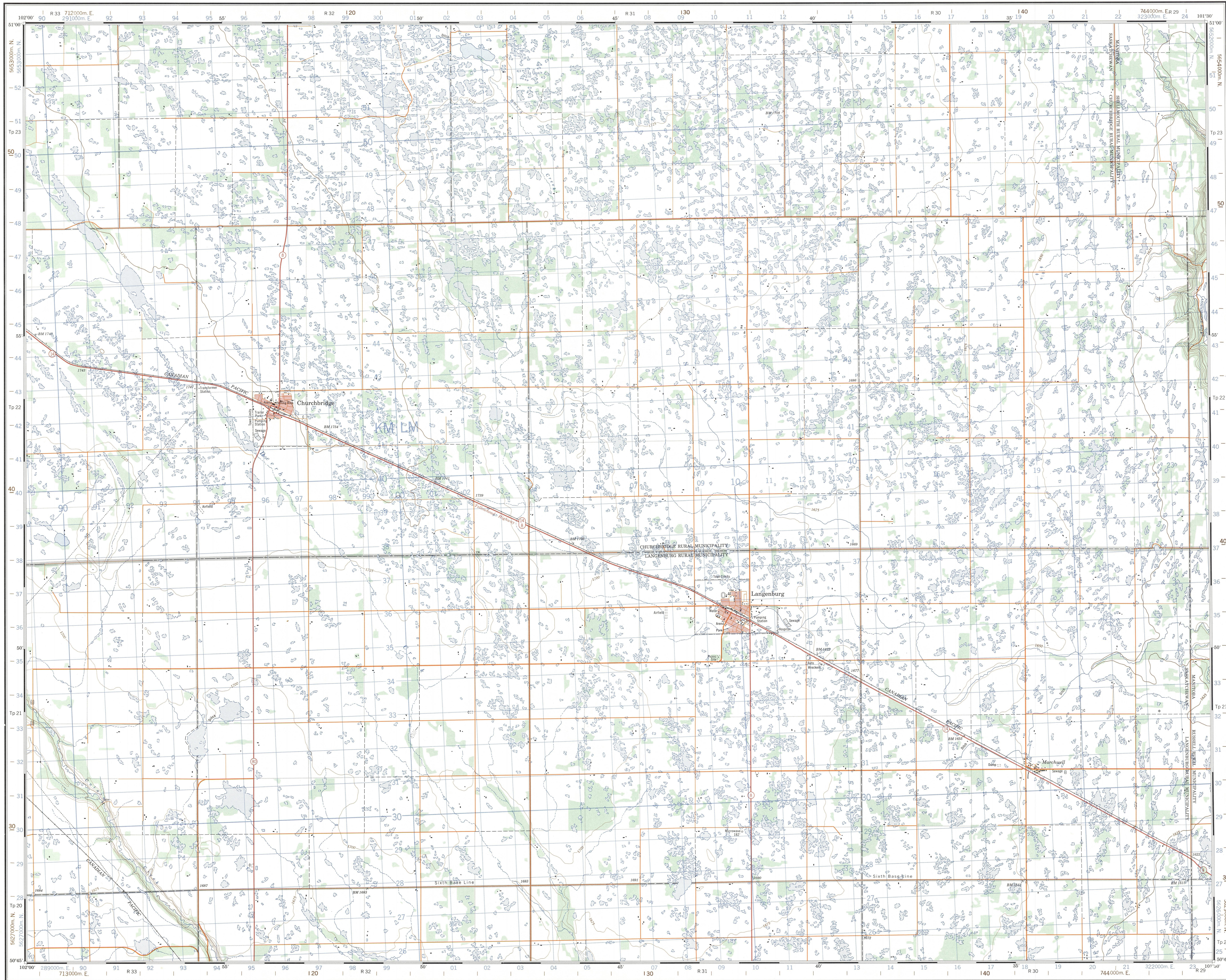




Produced by the SURVEYS AND MAPPING BRANCH,
DEPARTMENT OF ENERGY, MINES AND RESOURCES.
Updated from aerial photographs taken in 1975. Colour check
1973. Printed 1975.

Digitizing and scanning of the revision was
carried out on the Automated Cartographic System.

Copies may be obtained from the Canada Map Office,
Department of Energy, Mines and Resources, Ottawa,
or near nearest 65 degree

© Canada Copyright Reserved 1975

Roads:
hard surface, all weather.....
hard surface, all weather.....
loose or stabilized surface, all weather.....
loose surface, dry weather and
unclassified streets.....
cut track.....
trail, cut line or portage.....

Roads:
pavée, toute saison.....
pavée, toute saison.....
gravier aggloméré, toute saison.....
de gravier, temps sec et
non très cloqué.....
de terre.....
sentier, percée ou portage.....

2-lanes
2-lanes
2-lanes or more
2-lanes or more
2-lanes or more
2-lanes or more

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes
more than 2-lanes

LANGENBURG SASKATCHEWAN - MANITOBA WEST OF PRINCIPAL MERIDIAN - OUEST DU MERIDIEN PRINCIPAL Scale 1:50,000 Échelle

Miles 1 2 3
Metres 1000 0 1000 2000 3000 4000
Yards 1000 0 1000 2000 3000 4000

CONTOUR INTERVAL 25 FEET
Elevation in feet above Mean Sea Level
North American Datum 1927
Transverse Mercator Projection

EQUIDISTANCE DES COURBES 25 PIEDS
Élévation en pieds au-dessus du niveau moyen de la mer
Système de référence géodésique nord-américain, 1927
Projection transversale de Mercator

Établi par la DIRECTION DES LEVÉS ET DE LA CARTOGRAPHIE,
MINISTÈRE DE L'ÉNERGIE, DES MINES ET DES RESSOURCES.
Mis à jour à partir de photographies aériennes prises entre 1975. Vérification des
ouvrages en 1975.

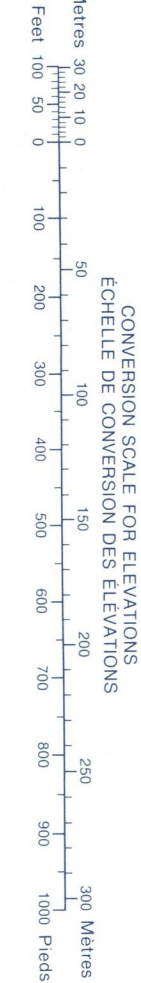
La traduction en numérique et le tracé de la révision
ont été réalisés par le système de cartographie automatisé.

Ces cartes sont en vente au Bureau des Cartes du Canada,
ministère de l'Énergie, des Mines et des Ressources, Ottawa,
ou chez le vendeur le plus proche.

© Canada 1975. Tous droits réservés

Military users,
refer to this map as:
Référence de cette carte
pour usage militaire.

SERIES A 742 SERIE
MAP 62 K/13 CARTE
EDITION 2 MCE ÉDITION



Use diagram only to obtain numerical values
APPROXIMATE MEAN DECLINATION 1974
FOR CENTRE OF MAP
Annual change decreasing 0.9"

Utiliser le diagramme seulement pour obtenir des valeurs numériques
DECLINAISON MOYENNE APPROXIMATIVE
AU CENTRE DE LA CARTE EN 1974
Variation annuelle, décroissante 0.9"

ONE THOUSAND METRE
UNIVERSAL TRANSVERSE MERCATOR GRID
ZONE 14
QUADRILLAGE DE MILLE MÈTRES
TRANSVERSE UNIVERSAL DE MERCATOR

GRID ZONE DESIGNATION
DESIGNATION DE LA ZONE
DU QUADRILLAGE

100,000 M. SQUARE IDENTIFICATION
IDENTIFICATION DU CARRÉ
DE 100,000 M.

14 U
3

EXAMPLE OF METHOD USED
TO GIVE REFERENCE TO MAPS OF 100 METRES
EXEMPLE DE LA MÉTHODE EMPLOYÉE
POUR FOURIR DES RÉFÉRENCES À 100 MÈTRES

REFERENCE POINT CHURCH - EGLISE (as above) (ci-dessus)
POINT DE RÉFÉRENCE
EASTING: Read number on grid line
immediately to left of point.
LONGITUDE EST: Note le chiffre de la ligne
du quadrillage immédiatement à gauche
du point.
Estimate tenths of a square from
this line eastward to point.
Estimer le nombre de dixièmes du carré
entre cette ligne et le point en direction est.

NORTHING: Read number on grid line
immediately below point.
LATITUDE NORD: Note le chiffre de la ligne
du quadrillage immédiatement en-dessous
du point.
Estimate tenths of a square from
this line northward to point.
Estimer le nombre de dixièmes du carré
entre cette ligne et le point en direction nord.
GRID REFERENCE 979584
RÉFÉRENCE AU QUADRILLAGE 979584
Nearest control grid reference 100,000 metres (square of 100,000 metres)
La plus proche référence contrôlée est à 100,000 mètres (carré de 100,000 mètres)

BROWN NUMBERED TICKS INDICATE
THE 1000 METRE U.T.M. GRID
ZONE 13
LES TRAITS NUMÉRÉS EN BRUN INDICQUENT
LE QUADRILLAGE DE 1000 MÈTRES U.T.M.

TABLIÉRI D'ASSEMBLAGE DU SYSTÈME NATIONAL
DE RÉFÉRENCE CARTOGRAPHIQUE

62 M/1 62 N/4 62 N/3
62 U/6 62 K/13 62 K/4
62 U/8 62 N/12 62 N/11

INDEX TO ADJOINING MAPS OF
THE NATIONAL TOPOGRAPHIC SYSTEM

LANGENBURG
62 K/13
EDITION 2

SUPERSEDED
EDITION