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Value of Precise Levelling

Aids in Opening up Country and Establishing Industries Means of Communication

ALITITUDE, STATIONS ON THIS C. P. R. LINE

The carrying of mean sea level datum to the interior of a country, that is the determination of the exact height above sea level by means of a precise levelling instrument, is a work of the utmost importance. In Canada the precise control of the Geodetic Survey is used as a basis for nearly all the other surveys that are carried on in the Dominion, and by this means a great saving to the people of Canada is effected. By the projection of these accurate lines of levels into new territory, important developments such as the construction of railways, dams, water-power plants, drainage and irrigation systems, and the opening up of mines, may be carried forward to completion without the same necessity of running complete individual surveys for each new work and at the same time without the posisbilities of errors which these indipendent surveys would involve. Thus if the state did not undertake this work development would be greatly retarted and the added expense when works were completed would necesasrily mean a heavier burden to all the people.

The necessity for exact surveys is everywhere recognized and it is the aim of the different organizations entrusted with Canadian surveys to attain as nearly as economically feasible to absolute accuracy. Mean sea level is determined by means of gauges maintained by the Tidal and Current Survey, Department of Marine and Fisheries, at such points as Vancouver and Prince Rupert on the Pacific coast, and Halifax, Yarmouth and Father Point on the Atlantic. Starting in from the sea coast the the levelling engineer, with his spirit level, proceeds inland by means of consecutive sighting stations, determining as he goes along just how far above sea level each new station is.

To retain for all future use the result of his levelling, at points sufficient in number for public service, he sets in solid rock or masonry, or in concrete piers erected for this purpose, a series of copper bolts or tablets to bear a chisel mark, the elevation of which he has determined, and which is included in published tables of elevation. The records thus established are technically known as benchmarks. Thus the precise levelling goes forward and the result is an ocean to ocean net of accurate data, placed at the convenient command of the public.

Since the inauguration of precise levelling by the Geodetic Survey some eighteen years ago good progress has been made and approximately 1700 miles of levelling has been run. In the permanent recording of this work some 5,500 benchmarks have been established, thereby bringing many isolated levelling projects to an accurate sea level datum and paving the way for the ininauguration of future projects.

The altitudes on the Toronto-Owen Sound line of the C. P. R. were given out recently and the following is the list of the altitudes at each station:—

Toronto Union 254; Parkdale 305; West Toronto 394;Weston 427; Emery 520; Woodbridge 554; Kleinburg 709; Bolton 835; Mono Road 973; Caledon 1356; Melville 1326; Orangeville 1395; Fraxa Jct. 1613; Laurel 1618; Crombies 1600; Shelburne 1625; Melancthon 1660; Corbetton 1661; Dundalk 1700; Proton Station 1584; Saugeen Jct. 1556; Flesherton 1557;Markdale 1357; Berkley 1330; Holland Centre 1212; Chatsworth 944; Rockford 913; Owen Sound 586 feet above sea level.

It will be seen that the highest point between Toronto and Owen Sound is at Dundalk. Really the highest point is one mile north of Dundalk where the altitude is 1706 feet above sea level.

The Oshawa Telegram published by the Alger Press, has reverted to three issues a week, instead of daily. The reason is said to be due to the high cost of publishing. The Ontario reformer, Oshawa, also publishes three days a week. A daily paper has a different time of it in a small city, just as a weekly generally has in a small village.

At Turkey Point, near Simcoe, a six-passenger car backed over a cliff and fell some 200 feet to the flats below. Of the three men in the car at the time, one leaped to safety before it began its dive, a second jumped out half way down and lodged in a bush, and the third remained in the car and sustained only a sprained ankle and face injuries.

Pioneer Minister Passes Away At Walkerton

Rev. J. W. Sanderson Was Former Preacher at Eugenia

The subject of the following scetch from the Walkerton Telescope died there recently. He was well known all over this district as a pioneer minister of the Episcopal Methodist church before its amalgamation with the Wesleyans:

Mr. Sanderson's career has followed the best traditions of the early circuit riders, of which he was one, in its ceaseless industry. Indeed he reminded one of his distinguished namesake who throughout a long lifetime made every moment count from waking dawn until slumbering eve. The guiding thought of his life would seem to be: "Go labour on; spend and be spent, thy joy to do the Father's will; It is the way the Master went, should not the servant tread it still." Though nominally out of the active work for a few years Mr. Sanderson supplied the pulpit at Greenock every Sunday for seven years, assisted at pastoral work in the town, has been ever at the call of local organizations for any activity that makes for good citizenship, and in his spare moments up to last year has been busy at his garden plot and few acres of ground in the East Ward where he has spent many happy hours on his miniature farm.

The starting point of Mr. Sanderson's life-work began away back in the pioneer bush of Sheffield Township in Addington County, not far from Napanee, where he received the early home training from pios parents, that laid the foundation for his life and character. At the age of 16 he went into the virgin bush in Frontenac County, made a clearing, built a log-cabin, planted some potatoes and prepared the way for the other members of the family who shortly afterwards followed. A small settlement grew and very soon a circuit riding preacher began to hold religious service at intervals in one of the shanties. Young Sanderson soon had a part in the work of exhorting and became a local preacher. Having once heard and answered the call to his life work he set about providing for his further education, which began a couple of years later at Oakwood High School.

Mr. Sanderson was received into the active ministry of the Methodist Episcopal church in 1868, his first field being in Minden, in what was then Victoria County, but now Haliburton. He was by no means cramped for territory. His circuit was 30 miles long and 15 miles wide. There were eight different preaching places, six of which he visited on Sundays and two on week days. His route covered nearly fifty miles. Part of the distance he rode on horseback, part by road cart, and sometimes by canoe. The roads were mostly but a trail through the bush. His trusty little mare was good at jumping the trunks of trees but occasionally a wide detour had to be made. At one clearing along the way the cart was kept and here the saddle was left for the return journey. One section of the route was over a log road and Mr. Sanderson improvised a jumper from two long poles which took the place of the cart over this primitive thoroughfare. The jumper, which was constructed of two cedar pieces about 12 feet long, was held together by three or four cross pieces like a ladder. It was something like a sleigh and made a very useful means of locomotion, especially in winter. In those early days in the backwoods the visit of the itinerant cleargyman was quite an occasion and in most homes he was made more than welcome. The settlers were hungry for religious instruction and encouraged the preacher, who was sharing with them the hardships of pioneer life, was able to leave a message suitable to their individual needs as he passed along.

Mr. Sanderson was next transferred to Osprey and during his long itineracy has held pastorates at Meaford, Hornings Mills, Garafraxa, Invermay, Eugenia Falls, Thornbury, Creemore, Blantyre, Teeswater, Wiarton, Walters Falls, Corbetton, Dobinton, Eden Grove, Teeterton, and Eramosa. His preaching has not been of the showy variety but a plain earnest exposition of the gospel which after all ministers are beginning to find out is the kind of food that the hungry multitude is for. Everywhere he has gone, his earnest devoted life and work has won the love and respect of his people. He has found joy in his work and delight in every opportunity to do good.

AN INSURANCE FAKIR.

There is at least one young man in Shelburne who will in future be a little more canny about listening to the pleadings of foreign agents for life and accident insurance. One day quite recently one of these gentry dropped into town and straightway undertook to do business. He talked fluently and persuasively induced one of the young business men to invest in what looked like a profitable accident insurance policy in a Toronto company. One of the stipulations attached was that the first premium was to be paid forthwith. Asked to show his collection credentials they were produced and appeared satisfactory and the premium, amounting to $17.00, was promptly paid and a receipt given therefor. The agent then took his departure. After waiting some days for the return of the policy the Shelburne young man communicated with the headquarters of the firm in Toronto, only to find that the company knew nothing whatever of the matter, and the name of the man who gave the receipt for the money was not in their employ. The gent who got away with the money posed as a jam traveller, but handled insurance, so he said, as a sideline. Needless to add, our local investor has good reasons to feel sore and vows that he will be a little more cautious in future.—Shelburne Free Press.

BITS OF FOOLISHNESS.

The wife has to suffer from the bob hair craze too—she doesn't find hairpins in hubby's car any more.

They say lovers spoon more in July than they do in February—yes, two days more this year, to be exact

Habit is a hard thing to overcome. Many a man who worked his way through college is now working his son's way through.

Few sights nowadays are more stunning and terrifying than that of a fat woman with a double chin, sitting in the front chair next to the barber shop window, having her blonde hair bobbed.

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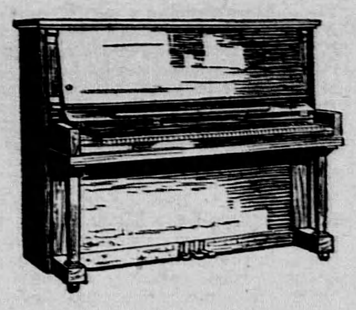

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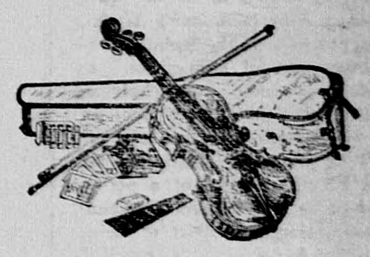

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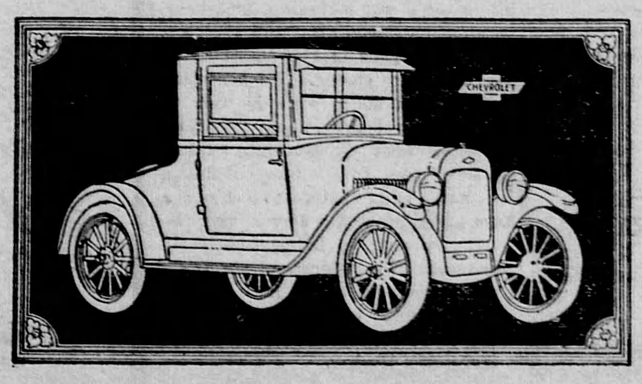

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