

were easy to carry out, but as the surveys extended the errors multiplied and they inevitably resulted, soon or later, in confusing complications, overlapping of claims and litigation between land owners. Besides, if a survey monument disappeared during the lapse of years the work of replacing it was difficult and costly. These defects were largely avoided in the western system by providing for a series of governing lines on which the fabric of subdivision could be built. This enabled checks to be made at convenient intervals and ensured a proper degree of accuracy. If mistakes must occur they could be localized and their effect largely eliminated.

The surveyors who are entrusted with the laying out of the governing lines have the most difficult work because of the long distances from outfitting centres and the lack of transportation facilities. They must make their own roads into districts which are far from the railways and carry in provisions for several months. Progress is impeded by streams, lakes, muskegs and forests. In some instances they may be fortunate enough to reach the starting points of their season's work by taking advantage of some of the great inland waterways with which Canada is so well provided. Two surveyors who are working this year in northern Manitoba travelled with their parties by boat from Selkirk across the whole length of Lake Winnipeg, the trip to Norway House occupying only two days. This provided an easy and inexpensive method of reaching a very large area of unsurveyed territory. But at Norway House the difficulties of transport only commenced. From that point the parties struck out into what is practically an unexplored country, one going north to survey the principal meridian towards the projected Hudson Bay Railway, and the other running a base line west towards Le Pas.

It is not always, however, that a

surveyor is able to commence his season's work within a few days after leaving the railroad. In one case last year a surveyor who was employed to run the fourth meridian to Lake Athabaska had to travel by trail and river a distance of 450 miles from Edmonton to reach his field of labor. When returning he came over the winter trail by way of Prince Albert, a distance of 400 miles, to reach the railroad. Two months in all were occupied in travelling to and from the work.

Each of the four western provinces is provided with its quota of surveyors working under instructions from the Surveyor General of Dominion Lands. In Manitoba, townships are being subdivided between Lakes Winnipeg and Manitoba, and preparations are being made by running base lines and meridians to extend subdivision northerly as far as the Churchill River and the Hudson Bay railway. In Saskatchewan the lands north of Prince Albert and Battleford are being laid out for settlement.

In Alberta the chief scene of activity is in the Peace River district. In that locality alone about 45 townships will be subdivided into quarter sections during the present summer. These, if placed together, would be equivalent to a block of land over forty miles long and forty miles wide and will provide over 6,400 homesteads of 160 acres each. In the "Peace River Block," a tract of land containing three and one-half millions of acres conveyed by the province of British Columbia to the Dominion, surveys are being made in the vicinity of Fort St. John and Hudson's Hope.

Another surveyor is subdividing lands in the vicinity of North Vermilion, on the Peace river, a distance of about 700 miles by road from Edmonton. The surveyor in charge at North Vermilion transported his party of men and horses by means of