, the North-West Frontier Province, and the Baluchistan Province.

The provinces of East Bengal, Sind, Punjab, and the North-West Frontier Province have elected legislative assemblies and are administered by Governors appointed by the Governor-General of Pakistan. The tribal areas within the southwestern portion of Punjab and within the western

1. Shown as "province and other former British territory" on India and Pakistan: 1950, First Revision, July 1950 (CIA 11461).

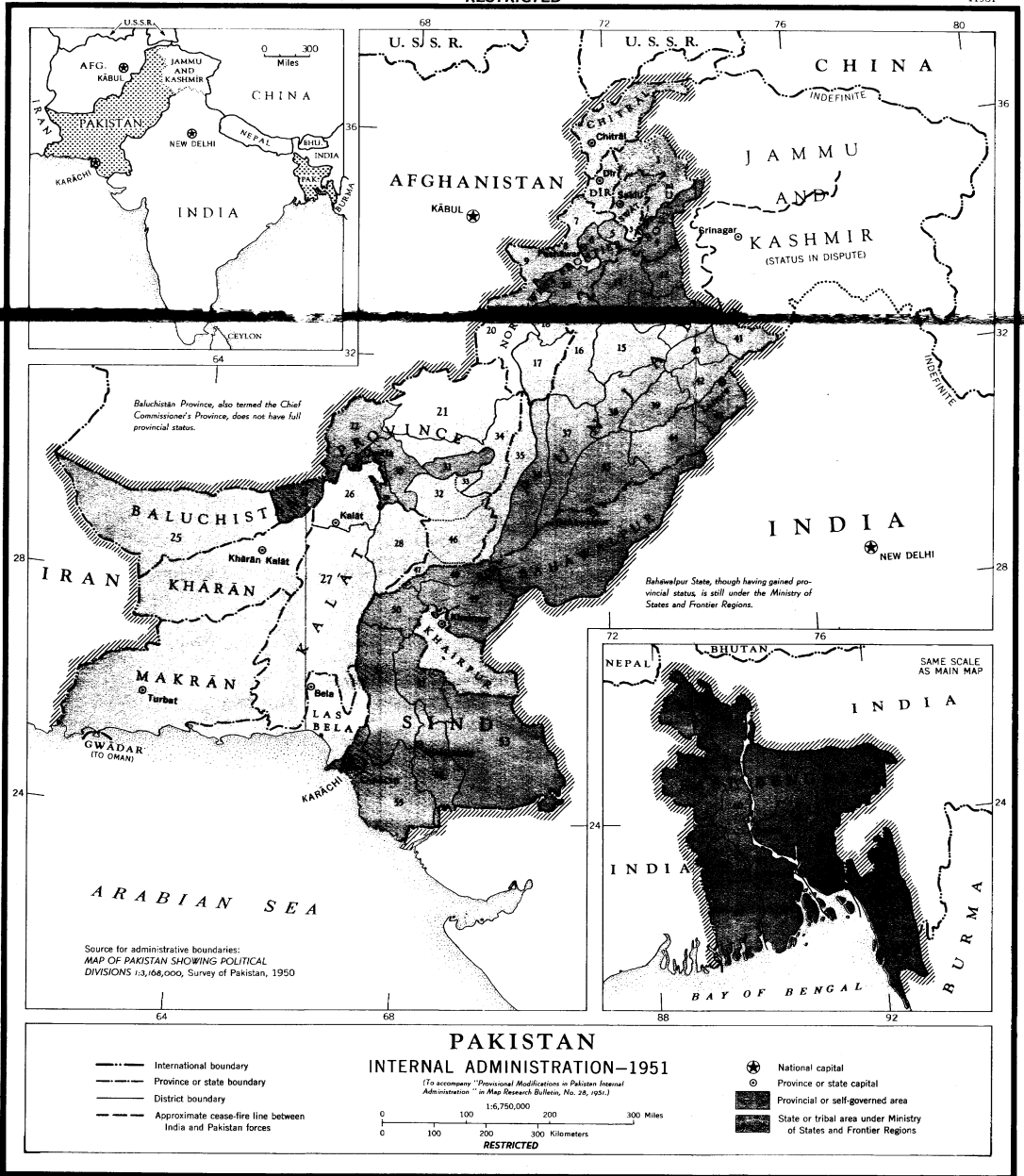
PROVISIONAL

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11981

- KEY**
- STATES**
1. Amb*
 2. Phulera*
- DISTRICTS OR TRIBAL AREAS**
3. Unnamed
 4. Hazira

5. Ferozpur
6. Mchmand
7. Mchmand
8. Khyber
9. Kurram
10. Kohat
11. Attock
12. Rawalpindi
13. Jhelum
14. Gujrat
15. Shikpur
16. Mirawali
17. Dera Ismail Khan
18. Bannu
19. North Waziristan
20. South Waziristan
21. Zhob
22. Quetta-Pishin
23. Quetta
24. Nuskhi
25. Chagai
26. Sarawan
27. Jhalawan
28. Kachi
29. Bolan Pass
30. Sibi
31. Duki
32. Marri**
33. Unnamed**
34. Loralai
35. Biloch Trans-Frontier Tract
36. Dera Ghazi Khan
37. Muzaffargarh
38. Jhang-Maghalana
39. Lyallpur
40. Gujranwala
41. Sialkot
42. Sheikhupura
43. Lahore
44. Montgomery
45. Multan
46. Bugti**
47. Unnamed**
48. Upper Sind Frontier
49. Sukkur
50. Larkana
51. Dera
52. Nawabshah
53. Thar Parkar
54. Hyderabad
55. Karachi
56. Dinaipur
57. Rangpur
58. Rajshahi
59. Bogra
60. Pabna
61. Mymensingh
62. Sylhet
63. Tippera
64. Dacca
65. Faridpur
66. Kushtia
67. Jessore
68. Khulna
69. Bakarganj
70. Noakhali
71. Chittagong
72. Chittagong Hill Tracts



*The states of Amb and Phulera are under the jurisdiction of the North-West Frontier Provincial Ministry. The exact limits of the small state of Phulera are unknown.

**The tribal areas southeast of Sibi, including Marri and Bugti, are controlled by Sibi.

Baluchistan Province¹ and the four acceded states of Kalat, Kharan, Makran, and Las Bela are administered by a Chief Commissioner, who is the Chief Commissioner of Baluchistan Province. He acts as an agent to the Governor-General and resides in Quetta. In the administration of the four acceded states and the tribal areas that lie within the limits of Baluchistan Province, the Chief Commissioner acts for the Ministry of States and Frontier Regions of the Central Government. The part of Baluchistan Province that is shown as the "provincial or self-governed area" on the map is, in fact, the "core area" of Baluchistan Province. This core area is sometimes referred to as the "Chief Commissioner's Province of Baluchistan," a term applied to the area by the British.

The use of the term "province" for Baluchistan in reality is incorrect, since no portion of the area included in the Province has full provincial status.² At one time it was thought that the core area would acquire such status in 1950. Apparently some progress has been made recently, since a report from Karachi on 10 May 1951 indicated that a full report of the Baluchistan Reform Committee was expected by 26 May 1951. At the time the original report was made, a Committee spokesman stated that "it was the earnest desire of the Pakistan Government to

1. This area may also be referred to as the "Chief Commissioner's Province of Baluchistan" or as "Baluchistan." The use of the latter term has proved confusing at times, and information may seem to apply to the old over-all area of Baluchistan (which also included the four acceded states) rather than to the present area of Baluchistan Province unless there is a breakdown which distinguishes the states.

2. The use of "Baluchistan Province" is based on the official Survey of Pakistan, Map of Pakistan Showing Political Divisions, 1:3,168,000, first edition, Survey of Pakistan, 1950 (CIA Call No. 70974).

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and northern portions of the North-West Frontier Province are administered through the Provincial Governors for the Ministry of States and Frontier Regions of the Central Government.¹

The Governor of the North-West Frontier Province also serves as the agent of the Central Government in the administration and control of the Frontier states of Dir, Swat, and Chitral (formerly constituting the Malakand Agency of the North-West Frontier Province). The states of Amb and Phulera formerly were listed as "frontier states" along with Dir, Swat, and Chitral and were administered in the same manner. Last year Amb and Phulera (known collectively as Upper Tanawal) were transferred from the jurisdiction of the Ministry of States and Frontier Regions to that of the Provincial Ministry of the North-West Frontier Province.² At the time of the transfer of authority over these states to the provincial government, there were indications that this action was not final and that the future position of Amb and Phulera would be decided with the adoption of the permanent constitution.

1. State Department Despatch No. 75, Karachi, 10 July 1950.

2. State Department Despatches No. 619, Karachi, 13 October 1950, and No. 1589, Karachi, 13 April 1951. The latter has as an enclosure the text of the "North-West Frontier Province (Upper Tanawal Excluded Area) Laws Regulation, 1950," published in the Northwest Frontier Gazette of 23 February 1951. This regulation defines the boundaries of the two states and gives a listing of legislation to be applied to the areas.

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The status of Khairpur has remained practically unchanged since 1949, but Bahawalpur has made considerable progress toward self-government. On 30 April 1951 a supplementary instrument of accession, which gives Bahawalpur de facto provincial status, was signed by the ruler of the state and was accepted by the Governor-General. Under this instrument Bahawalpur is like the full provinces in that the Central Government has the same right of legislation and administration over the state and that the state legislature is able to pass laws in the same manner as the legislatures of the full provinces. Unlike the full provinces, which have Governors appointed by the Governor-General, the ruler of Bahawalpur (and his descendants) must remain as the administrative head of the state. Furthermore, the ruler is still responsible to the Ministry of States and Frontier Regions.

It is interesting to note that when the Bahawalpur agreement was reached, the Minister of State for States and Frontier Regions remarked that "in view of the diverse nature of the nature of the states of Pakistan the new agreement should not be taken as a pattern applicable to all." He further indicated that "there was no proposal for merging the State with the neighboring provinces."¹

In July 1949 the Pakistan Government decided to make Karachi the national capital. The city and the area surrounding it were carved from the Province of Sind to create a federal area roughly analogous to the District of Columbia.

¹. FBIS, Far East, 1 May 1951, p. HHH-1.

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bring Baluchistan to the level of other provinces, with due regard to its social, political, and economic conditions."¹ On 22 July 1951 the Baluchistan Moslem League requested provincial status for Baluchistan.²

The core area of Baluchistan Province is now administered directly by the Chief Commissioner, acting under the advice of the Baluchistan Council. This council was established in June 1949 to "associate" the people of the core area with their administration. Ultimate control of the area, however, lies in the hands of the Chief Commissioner and the Governor-General, the latter having the legal right to suspend or dissolve the Council.

The states of Bahawalpur and Khairpur, formerly of the Punjab States Agency, are among the more advanced states that acceded to Pakistan and deal directly with the Central Government. Reforms in these two states indicate the desire of the Central Government to forward self-government and to prepare certain areas of Pakistan for inclusion in the federation on a par with the provinces if it is feasible at the time of the signing of the constitution. In 1949 both Bahawalpur and Khairpur advanced to the point of electing legislative assemblies. The ultimate control of the states, however, still lay in the hands of their respective rulers, who were and still are responsible to the Ministry of States and Frontier Regions.

1. FBIS, Far East, 11 May 1951, p. HHH-3.
2. FBIS, Far East, 25 July 1951, p. HHH-1.

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Since the State of Jammu and Kashmir is still in dispute between India and Pakistan, this article does not cover the administration of any areas within its limits. Those areas of Jammu and Kashmir that are administered by Pakistan were transferred from the Ministry of States and Frontier Regions to the Ministry of Kashmir Affairs in 1950.

III. NEW ADMINISTRATIVE MAP OF KAZAKH SSR

The large number of postwar boundary changes at the rayon and oblast levels created a critical need for a new administrative map of the Kazakh Republic. To meet the need, the Soviet Chief Administration of Geodesy and Cartography (Glavnoye Upravleniye Geodezii i Kartografii -- GUGK) in 1950 issued a new map entitled Politiko-Administrativnaya Karta Kazakhskoy SSR, 1:1,500,000 (CIA Call No. 72561). This map is of special significance not only because of its excellent boundary portrayal but also because of its exceptionally fine cartography. Although some cultural detail has been omitted, the boundaries and physical data are given in finer detail than on any corresponding map published in the past. From a comparison of the 1950 Kazakh map with other maps of the same area -- especially its predecessor, Kazakhstanskaya SSR -- Administrativnaya Karta, 1:2,500,000, 1939¹ -- it is evident that the compilation is based on a recent survey. The chief characteristics of the map are described briefly in the following paragraphs.

Boundary Detail

The 1950 map gives more detailed and seemingly more carefully drawn boundaries than are given even on maps at considerably larger scale. Although the rayon boundary symbol is very fine, it is clearly readable because it is overlaid by a narrow band of solid color. On earlier maps a broader and clumsier symbol was used.

1. Other maps used for comparison include several 1939-40 oblast administrative maps at 1:1,000,000 and recent maps showing the Caspian and Aral shorelines.

Cultural Features

The omission of some cultural features is the major deficiency of the new map. Whereas earlier maps included six to eight population categories for settlements, the 1950 map indicates only the administrative significance of the populated place (administrative center, city of republic or oblast subordination, etc.) or the general type of settlement (urban-type, rural-type, etc.). The new map locates a significantly larger number of places, except in the southwest, where fewer place names are given than on earlier maps. Many of the places omitted are settlements and camps of migratory peoples. Possibly the editors of the recent map decided that such settlements were too temporary to be plotted. A number of name changes and changes of spelling of place names also appear on the map.

Other cultural data plotted on earlier maps but omitted from the 1950 map include the location of sovkhos (state collective farms), machine-tractor stations, meteorological stations, telephone-telegraph stations, air routes, oil pipelines, railroads under construction, and some important railroad spur lines. On the other hand, outlines of state forest reservations and principal areas of timber cutting are shown only on the 1950 map.

Physical Features

In contrast to earlier administrative maps, base data and physical features are a strong point of the 1950 map. Hydrographic details presented (including drainage, lakes, and all shorelines) have been greatly refined in comparison with those on other available maps. The recent

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changes in the Caspian coastline seem to have been accurately plotted. The new map is the most recent map showing in some detail the changes in the east coast of the Aral Sea. Local relief is effectively shown by shading, supplemented by symbols for barriers (such as scarps, cliffs, or bluffs), swamps, salt marshes, and sands. Actual forested areas are outlined and even scattered forest stands are located.

Although the recent map of the Kazakh Republic contributes a great deal of information, many of the features given on earlier political-administrative maps are not included. For administrative data and to some extent terrain, the 1950 map supersedes earlier maps, but in most other respects it merely supplements them.

The Kazakh map is one of the very few postwar Soviet political-administrative maps available that show rayon boundaries. Others are a 1946 map of the Georgian SSR at 1:500,000 and a 1950 map of Novosibirsk Oblast at 1:600,000. All three maps were published by the GUGK.

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IV. WORLD FORESTRY ATLAS

The first four sheets of the Weltforstatlas (World Forestry Atlas) were published in 1951 by the Zentralinstitut für Forst- und Holzwirtschaft at Hamburg-Reinbek, Germany (CIA Map Library Call No. aA000-33.H3). Another installment of four maps has been printed and soon will be available in this country. The printing of these eight sheets, prepared under the supervision of Franz Heske, who is a well-known German authority on forestry, and edited by Richard Torunsky, was financed by the United States through the Economic Cooperation Administration. According to plans, the atlas will include about 50 plates. As yet no arrangements have been made for printing the remaining maps, but it is hoped by the publishers that the sale of the first eight maps will help finance the rest of the project and that further financial aid may be forthcoming from some source such as the ECA. The first four sheets have been rather widely distributed among Government agencies, and one of the sheets is to be reproduced for inclusion in a report that will have even wider circulation. In view of the significance attached to the maps and the possibility of further Government subsidy, an evaluation of the project is in order.

The current work represents the first known attempt to compile a world atlas devoted exclusively to forestry. At present the best world coverage is included in Forest Resources of the World, Zon and Sparhawk, 1923, which contains a number of small-scale maps showing forest types and distribution in various parts of the world. In the new atlas, seven

of the first eight sheets are devoted exclusively to forest distribution; the eighth shows percentage of forest in Europe. The completed atlas, as planned, will include maps of forest distribution, percentage of forest in various areas, wood importing and exporting countries, distribution by kinds of ownership, forest types, forest ecology, forest and population, and forest area per capita. Although the sheets already published are open to criticism, the atlas as a whole could be a valuable contribution.

Of the four published Weltforstatlas maps, three are at the scale of 1:2,000,000 and show the general distribution of forests in Germany, France, and Great Britain. The fourth sheet, which is at 1:10,000,000, gives the distribution of vegetation in northern Eurasia according to seven categories (1949 edition also available, CIA Map Library Call No. 65147). Main titles and legends are in four languages: German, English, French, and Spanish.

All four maps show generalized forest distribution in green. In addition, the map of northern Eurasia shows (1) "mountainous" tundra and alpine vegetation, (2) tundra, (3) forest-tundra, (4) unproductive forests, (5) haloxylon species of deserts and desertic steppes, and (6) other types of country. On the 1:2,000,000 sheets, boundaries are shown around the main country mapped; no boundaries are given on the northern Eurasia map.

In the compilation, a number of source maps at various large scales were used, and the data were carefully adjusted to the scales chosen for the atlas maps. This consolidation of source material is a contribution, since it provides coverage for a large part of Western Europe at one scale.

In techniques of presentation the atlas maps are similar to forest-distribution maps of Germany published previously, such as Waldverbreitung Deutschlands, 1:1,000,000, J. Neumann, Neudamm and Berlin, undated (CIA Map Library Call No. 23605). For much of the world similar maps are lacking. The Atlas de France, however, contains four maps (Plates 30-33) of the vegetation of France at 1:1,000,000 dated 1942 and 1945 that have the advantage of showing forest types as well as distribution on a single sheet. Maps showing forest types are available for Great Britain and the USSR, but there are no known maps showing only forest distribution at scales comparable to those used in the Weltforstatlas.

Unfortunately, the first four atlas maps published are inadequate or inaccurate in a number of ways. The forest-distribution data used are in all probability about 20 years old. A description or at least a list of sources used would have been helpful. Furthermore, the term "forest" is neither defined nor interpreted uniformly on the maps. For example, the extent of forests shown in the Pyrenees does not reflect the differences in the density of cover between the French and Spanish sides. The forest pattern shown in Andorra does not agree with Andorra, Mantos de Vegetacion, 1:50,000 (CIA Map Library Call No. 61772), photostated from the book by Salvador Llobet, El Medio y la Vida en Andorra, Barcelona, 1947. The base information shown on the published maps is also unsatisfactory and out of date. Apparently the bases used for the three 1:2,000,000 maps were not coordinated, color-separation plates were not carefully fitted together, and symbols for cities and towns were not accurately located.

The map of northern Eurasia is subject to specific criticism resulting in part from the inclusion of the six categories of information not shown on the other atlas maps. Three of the categories -- (1) tundra, (2) forest-tundra, and (3) haloxylon species of desert and desertic steppes -- cannot be correlated with available materials. There is also no way of knowing what is meant by two of the other categories -- unproductive forests and other types of country. The areas of mountainous tundra and alpine vegetation, however, agree almost exactly with the vegetation map of the USSR at 1:15,000,000 in Bol'shoy Sovetskiy Atlas Mira (Great Soviet Atlas of the World), Vol. 1, 1957, Plate 121-122. Inductive reasoning apparently was used in some cases. For example, the lower limits of mountainous tundra and alpine vegetation appear to follow contours, and stream valleys are interpreted as supporting forests. The apparently detailed plotting of forests leaves an impression of precision that is highly improbable, especially in Siberia.

Whether the complete Weltforstatlas as planned will ever be published is open to question, chiefly for financial reasons. Financial aid from the Economic Cooperation Administration is guaranteed only for the three additional sheets covering forest distribution in (1) Europe, (2) Norway, Sweden, and Finland, and (3) Turkey and Greece, and for the map of percentage of forest in Europe. For some parts of the world outside Europe, difficulty will also be encountered in obtaining large-scale source maps of forest distribution and related information for use in compiling the maps planned.

V. NIGERIAN SPECIAL-SUBJECT MAPS AND TOWN PLANS

A group of maps recently received from Nigeria includes a set of 12 special-subject maps at 1:3,000,000, a health-facilities map at 1:2,000,000, and 17 town plans at 1:12,500, all of which were published by the Survey Department of Nigeria. With the exception of one sheet, the special-subject set at 1:3,000,000 was issued in 1949, and all of the sheets are on subjects not hitherto covered by maps in Washington collections. Together they give a good general picture of physical, economic, and social conditions in Nigeria, and, being at the same scale and of approximately the same date, the maps are readily comparable. In date, the town plans vary more widely. The plan for Minna was published in 1940; the others are of postwar date, chiefly 1948 and 1949. For over half of the towns covered, no other plans are available. Although the legends of the town plans are incomplete or lacking, important features are clearly identified.

Because of their unusual value, the new special-subject maps are described briefly, and the town plans are listed. CIA Map Library call numbers are given for each.

(1) Physical (Call No. 72353) is a multicolored map indicating relief by eight elevation categories ranging from below sea level to over 12,000 feet. Spot heights are given in feet, and a small number of physical features are named.

(2) Geological (Call No. 72356) is a fairly detailed, multi-colored map on which the country is divided into nine geologic units

based on age. The location of gold and tinstone areas is emphasized, and occurrences of a number of other minerals are indicated.

(3) Rainfall (Call No. 72355) shows the mean annual rainfall in inches, according to eight quantitative categories ranging from 20 to more than 200 inches.

(4) Isothermal Chart (Call No. 72352) indicates clearly isotherms for average maximum and average minimum temperatures. No other isotherms are given.

(5) Provisional Map of Vegetation Zones (Call No. 68686) dated 1947 is a detailed multicolored map on which vegetation is divided into three major zones -- forest, savanna, and montane. The forest zone is further classified as mangrove forest and coastal vegetation, fresh water swamps, rain forests, and dry forests. The savanna is divided into the Southern and Northern Guinea zones, the Bauchi Plateau, and the Sudan and the Sahel zones. The montane zone in the southeast is too small for further subdivision.

(6) Agricultural Products (Call No. 61056) indicates by name the kinds of crops grown in Nigeria and the areas in which each is produced. A distinction is made between crops raised for local consumption and for export.

(7) Forest and Game Reserves (Call No. 72357) distinguishes between the two types of reserves and locates each reserve.

(8) Administrative and Communications Map (Call No. 72359) shows international and provincial boundaries and locates provincial

and divisional headquarters. Principal towns and minor towns and villages also are indicated on the base. Communications shown include railroads, roads (classified as all-season and dry-season motor roads), and air-fields.

(9) Domestic Trade (Call No. 61053) indicates clearly the items and the direction of trade movement between different parts of the country. Transit trade, mainly in palm oil, also is shown.

(10) Population (Call No. 72354), though based on the 1931 census, is the most recent available map showing density of population in Nigeria. A general idea of relative population density and distribution throughout the country is given by six gradations expressed in terms of number of persons per square mile.

(11) Languages and Dialects (Call No. 61054) gives the distribution of approximately 75 languages and dialects.

(12) Tribal (Call No. 61055) gives a general idea of the distribution of the leading tribes of Nigeria.

(13) Nigeria, Showing Medical Facilities at 1:2,000,000 (Call No. 48769) locates hospitals, mission hospitals, and dispensaries in operation as of 1948. The information on the map agrees with that found in other sources on Nigeria.

(14) List of town plans: Aba Township, Call No. 72379; Abeokuta, Call No. 72369; Benin City, Call No. 72368; Calabar Township, Call No. 72378; Enugu, Call No. 72366; Ibadan, Call No. 72365; Ilesha, Call No. 72374; Ilorin, Call No. 72375; Jos, Call No. 72373; Kaduna

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Township, Call No. 72380; Kano Township, Call No. 72377; Lagos, Call
No. 72360; Minna, Call No. 72372; Onitsha, Call No. 72370; Port Harcourt,
Call No. 72371; Sapele, Call No. 72376; and Warri, Call No. 72367.

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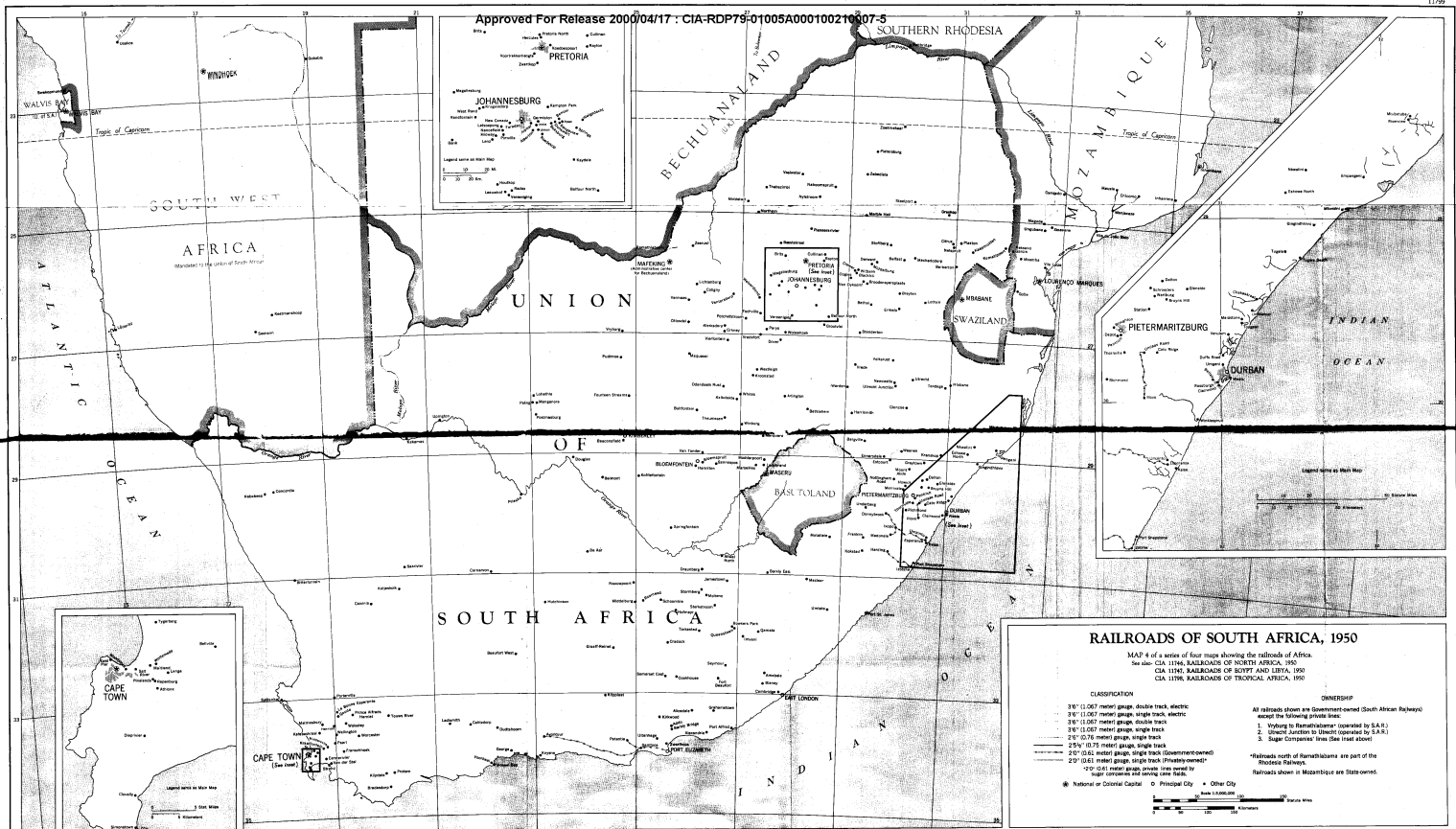
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VI. BRIEF NOTICESA. VEGETATION MAP OF INDONESIA

A specially prepared, hand-colored preprint of a new map entitled Vegetation Map of Indonesia at the scale of 1:2,500,000 has recently been received at the CIA Map Library (Call No. 73417). The map, which was compiled by the Planning Department of the Forest Service of Indonesia in 1950 under the supervision of L.W. Hannibal, is an excellent piece of work and is exceptionally detailed for a map at so small a scale.

The 24 classifications indicated on the map, either by color tint or by symbol, may be grouped under the following major categories: (1) areas of cultivation, showing wet rice fields, dry fields, and plantations; (2) grasslands, divided into grass (alang-alang) and savannah; (3) extent of forest reservations, indicating teak and non-teak forests; (4) general forest classifications, such as primary rain forests, secondary forests, tidal forests, and mixed monsoon forests other than teak; (5) specific vegetation types including sago, sandalwood, ebony, ironwood, camphor, etc., all of which are indicated by symbols superimposed on the color tints.

An inset at the scale of 1:1,000,000 shows greater detail for Java and Madura and is keyed to the same legend as the main map. Three smaller-scale insets show the relative location of Indonesia, its area in comparison with the area of the United States, and population density per square kilometer.



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Two marginal tables give prewar statistics on population, wooded area, percentage of forest, area of forest reservations, and production of timber, firewood, and charcoal. The first covers Sumatra, Borneo, Celebes, Moluccas, New Guinea, and the Lesser Sunda Islands. The second, covering Java and Madura, includes additional information on agriculture, teakwood production reservations, and primary forests.

Although the map was prepared from a number of more detailed published studies of vegetation in Indonesia, it has the advantage of uniform mapping at a single scale, which facilitates comparison between regions. In its present form the map is clumsy, being approximately 4 by 7 feet in size. The final map, however, may be issued in several sheets, or possibly at smaller scale.

B. RAILROAD MAP OF SOUTH AFRICA

The accompanying map, Railroads of South Africa, 1950 (CIA 11799), is the third of a series of four maps prepared by CIA on railroads of Africa. The first two of these maps, Railroads of North Africa, 1950: French and Spanish Zones (CIA 11746) and Railroads of Egypt and Libya, 1950 (CIA 11747), were published in Map Research Bulletins 25 and 26, respectively. The fourth map, Railroads of Tropical Africa, 1950 (CIA 11798), will appear in a subsequent issue of the Map Research Bulletin.

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C. TRANSPORTATION AND OUTLINE MAPS OF ECUADOR

The accompanying map, Ecuador - Transportation (CIA 11890), was prepared to meet the need for an up-to-date map showing the road and railroad network of Ecuador. The information presented was derived from an analysis and evaluation of maps, documents, and other official source materials of various government offices.

The same map, printed without the transportation network, is available for distribution as an outline map for plotting purposes and replaces the map listed in Map Research Bulletin No. 18, August 1950. Like other CIA outline maps on Latin America, the new map of Ecuador (CIA 10696.1, Revised) shows drainage, international and provincia boundaries, and provincia capitals.

D. CANADIAN GEOGRAPHICAL PUBLICATION

The Geographical Branch of the Canadian Department of Mines and Technical Surveys has published the first issue of the Geographical Bulletin, a new semiannual professional periodical. The purpose of the bulletin is to present the programs undertaken by the Geographical Branch and the results of field studies and research by its personnel.

The first issue contains one article on soil surveys in Canada and special-subject studies on three small areas within Canada. A section entitled "Geographical Notes" is of considerable current value and will probably be published regularly in subsequent bulletins.

Included in this section are "Map Notes," which is an annotated list of selected maps by Canadian mapping agencies, and "Book Notes," a list of recent government publications of geographical interest, with a brief description of each. The first issue and the announcement of forthcoming articles indicate that the emphasis will be on Canada

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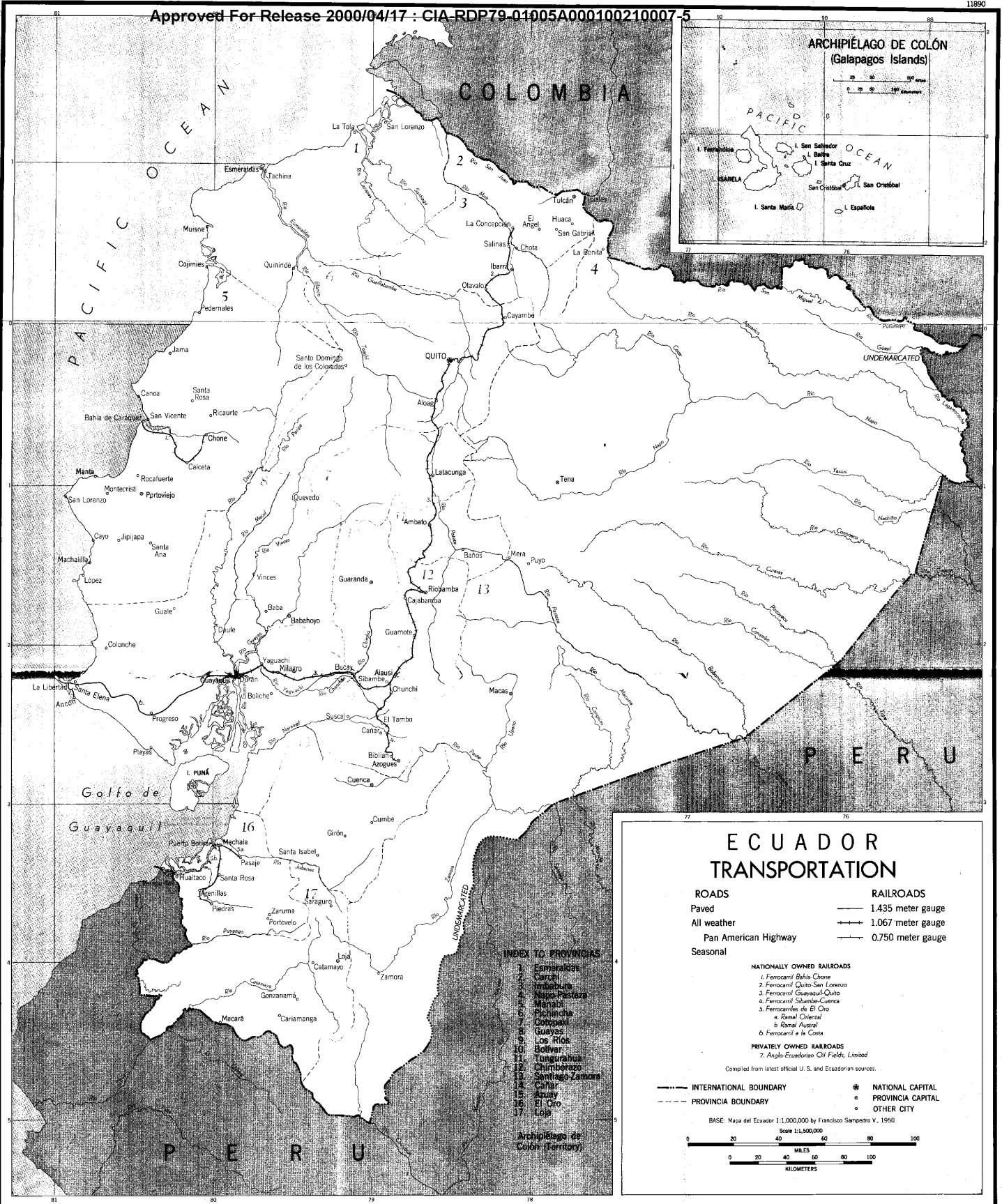
E. NEW EDITION OF THE ITALIAN TOURING CLUB ATLAS

The 1951 edition of Il Grande Atlante Internazionale del Touring Club Italiano, better known as the "Touring Club Atlas," has finally been received in this country. Those who have long awaited a sixth edition will be disappointed because the new volume is merely an edizione interinale or interim edition. The Touring Club (TCI) frankly admits that the atlas is a stop-gap published at this time to take advantage of the present good market for an expensive "grand atlas," in which there is no competition from the Germans (Stieler, Andree) or from other Italians (De Agostini of Novara). The new atlas now retails for \$82.50.

The interim edition is an inferior product that is little more than the second reprinting of the fifth edition, with postwar international boundaries and four new pages of place names. The latter are all in the former Italian East Africa. No other corrections or changes have been made, and, as a result, the atlas is completely out of date.

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The sixth edition is now scheduled to be published late in 1952. It will have eight new plates, two-thirds of the old plates will be greatly revised, and the other third will have minor revisions. With the appearance of the sixth edition, the Touring Club Atlas probably will regain its position as the world's leading grand atlas.

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