

1100 Miles in a Survey Seaplane

Definite Proof Secured of the Economy and High Efficiency of Aerial Operations for Government Services.

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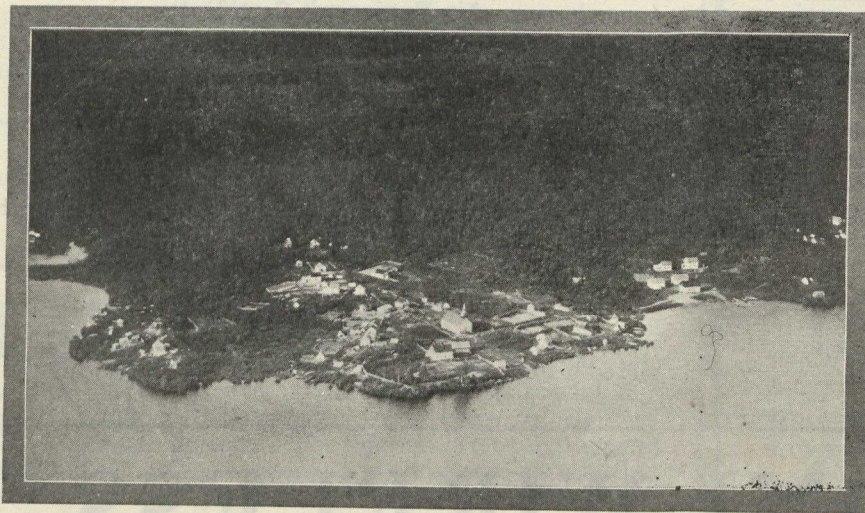
A VERY important part of the work of the Topographical Surveys Branch of the Department of the Interior is the mapping of the main waterways of the northwestern Canada and the establishment of monuments along these waterways in areas of promising mineral or economic value to which claims

of the Forestry officials it was possible to combine a large part of the trip with regular forestry patrols.

The flight consisting in the neighbourhood of 1,100 miles mostly over unmapped territory commenced at Victoria Beach on Lake Winnipeg and ended at the Pas. No mishaps or delays occurred and the trip was

cally the whole season and would have been expensive.

The first survey party to be visited was engaged in the surveying of the Manitoba-Ontario Boundary. No reports had been received from this party and as they were in unexplored and unmapped territory only an approximate idea could be formed as to their location. A very conservative estimate of the time which would be required in reaching this party by ordinary means of travel would be somewhat over two weeks and would have entailed considerable hard paddling and searching out routes and portages, the usual endless contest with mosquitoes, the difficult task of finding the party and a very restricted view of the country traversed. The trip was actually made in one hour and forty-five minutes and permitted of the sketching of the main topographical features and examination of the forest growth and by flying low, an unobstructed view of the completed boundary line was obtained and an estimate made of the difficulties encountered. The camp was located without any difficulty by the smoke from camp fires and a very easy landing was effected



AERIAL SURVEY IN CANADA'S NORTH LAND

Pelican Narrows Settlement, a trading post of the Hudson's Bay Company and Revillon Frères northwest of Pas, Manitoba.

may be tied. The surveys made for this purpose form the basis for all maps of the districts and a control for other surveys which may be required locally. The maps issued as a result of these surveys are used by all travellers and prospectors in the north and by captains of steamers navigating these waterways. For these reasons every effort is made consistent with economy to attain great accuracy and to show all the details of shore lines, islands, shoals, rapids, portages and anything which will tend to make travelling safer or will assist in developing the resources of the territory.

With a view to ascertaining definitely how sea-planes could be utilized in extending this work and in making the maps more complete, the Air Board arranged to take me on a flight to carry out experimental work and to inspect several of the survey parties in Manitoba and Northern Saskatchewan. With the co-operation



Wood Lake, Northern Saskatchewan, an old canoe route from Cumberland House to Mackenzie River.

made in ten days including six days spent at surveyors' camps. By ordinary methods of travel this inspection work would have taken practi-

ending with the plane tied to trees less than twenty feet from the tents.

After a few days spent on inspection work, an exploratory flight was