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MAP RESEARCH BULLETIN

MR-22

January 1951

CENTRAL INTELLIGENCE AGENCY

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TABLE OF CONTENTS

Note: This Bulletin has not been coordinated with the intelligence organizations of the Departments of State, the Army, the Navy, and the Air Force.

I. NEW JAPANESE PREFECTURAL ATLAS

One of the most valuable Japanese cartographic contributions acquired recently is the Nippon Bunken Chizu (Atlas of Administrative Subdivisions of Japan), Tōkyō, revised edition, April 1950 (CIA Map Library Call No. aH 442.N5 1950). This atlas, corrected to September 1949, is the latest reliable source for postwar changes in Japanese minor civil divisions. It also contains a number of useful features that are not included in prewar prefectural atlases.

The 46 prefectural maps of the atlas are at scales ranging from 1:850,000 for Hokkaidō to 1:180,000 for Kanagawa, but most of the maps are within the 1:200,000 to 1:400,000 range. Each map includes an inset of the capital of the prefecture at larger scale, generally at 1:40,000 or 1:50,000. Outlying islands are also presented on insets. The Kuriles, Ryūkyū Islands south of 30°N, and the Bonins (which were formerly shown in prefectural atlases) are omitted; but the Ryūkyūs north of 30°N, Tsushima, and the Izu-shichitō-Islands (volcanic islands 80 to 200 miles south of Tōkyō) are included. Japan as a whole is covered on a large map at 1:2,000,000 at the front of the atlas.

The standard plate size is 13" x 19½", but several of the prefectural maps are larger. In earlier atlases with a standard plate size, maps are distorted to fill out the sheet; in the new atlas, however, each map has a uniform stated scale throughout and consequently can be adapted for use as a base map. Unbound copies of each atlas sheet have been received by the CIA Map Library but have not yet been cataloged.

The maps are printed in four colors and show second- and third-order civil division boundaries; national and privately-owned railroads; national, prefectural, and local roads; commercial harbors, lighthouses, and selected shipping lines; main postal and telephone-telegraph offices; mines; and places of historical and tourist interest, including the newly designated national parks. The maps have marginal coordinates, and each sheet has an atlas grid to which a list of place names on the reverse side is keyed.

Relief is indicated by hachures and spot elevations, and the drainage pattern is presented in satisfactory detail, but only the most important peaks and streams are identified. Beyond the limits of the hachures, the land is differentiated as "cultivated" and "uncultivated". This significant distinction was not made on earlier prefectural atlases. The large number of place names given appears to include all _ōaza_, the postal designations within _machi_ and _mura_ (rural third-order subdivisions), and other locally significant names.

The most valuable feature of the atlas is the location of the boundaries of minor civil divisions, including the changes that have been made since World War II. Although the atlas is remarkably accurate in this respect and far superior to its prewar counterparts, a few deficiencies should be noted. The boundary lines have been interrupted in some cases for place names. As a result, only fragments of the boundaries remain in densely settled areas with many administrative subdivisions and place names.

In several cases, there are ambiguities resulting from failure to make all necessary corrections in areas in which administrative consolidations have been made.

The reverse side of each map contains a list of all shi (cities), gun (counties), and machi and mura (rural third-order divisions), with the atlas-grid location of each and its population according to the 1948 census. The list serves as a useful check on the accuracy of the map, and the two correspond to a degree unusual in Japanese publications. A further check on administrative changes is provided by the seven-sheet map series, 1:500,000 Gun-Shi-Cho-Son Kukaku Sozu (1:500,000 County-City-Rural Administrative Area Boundary Map), published in October 1948 by the Chiri Chosa Sho (Geographic Survey Bureau) and available under the AMS Call No. 73L 3-28-31366-500 (see Map Research Bulletin No. 5, pp. 17-18). For individual prefectures, the atlas is generally more useful than the 1:500,000 series, and is more up to date. In the atlas, place names are printed directly on the maps, whereas place names are designated on the map series by code keyed to an accompanying text. The map series, however, is easier to use in studies involving two or more prefectures and is somewhat more accurately drawn than the maps in the atlas. Furthermore, the boundaries are not interrupted by place names.

Administrative changes in Japan indicated in the prefectural atlas and the 1:500,000 series appear to be in line with those made before the war. In Hokkaidō some subdivision of large units has taken place, but elsewhere entire machi or mura have been consolidated to form a new or enlarged unit or have been annexed to shi. The new shi are mostly former machi which have grown beyond 30,000 in population, but some have been formed from a machi and one or more mura, which together have a total population of over 30,000. Some machi and mura of over 30,000 are still not shi, chiefly in Hokkaidō and in areas bordering large cities. There have been several cases of absorption of large rural areas by shi, notably Kyōto and Kōbe. The present shi, along with their population in 1948 and annexations that have taken place since 1943 (the latest date covered in the most recent English-language publication), are given in tables in the appendix to this article.

The railroad information in the atlas includes tunnels and stations, but not multiple trackage, electrification, or the various gauges used for private railroads. Most logging railroads are omitted. Correct alignments are indicated for branch lines, which are located only approximately on the latest available English-language maps; some railroads indicated as under construction on English-language maps are shown in the prefectural atlas as never having been built, for example two

stretches 28 and 15 miles long near the northeast coast of Hokkaidō. Probably the most notable new construction is a 20-mile line from Yawatahama to Uwajima on the southwest coast of Shikoku, which connects Uwajima for the first time with the rest of the island. A tunnel four miles long is located on the Sendai-Yamagata line in north-central Honshū. The boundary and railroad data were compiled more carefully and completely than most of the remaining information on the atlas maps, notably mines and to some extent roads; in the case of post offices and telephone-telegraph stations, the symbols are inconspicuous.

In addition to administrative data, the textual information on the back of each prefectural map in the atlas includes a regional description of the area; a list and brief description of tourist attractions; and lists of national, regional, and local governmental offices and of educational and other institutions within the prefecture. The final pages of the atlas give for all of Japan several general lists covering the following topics: national parks; mines, including coal and oil fields; and various physiographic features such as mountains, lakes, rivers, and islands, with appropriate dimensions such as height, area, or length.

A publication similar, but inferior, to the prefectural atlas, was also acquired recently: Zenkoku Shi-Chō-Son Benran (Handbook of Cities, Towns, and Villages) compiled by the Nippon Chiho Gyōsei

Kenkyukai (Nippon Regional Administrative Research Association), 8th printing, August 1950 (CIA Map Library Call Number gH 442.N52 1950).

This handbook is devoted mainly to a list of postal designations within minor civil divisions -- the ku (approximately wards), chō (precincts), and chome (city blocks or groups of blocks) within shi, and the ōaza within machi and mura. A comparison of the handbook with similar listings compiled earlier provides a check on civil division changes. This is accomplished by looking for the ōaza of machi and mura given in the earlier listings but missing from the handbook. The ōaza will usually be found added to those of an adjacent unit or under a new unit not found in the earlier listings.

The handbook, unfortunately, shows evidence of careless compilation and revision, and is useful chiefly for corroborative purposes rather than as an independent authority. Maps of each prefecture are included but they are far inferior to those in the prefectural atlas, and some of the maps do not agree with the text.

Included at the end of the volume is a phonetic listing of shi and gun, and another of machi and mura, which is useful in locating a place for which only the name is known. Also included are government railroad maps and mileage tables that show distances between intermediate points as well as cumulative distances from the terminals of the line.

APPENDIX

The following two tables show the changes in the number and boundaries of Japanese shi (cities) since the publication of the latest listing in English, Administrative Divisions of Japan, U.S. Department of State Publication 2749, Far Eastern Series 19, August 1946 (data as of 1943). Table 1 shows the shi given in the Nippon Bunken Chizu, April 1950, with their populations as of 1948. The code designations are those used in the Administrative Divisions of Japan; the first number represents the prefecture, the following letters the shi (or gun for newly formed shi), and the final numbers the machi and mura comprising a new shi. Thus in Aichi-ken, Nagoya is 22A and Kasugai is 22DD, whereas Tsushima (22P1) and Hekinan (22S3, 4, 5, 10) are new shi made up of the former machi and mura designated.

Table 2 shows the areas annexed in the years 1943 to 1950, to previously established shi and uses the same code as Table 1.

TABLE I. LIST OF JAPANESE CITIES 1950

Code	Shi	1948 Population
22	Aichi-ken	3,226,116
22A	Nagoya	915,725
22B	Toyohashi	135,131
22C	Okazaki	89,920
22D	Ichinomiya	64,940
22E	Seto	43,883
22F	Handa	61,070
22CC	Toyokawa	55,703
22DD	Kasugai	48,014
22S3,4, 5,10	Hekinan	41,803
22P1	Tsushima	30,921
4	Akita-ken	1,258,371
4A	Akita	118,115
4B	Noshiro	47,339
1	Aomori-ken	1,218,325
1A	Hirosaki	63,801
1B	Aomori	95,904
1C	Hachinohe	94,315
11	Chiba-ken	2,140,511
11A	Chiba	125,134
11B	Chōshi	72,089
11C	Funabashi	81,602
11D	Ichikawa	95,091
11E	Tateyama	36,846
11V	Kisarazu	38,293
11W	Matsudo	51,297
37	Ehime-ken	1,481,106
37A	Matsuyama	150,976
37B	Imabari	55,102
37C	Uwajima	53,603
37D	Yawatahama	38,873
37E	Niihama	53,620
37F	Saijō	46,188
17	Fukui-ken	733,374
17A	Fukui	82,380
17B	Tsuruga	30,260
17J1	Takefu [1]	31,743
39	Fukuoka-ken	3,312,577
39A	Fukuoka	348,052
39B	Wakamatsu	79,832
39C	Yawata	180,984
39D	Tobata	71,747
39E	Kurume	93,690
39F	Ōmuta	179,687
39G	Kokura	176,322
39H	Moji	113,414
39J	Nōgata	50,332
39K	Iizuka	49,741
39EE	Tagawa	80,459
6	Fukushima-ken	2,026,482
6A	Fukushima	89,284
6B	Wakamatsu	59,150
6C	Kōriyama	66,263
6Y	Taira	32,855
6S1	Shirakawa	31,594

1. BGN reading, 16 October 1950; Takebu is a common variant.

Code	Shi	1948 Population
20	Gifu-ken	1,524,812
20A	Gifu	174,891
20B	Ōgaki	73,175
20C	Tajimi	37,160
20D	Takayama	43,122
9	Gumma-ken	1,608,894
9A	Maebashi	94,123
9B	Takasaki	91,002
9C	Kiryū	94,167
9S	Isesaki	47,909
9N1	Ōta	50,282
33	Hiroshima-ken	2,045,923
33A	Hiroshima	246,134
33B	Kure	188,949
33C	Onomichi	61,086
33D	Fukuyama	61,919
33E	Mihara	50,678
A	Hokkaidō-chō	4,021,050
A15	Sapporo	269,136
A16	Hakodate	213,034
A17	Otaru	169,700
A18	Muroran	100,387
A19	Asahikawa	111,988
A20	Yūbari	92,577
A21	Kushiro	65,721
A22	Obihiro	48,137
A23	Iwamizawa	44,629
A24	Kitami	42,671
A12a1	Abashiri	35,364
A7e1	Tomakomai	33,131
A14b1	Rumoi	30,574
A13a1	Wakkanai	31,029

Code	Shi	1948 Population
27	Hyōgo-ken	3,156,888
27A	Kōbe	644,217
27B	Himeji	200,668
27C	Amagasaki	249,319
27D	Akashi	60,128
27E	Nishinomiya	115,623
27G	Itami	54,957
27H	Ashiya	38,966
27NN	Sumoto	36,876
27PP	Ō	27,445
7	Ibaraki-ken	2,044,578
7A	Mito	63,486
7B	Tsuchiura	53,913
7C	Hitachi	52,448
16	Ishikawa-ken	941,772
16A	Kanazawa	241,226
16B	Komatsu	62,674
16C	Nanao	39,604
2	Iwate-ken	1,294,203
2A	Morioka	111,889
2B	Kamaishi	29,907
2C	Miyako	37,953
2K1,10, 13,14	Ichinoseki	34,752
36	Kagawa-ken	934,123
36A	Takamatsu	109,295
36B	Marugame	36,933
36K	Sakaide	41,039

Code	Shi	1948 Population
45	Kagoshima-ken	1,766,514
45A	Kagoshima	175,837
45M	Sendai	41,022
45N	Kanoya	62,305
4504	Makurazaki	33,846
13	Kanagawa-ken	2,317,551
13A	Yokohama	859,324
13B	Kawasaki	277,903
13C	Odawara	73,626
13D	Hiratsuka	47,809
13E	Kamakura	84,422
13F	Fujisawa	81,203
13G	Yokosuka	268,587
13J1	Chigasaki	44,768
38	Kōchi-ken	866,385
38A	Kōchi	152,738
42	Kumamoto-ken	1,786,058
42A	Kumamoto	252,547
420	Yatsushiro	48,632
42P	Hitoyoshi	44,205
42R	Arao	55,573
42L3	Minamata	41,153
25	Kyōto-fu	1,784,753
25A	Kyōto	1,052,624
25B	Fukuchiyama[1]	46,275
25X	Maizuru	87,955
23	Mie-ken	1,451,100
23A	Tsu	71,578
23B	Yokkaichi	118,682
23C	Uji-yamada	67,663
23D	Matsuzaka	47,617
23E	Kuwana	37,521
23Y	Suzuka	68,214
23Z	Ueno	40,081
3	Miyagi-ken	1,596,307
3A	Sendai	307,202
3B	Ishinomaki	44,734
3V	Shiogama	40,663
44	Miyazaki-ken	1,052,483
44A	Miyazaki	98,642
44B	Miyakonojō	72,830
44C	Nobeoka	77,887
19	Nagano-ken	2,079,682
19A	Nagano	98,075
19B	Matsumoto	85,755
19C	Ueda	42,939
19D	Iida	32,309
19E	Okaya	37,592
19Z	Suwa	36,159
41	Nagasaki-ken	1,565,558
41A	Nagasaki	208,644
41B	Sasebo	178,878
41K	Isahaya	64,375
41L	Shimabara	41,135
41P	Ōmura	56,593

1. Text gives 96,275; figure above represents difference between Kyōto-fu population and population of other components.

Code	Shi	1948 Population
28	Nara-ken	778,677
28A	Nara	78,369
28H1	Yamato-takada	31,658
14	Niigata-ken	2,435,451
14A	Niigata	210,830
14B	Nagaoka	61,356
14C	Takada	37,287
14D	Sanjō	45,949
14E	Kashiwazaki	35,963
14F3	Shibata	35,209
43	Ōita-ken	1,245,689
43A	Ōita	88,346
43B	Beppu	94,380
43C	Nakatsu	51,791
43D	Hida	46,793
43R	Saeki	39,702
32	Okayama-ken	1,650,285
32A	Okayama	150,084
32B	Kurashiki	49,842
32C	Tsuyama	52,137
32D	Tamano	41,884
32K1,2, 6,7	Kojima	33,185
26	Ōsaka-fu	3,515,225
26A	Ōsaka	1,690,072
26B	Sakai	198,794
26C	Kishiwada	99,871
26D	Toyonaka	79,646
26E	Fuse	140,615
26F	Ikeda	43,877
26G	Suita	74,679
26S	Takatsuki	42,721
26T	Izumi-otsu	31,439
26U	Kaizuka	49,286
26P3,5, 23,25, 28	Yao	63,935
26R3,4	Moriguchi	54,434
26R1	Hirakata	42,459
26H3	Ibaraki	34,239
26M1	Izumi-sano	31,180
40	Saga-ken	931,336
40A	Saga	65,367
40B	Karatsu	50,803
10	Saitama-ken	2,132,221
10A	Kawagoe	51,462
10B	Kawaguchi	120,427
10C	Kumagaya	64,980
10D	Urawa	110,137
10E	Ōmiya [1]	95,465
10N2	Gyōda [1]	31,318
24	Shiga-ken	872,775
24A	Ōtsu	84,113
24B	Nagahama	46,755
24C	Hikone	46,954
31	Shimane-ken	903,576
31A	Matsue	64,503
31B	Hamada	39,430
31W	Izumo	44,583

1. BGN finding, 16 October 1950, based on readings for ōaza.

Code	Shi	1948 Population
21	Shizuoka-ken	2,407,102
21A	Shizuoka	220,284
21B	Hamamatsu	133,739
21C	Numazu	96,235
21D	Shimizu	83,298
21E	Mishima	47,114
21F	Atami	35,740
21X	Fujimiya	41,514
21H5	Itō	35,889
21U4	Iwata	34,662
21K3	Yoshiwara	32,085
21P3	Shimada	31,445
8	Tochigi-ken	1,557,860
8A	Utsunomiya	100,468
8B	Ashikaga	52,478
8M	Tochigi	43,032
8N	Sano	56,011
8D1	Kanuma	32,759
35	Tokushima-ken	869,290
35A	Tokushima	109,120
35G1,2, 3,8	Naruto	43,225
12	Tōkyō-to	5,417,871
12A	Tōkyō-to (23 ku)	4,555,565
12B	Hachiōji	75,674
12C	Tachikawa	49,296
12F8	Musashino	66,571
30	Tottori-ken	592,863
30A	Tottori	58,340
30B	Yonago	56,262
15	Toyama-ken	998,349
15A	Toyama	144,229
15B	Takaoka	138,988
29	Wakayama-ken	979,982
29A	Wakayama	180,159
29B	Shingū	32,374
29C	Kainan	34,641
29M	Tanabe	37,588
5	Yamagata-ken	1,346,492
5A	Yamagata	101,048
5B	Yonezawa	55,405
5C	Tsuruoka	43,208
5D	Sakata	50,412
5J1,3	Shinjō	30,710
34	Yamaguchi-ken	1,505,532
34A	Shimonoseki	180,587
34B	Ube	118,281
34C	Yamaguchi	89,642
34D	Hagi	41,761
34E	Onoda	51,947
34F	Tokuyama	80,632
34G	Kudamatsu	38,530
34H	Iwakuni	58,955
34J	Bōfu	67,002
34Y	Hikari	35,774
18	Yamanashi-ken	815,485
18A	Kōfu	109,022

TABLE 2 ANNEXATIONS TO EXISTING CITIES 1943-50

City	Prefecture	Area annexed
Fukushima	Fukushima	6D2, 4, 5, 6, 10, 25
Tsuchiura	Ibaraki	7N24
Chiba	Chiba	11N10
Odawara	Kanagawa	13N9
Kamakura	Kanagawa	13H1, 3
Fujisawa	Kanagawa	13H2
Niigata	Niigata	14G29, 30
Nagaoka	Niigata	14N10
Takaoka	Toyama	15K36
Kanazawa	Ishikawa	16F2, 31, 32; G9
Kōfu	Yamanashi	18G5
Ōgaki	Gifu	20J7; K4, 10, 11, 12
Tajimi	Gifu	20U13, 14
Shizuoka	Shizuoka	21M13
Numazu	Shizuoka	21J4, 7, 8, 9
Hekinan	Aichi	22S2
Uji-yamada	Mie	23S1, 7, 10
Matsuzaka	Mie	23P6, 17
Kyōto	Kyōto	25C1, 2, 3, 4, 5, 6, 7, 8; D1, 2
Fukuchiyama	Kyōto	25P7, 8, 10
Kishiwada	Ōsaka	26K19
Toyonaka	Ōsaka	26J5, 6, 7
Takatsuki	Ōsaka	26S6
Kōbe	Hyōgo	27J8; M3, 7; N2, 3, 4, 5, 6, 7, 8
Himeji	Hyōgo	27F (former Shikama-shi) W2, 3; Y4, 13, 25, 27
Amagasaki	Hyōgo	27K3
Itami	Hyōgo	27K2
Sumoto	Hyōgo	27KK11
Matsue	Shimane	31C4
Kurashiki	Okayama	32M4
Yamaguchi	Yamaguchi	34S2, 7, 8, 11, 12, 13, 14, 15
Matsuyama	Ehime	37G2, 16, 17
Kōchi	Kōchi	38E1
Fukuoka	Fukuoka	39T9
Yawata	Fukuoka	39N4
Karatsu	Saga	40G4

II. BRIEF NOTICES

A. A New Map of Pakistan

In 1950, the Survey of Pakistan published a map at 1:3,168,000, entitled Pākistān but commonly identified in catalogs as the 50-Mile Map of Pākistān, First Edition. Two maps at the same scale -- one of West Pakistan and one of East Pakistan -- are printed on a single sheet. Information shown includes first- and second-order civil division boundaries, main roads, trade routes, and railroads of three gauge-catagories. This is the best available map of the internal divisions of Pakistan and is also of interest as an example of the work of the Survey of Pakistan. File copies of the map are available at AMS, Call No. 5U-2-28-82035-3168.

B. Hydrographic Survey of Jidda Harbor

New hydrographic charts, more reliable than any published heretofore, are now available for the treacherous approaches and harbor of Jidda, on the Red Sea coast of Saudi Arabia. Jidda, as port of entry for the holy city of Mecca, is of especial importance to the Moslem world.

At the request of the Saudi Arabian Government, the US Navy survey ship Maury, assisted by her auxiliaries the U.S.S. Stallion and U.S.S. Allegheny, conducted a hydrographic survey of Jidda harbor during the early part of May 1950. The survey was conducted in eight days and was not a complete hydrographic survey. The area was not dragged, but numerous lines of soundings were run. Preliminary survey charts were

prepared, and the official charts were completed by the U.S. Navy Hydrographic Office in September.

H.O. Chart No. 3759, Approaches to Jidda, is issued at the scale of 1:30,050, whereas H.O. Chart No. 3758, Jidda Harbor, is at 1:7,500, with an inset of the new Saudi Arabian Government Pier at 1:1,200. Prior to publication of the new charts, British Admiralty Chart No. 2599, based on surveys of 1876 and 1925, provided the best coverage of Jidda Harbor (1:12,500) and approaches (1:30,000). Although H.O. 3758 is compiled almost entirely from the recent survey, H.O. 3759 still incorporates much information from B.A. 2599, particularly for the areas some distance north and south of the main entrance to the harbor. Slight revisions in the alignment of the coastline and reefs were made from aerial photography.

With the recent completion of the new pier and the publication of more reliable charts of the reef-lined approaches, Jidda becomes more easily accessible to ocean-going vessels.

C. Place-name Changes in Hungary and Rumania

Since 1945, it has become standard practice in the Balkan satellite countries to exalt Communist heroes by renaming towns and physical features in their honor. The elinimation of names with royal connotations has also been common. Two recent name changes exemplify these policies:

> Braşov, Rumania; an industrial city and railway center (45° 40'N., 25° 35'E.), changed to Oraşul Stalin (Stalin City), August 1950.

Esterháza, Hungary; an agricultural community (47° 38'N., 16° 52'E.), changed to Fertőd, May 1950

D. Atlases of Western Pakistan and of Eastern Pakistan and West Bengal

(1) West Pakistan in Maps and Statistics, F.U. Khan and A. Arshad, Karachi, 1948, AMS Call No. G2460 P2K45.

(2) Bengal in Maps: A Geographical Analysis of Resource Distribution in West Bengal and Eastern Pakistan, S.P. Chatterjee, Calcutta, 1949, CIA Map Division Call No. H306-46.

These are the first atlases of Pakistan that have been received by CIA. Together they provide special-subject map coverage at very small scale for all of the country. The new political-administrative framework has been used, but most of the information shown is of pre-partition dates, and neither atlas indicates the post-partition changes in the distribution of people and crops. Although the information is not up-to-date, much of it has never before been presented in map form.

The Western Pakistan atlas contains 35 maps of the area as a whole at scales ranging from 1:10,000,000 to 1:16,000,000, and 25 maps of subdivisions of Western Pakistan at scales of 1:3,000,000 to 1:10,000,000. Included are dot maps of population, crops, and livestock; maps showing locations of industrial and power plants that were in operation before partition; and a few maps of physical features, political divisions, transportation, and other miscellaneous subjects. The maps are highly generalized but useful.

The Bengal-East Pakistan atlas contains 80 maps of Bengal, mostly at scales of approximately 1:3,500,000 and 1:7,000,000; the end-piece map is at approximately 1:1,440,000. About 80 percent of the maps cover three major subjects: agricultural land use, 29 maps; population and occupational groups, 20 maps; and climate, 15 maps. The remainder are general, political, industrial, and physical maps. The end-piece is the most up-to-date small-scale transportation map of Bengal that is available. It shows three categories of roads, three of railroads, and two of waterways; it also differentiates major towns according to seven categories based on major function, such as river port, trade center, or district town. Although the maps cover pre-partition Bengal, in most cases they show the Eastern Pakistan-India boundary. The maps are relatively detailed for their scale. A list of the thanas (police-stations) of West Bengal and of Eastern Pakistan is given as an appendix.

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