

Mr. McLean suggested that a contour survey of the airport be made. This would have entailed considerable expense and it was decided that funds available should be used towards making direct improvements to the field.

It was necessary for Mr. J. H. McNeill to be in the Mayo District supervising work there, so supervision of work at the Dawson airport was taken care of by myself."

It may be possible to arrange for a survey of this field during 1936. If so, copies of the plan will be forwarded to you.

The photographs which accompanied your letter of the 17th January, showing the location of the field in its relation to the city of Dawson, will be very useful for record purposes.

Mayo airport -

The Mayo field was developed during 1934 but as it is not used so extensively as some of the other locations, Mr. Jeckell did not include it in the 1935 schedule of development. As a consequence no further work was done.

You were kind enough to enclose with your letter of the 17th January, five different views of Mayo and vicinity, including the landing field. These, like the other prints, are very much appreciated.

Whitehorse airport -

Appropriation - \$1,000.00.

Mr. Jeckell's report -

"A survey was made of the property, the expenditure incurred being \$430.80. A surveyor had to go from Dawson to Whitehorse to make the survey. Plans and Field Notes will be forwarded by Mr. H.C. Dickson, R.L.S., direct to the Surveyor General.

An expenditure of \$644.27 was incurred in making the improvements to the landing strip. The ridge existing near the center of the landing strip was removed and the dip towards the south end of the field was filled. Minor bumps and hollows were graded to uniform level for a length of 2,800 feet. The landing strip had been previously surfaced to a width of forty feet. This was widened to eighty feet. The surfacing material used was a fine decomposed granite. This was raked and rolled. A tractor, grader, drag, roller and trucks were used. The tractor and trucks were hired.

Funds available did not permit making the contour survey suggested by Mr. McLean.

Mr. L. Higgins, Territorial Agent, acted in a supervisory capacity, and prepared and forwarded time slips and accounts."

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