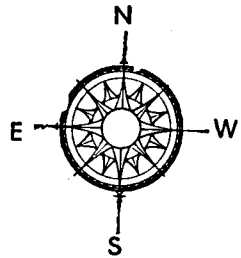


The Nova Scotian Surveyor

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of Nova Scotia Incorporated



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R. E. Millard, P. L. S., Managing Editor

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Minutes of Special General Meeting

OF THE ASSOCIATION OF PROVINCIAL LAND SURVEYORS OF NOVA SCOTIA

Held in the Assembly Hall of the Nova Scotia Technical College, Halifax, N. S.

Monday, April 30, 1956

Those present were:—

R. E. Millard, Liverpool, N. S.
R. E. Dickie, Liverpool, N. S.
James A. H. Church, Lawrencetown, N. S.
Freeman Tupper, Halifax, N. S.
Joseph F. Archibald, Dartmouth, N. S.
Andrew MacGillivray, Dartmouth, N. S.
Ralph Kendall, Sydney, N. S.
Eldon Adams, Glace Bay, N. S.
Walter Servant, Halifax, N. S.
Robert Hunt, Liverpool, N. S.
E. B. Ritchie, Liverpool, N. S.
D. E. Wagstaff, Brooklyn, Queens Co., N. S.
J. L. Reid, Dartmouth, N. S.
H. B. Robertson, Halifax, N. S.
R. S. Melanson, Mill Village, N. S.
Errol B. Hebb, Bridgewater, N. S.
Ernest Boehk, Halifax, N. S.
C. S. Creighton, Halifax, N. S.
J. R. Fiske, Armdale, N. S.
Spencer Ball, Dartmouth, N. S.
J. R. March, Halifax, N. S.
Herbert Martell, Sydney, N. S.
R. M. Schofield, Dartmouth, N. S.
Paul Wendt, Ellershouse, N. S.
D. J. Bird, Rockingham, N. S.
J. D. McKenzie, Enfield, N. S.
F. G. Nolan, Halifax, N. S.
E. O. Temple Piers, Halifax, N. S.
John S. Pope, Sydney, N. S.
Walter Snook, Rockingham, N. S.
Donald L. Eldridge, Truro, N. S.

The meeting was opened at 10.30 a.m. by President Millard.

The minutes of the Executive Meeting of March 16, 1956 were read by the Secretary. Copies of the minutes of the meeting of the Land Surveyors' Examination Committee held on April 5, 1956 were passed around to the members present.

Moved by C. S. Creighton that the minutes of both meetings be accepted. Seconded by Walter Servant. Motion carried.

The subject of Recommended Qualifications regarding Land Surveyors' Examinations was the first item taken up.

President Millard read a letter from Spencer Ball, Chairman of the Land Surveyors' Examination Committee addressed to the President.

The first phase "Preliminary Examinations", of the suggested Syllabus of the Examinations for Land Surveying Students was taken up first.

It was moved by Donald Bird that the period of Apprenticeship be left to the discretion of the Board of Examiners for Provincial Land Surveyors. Seconded by Layton Reid. Motion carried.

Moved by J. R. March that the first phase "Preliminary Examinations" as printed in the Syllabus be accepted by the meeting. Seconded by H. B. Robertson. Motion carried.

Phase 2, "Intermediate Examinations", of the Syllabus was read by the President. He asked for comments from the floor. A lively discussion regarding the subjects set forth followed. Moved by Eldon Adams that phase 2 of the Syllabus as prepared by the Committee be accepted.

Phase 3, "Final Examinations", was read by the President, who then asked for comments.

Donald Bird objected to a pass mark of only 55 percent.

Spencer Ball stated that the Committee was not set on a pass-mark of 55 percent. He said that the purpose of this meeting was for discussion of such details.

J. R. March said that Mr. Holloway had selected a pass-mark of 55 percent as being an average across Canada.

Eldon Adams moved that phase 3 of the Syllabus as set forth by the Committee be accepted. Seconded by John Pope. Motion carried.

Herbert Martell asked when the Examinations would be set. Spencer Ball said that it was the opinion of the Committee that the date of the Examinations should be left to the discretion of the Board of Examiners.

Eldon Adams moved that a vote of thanks be extended to the Committee in the preparation of the suggested Syllabus of Examinations for Land Surveying Students. Seconded by Walter Snook. Motion carried.

R. E. Dickie moved that the Committee on Land Surveyors Examinations be empowered to carry on the work regarding the Examinations to its final inclusion in the Land Surveyors Act. Seconded by Joseph Archibald. Motion carried.

Prof. Piers moved that the by-laws be amended regarding a quorum, and that twenty members of the Association constitute a quorum. Seconded by James McKenzie. Motion carried.

President Millard asked permission for introduction of some new business.

Item 1. The Land Titles Act.

Item 2. Registering of Plans in the Registry Offices

Item 3. Compulsory Registering of Plans

Item 4. Writing of Descriptions only by a Provincial Land Surveyor.

Prof. Piers moved that these four items be left to the study of the Executive of the Association, with powers to appoint special Committees to deal with these items and report their findings to the next General Annual meeting. Seconded by R. E. Dickie. Motion carried.

Eldon Adams moved that the meeting be adjourned until 1.30 p.m. Seconded by John Pope. Motion carried.

The meeting adjourned at 12.00 o'clock noon.

AFTERNOON MEETING

The afternoon meeting was opened by the President at 1.45 p.m.

The subject of Minimum Tariff for Surveyors was introduced by the President.

J. R. March gave a report on the answers received from copies of the list of suggested rates sent out to the Members of the Association and all resident Land Surveyors in Nova Scotia. Of some two hundred seventy copies sent out about fifty were heard from.

It was decided to discuss the suggested rates item by item.

The first item "Location or Boundary Survey". J. R. March read a schedule of rates adopted by the Quebec Land Surveyors Association.

A very interesting discussion on rates followed, many of the members taking part. It was the opinion of the majority of the members present that a set daily rate would cover every other item as set down in the list of minimum rates.

Eldon Adams moved that the Association adopt an eight hour day for Surveyors to include travelling time from and to office or camp. Seconded by Ralph Kendall. Motion carried.

Eldon Adams moved that Item 3 "Rates per day"
Surveyor per day — \$30.00
Surveyor and one assistant — \$40.00
Surveyor and two assistants — \$50.00
be adopted by the Association.

Prof. Ball expressed the opinion that \$30.00 per day for a Surveyor was too low.

J. R. March suggested that \$30.00 per day was too high for woodland or land of low value.

R. E. Dickie agreed with Mr. March, and expressed the opinion that survey work of this nature would fall off, if a change of \$30.00 per day were made.

Spencer Ball made an amendment to Eldon Adam's motion as follows: —

Surveyor per day — \$35.00
Surveyor and one assistant — \$47.00
Surveyor and two assistants — \$55.00
Seconded by Layton Reid. Motion carried.

Item 4 "Descriptions"

Donald Eldridge moved that five dollars be the minimum charge for a description. Seconded by Spencer Ball. Motion carried.

Item 5 "Accident Survey Plans"

J. A. H. Church moved that a minimum charge of \$35.00 for accident Survey Plans be adopted. Seconded by John Pope. Motion carried.

Item 6 "Attendance in Professional Capacity."

Prof. Piers moved that the charge for the time spent at Land Title Offices be \$5.00 per hour. Seconded by Spencer Ball. Motion carried.

Spencer Ball moved that the rate for Professional Services in Court be \$50.00 per day. Seconded by Major Church. Motion carried.

Item 7 "Surveyors' Certificate of Location"

Prof. Piers moved that the charge for a Surveyor's Certificate of Location be \$15.00. Seconded by Herbert Martell. Motion carried.

Major Church mentioned the fact that there was nothing in the list of the Suggested Rates regarding Reports for Court Cases. He suggested that some charge be made for such reports.

Prof. Piers moved plans be made on a \$5.00 per hour basis with a minimum charge of \$10.00 per plan. Seconded by Eldon Adams. Motion carried.

Eldon Adams suggested that a set rate be charged for Reports. Herbert Martell said that he thought a report should be charged for according to the time spent on it, on a \$5.00 per hour basis.

It was decided to delete the first two parts itemized in the suggested minimum Tariff Rates, in view of the fact that rates per day covered the items in these two parts.

Eldon Adams moved that further discussion on rates and fees cease. Seconded by John Pope. Motion carried.

John Pope asked what had been done towards making the Association a closed shop.

J. R. March said that nothing definite had been done in that line.

Prof. Ball moved that a Co-ordinate Committee be appointed to look into the revision of the Land Surveyors' Act with Eldon Adams on the Committee.

Herbert Martell amended that the Special Committee to be appointed by the Executive investigate recommendations for a revision of the Act to be presented at the next annual general meeting. John Pope seconded the joint motion. Motion carried.

John Pope moved that the meeting be adjourned. Seconded by Herbert Martell. Motion carried.

The meeting was adjourned at 4.15 p.m.

R. M. Schofield,
Secretary Treasurer

Boxed In By Boxcars!

"Having spent half a century behind the transit, or directing its use, I've solved every type of field problem," recalls the Deputy Supervisor of Douglas County, Nebraska. "But while locating alignment for the Lincoln Highway through the town of Valley, Nebraska, I hit a situation that almost had me stumped."

"My objective was to set a point at the intersection of the center line of Section 31 and the center line of a northwesterly street, immediately adjacent to the Union Pacific's main-line right of way. This depended on the true location of the quarter-section line, which was completely blocked by boxcars, gondolas, flats and whatnot packed solid on 10 yard tracks of the right of way. On top of that, stockyards straddled the quarter line.

"Looking north along the center of the highway, I noted an extra-high boxcar, about on line, on an inner track. I climbed to the top and found the answer to my problem. The terrain was flat as a

floor, so with a tall marker (two bamboo fishing poles, spliced) at the north corner, and a picket at the south, it was a cinch to see through the mile.

"Checking with the stationmaster to make sure there would be no switching, I borrowed a rope; hoisted my Gurley Transit to the top; and soon balanced it on line. Two trains passed and shook the instrument; but that was soon corrected. I double centered to be sure that the shift of my body had no effect.

"Reference points for checking center of the section—if found—and the intersection point of the right of way were set. The Gurley had done its job, for a few minutes with a spade revealed a three-inch pipe—the corner to which we had no ties."

Gurley for City and County Surveying

"That day we added a boxcar to our list of useful surveying tools—a list always headed by a Gurley Transit."

**NOTICE: to all members of the Association
DUES FOR 1956 ARE NOW DUE**

You are requested to send in materials for the Nova Scotian Surveyor to R. E. Millard, P. L. S, Editor, Liverpool, N. S.

Every item will be carefully read and considered.

Minutes of the Meeting of the Executive

OF THE ASSOCIATION OF PROVINCIAL LAND SURVEYORS OF NOVA SCOTIA

Held in the Assembly Hall of the N. S. Technical College, Halifax, Monday, April 30th, 1956

Those present were:—

Pres. R. E. Millard
R. E. Dickie
J. A. H. Church
Spencer Ball
Donald Eldridge
John Pope
Herbert Martell
Layton Reid
H. B. Robertson
Freeman Tupper
J. R. March
R. M. Schofield, Secretary

The meeting was opened at 5.15 p.m. by President Millard.

Layton Reid moved that the minutes of the last meeting of March 16th, 1956, as read by the Secretary be adopted. Seconded by J. R. March. Motion carried.

New business introduced for discussion consisted of the following four items:—

1. The appointment of a Committee to study the Land Titles Act of 1903-04 as outlined in the Nova Scotia Laws Chapter 47, and also to study the Torrens System of Land Registry with the view of recommending the adoption of one or the other of these systems in the Province of Nova Scotia.

2. The appointment of a Committee to consider the method of filing and registering of Plans in the Registry Offices of the Province of Nova Scotia with the view of Recommendation of a more efficient method of handling same.

3. The consideration of a recommendation to the Provincial Government to implement Legislation making the registering of Plans of all subdivisions of lands in the Province of Nova Scotia compulsory. The word subdivision to mean the severance of one or more lots from the original lot as of the date of division and the prohibiting of the registering of any Plan of lands of any nature not made under the direct control and

supervision of a Provincial Land Surveyor of Nova Scotia or a Dominion Land Surveyor.

4. The consideration of a recommendation that the writing of land descriptions in this province unless outlined by a Provincial Land Surveyor be PROHIBITED.

ITEM 1 — Land Titles Act

President Millard suggested that copies of the Land Titles Act and Torrens System be procured.

It was suggested that the Secretary write to the Queen's Printer asking for copies of the Land Titles Act, and to the Surveyor General at Ottawa for copies of the Torrens System.

ITEM 2 — The Registration of Plans at the Registry Offices

It was suggested that the Secretary write to the Inspector of Registry Offices for information regarding the Registering of Plans.

ITEM 3 — Compulsory Registering of Plans and Supervision by a Provincial Land Surveyor of Nova Scotia.

It was suggested that the Secretary write to the Queen's Printer for information regarding the filing of plans in the Registry Offices.

ITEM 4 — Writing of Descriptions only by a Provincial Land Surveyor was discussed during the remainder of the meeting.

It was decided to hold the next Executive Meeting on Monday, July 16th, at 2.30 p.m. in the Board Room on the seventh floor of the Provincial Building, Halifax, N. S.

It was decided to hold a meeting of the Land Surveyors Examination Committee on Thursday, May 10th, 1956, at 7.30 p.m. in the Board Room on the seventh floor of the Provincial Building, Halifax, N. S.

Donald Eldridge moved that the meeting be adjourned. Seconded by Freeman Tupper. Motion carried.

The meeting adjourned at 6.00 p.m.

How Would You Solve This One?

A survey party preparing a highway location study at West Stockbridge and Stockbridge, Mass., faced the problem of getting initial lines between stakes separated by heavy timber. With no time for trial and error, J. R. Kelly, Chief of Party, suspended meteorological balloons—sometimes as high as 250 feet—over the far stakes. Pointing a

Gurley Transit toward the balloons gave initial direction . . . close enough to cut through and obtain a line with minimum labor. Whenever a sight is impossible and cutting difficult, Kelly recommends a captive pilot balloon about 6 feet in diameter, filled with gas and guyed over the station point.

MAP USE IN CITY PLANNING

Taken from Surveying and Mapping April-June 1955
A Quarterly Journal Published by the American Congress on Surveying and Mapping
By Leo J. Zuber, President, Georgia Section, American Institute of Planners

Currently and historically the city represents man's most intensive use of any part of the earth's surface. In no other work or occupation does man concentrate so much of his activity, his energy, his wealth as he does when he builds and maintains a city. The future will not likely witness any essential deviation from this. Now, as in the past and as expected for the future, the value of the physical plant represented in the tangible substance of the urban structure almost defies estimation; but, particularly in the case of larger cities, anyone would really admit its astronomical proportion.

Today our cities tend to extend themselves horizontally; when a corporate limit is reached, the urban character of development frequently continues unabated. The urban fringe consumes land; the most impressive observable characteristic continues to be the intensity with which man utilizes the land with his many works, with steel and stone, clay and concrete, brick and glass.

But cities do more than grow horizontally. They also grow old and tired within; this part, then that part, wears out. But, unlike an old shoe, weary with miles, it cannot be cast off. So we call those parts slums; we drive through them looking the other way, if there is another way, and brush the matter off with some observation on the "kind of people that live in those places."

City planning generally and city planners specially have a hard time keeping up with, let alone ahead of, urban growth. Like any other professional worker, a planner has his problems. Not the least of these is the lack of maps adequate and suitable for his work. No one need tell an ACSM group about the character and condition of the available mapping in sections of our country today. In city planning, there is no adequate substitute for a good map, an accurate map, a reliable map, and, above all, an available map; yet many planners still have to resort to every device known to man in supplying their needs for maps.

Urban growth today ignores city, county, even State lines. City and county maps, at scales useful for planning purposes, have an uncanny way of stopping at this respective corporate boundaries; the apparent "city" doesn't stop there, just the maps. This is only the beginning of the first problem; others will soon join it. Soon the planners' anthem begins with the old, familiar refrain, "What we need is a good map of this area."

That is always the objective . . . a good map of the area. In planning terminology, that means more than a single map. It means several maps, planimetric and topographic, at various scales, as nearly

current as possible, and always with reasonably reliable accurate information.

If that is the objective, how do we achieve it? The solution to the problem is no different today than it was yesterday, and no different than it will be tomorrow. Public apathy is scarcely to be blamed; professional apathy is my initial concern. Every locality, large or small, has a variety of map users. Most have grown old and evidently fairly proficient in using some old document that they will swear by, while others attempting to use it would do so with other sentiments. Map users in every locality should be the first to recognize and the loudest to announce the need for good maps. Vigilance and perseverance, persistence and a united front are the price of maps.

Our cities are going to continue to grow horizontally. With that growth, and even preceding it, goes the extension of utilities, expressways, and major highways, as well as local streets; school sites must be located; subdivisions and shopping centers must be designed and developed. Planning-wise, everyone of these activities should be done over and over again on accurate map bases so that the best technical solution which it is possible to reach at a given time actually has a chance of being attained.

In the older urban cores, blight and slum sooner or later will be cut out and the physical plant in that part of the city will be renewed. In renewal, those areas will likely have a tax productivity in excess of anything they have ever before experienced.

Urban expansion, urban renewal, and urban development generally are the planner's fields of operation. For him the map is a basic fundamental tool. The cost of developing a map may loom large in the minds of some; but professional map users know, and they therefore should make known the real cost of not having adequate map bases for a community.

Vigilance and perseverance, persistence and a united front, are the price of maps. Recurring budget provisions at local and State levels for map development and maintenance should be the rule, not the exception. Similarly, a recognition at local and State levels of an effective map agency should be the rule; one department or office charged with this responsibility and endowed with some principal, as well as with some interest and some enthusiasm, could cover itself with glory by keeping a locality's maps current. By working quietly and consistently, the service need not be any great thorn in the side of the taxpayer.

Every aspect of urban planning involves maps. There is no escaping for their need. Providing and maintaining them need not be a mountain range athwart the path of urban progress.

Photogrammetry In Highway Location

By George Hess
Canadian Aero Service Ltd., Toronto

The tremendous upsurge in highway construction since World War II has led most highway departments in the United States and some of the departments in Canada to use the photogrammetry in road location. They like the speed of an aerial survey and they have a dollar-and-cents reason for liking it. An aerial survey is accomplished in a fraction of the time required for a conventional ground survey, and the time saved naturally is reflected in lower cost.

Another advantage is the wider range of area that may be studied for alternate route consideration. A highway-design problem can better be approached from the broad perspective aerial view rather than through the limited field of a transit telescope. We do not wish to imply that aerial surveying will dispense with ground surveying. Far from it. However, it will obviate the need for running alternate routes on the ground and the labor involved in cross-sectioning for preliminary earth-quantity estimates.

The problem of locating a highway is complex, but the intensity of land use generally governs the selection of terminal points, whether it be a new road or relocation of an old one. The next problem is where to take a highway between terminal points, fitting the road to topography and land use for the benefit of traffic.

Four Stages

It is in fitting the highway to its surroundings that aerial mapping can help the location engineer. Once the terminal points are designated, location and design follow in four successive stages:

- 1 — Reconnaissance of an area for feasible alternate routes.
2. — Comparison of alternates to select the best route.
3. — Preliminary location to determine place of route.
4. — Actual staking of alignment and grade lines, and drawing contract plans.

The latter stage would be largely guided by information gathered through use of aerial mapping in the first three stages.

The air-survey industry offers several services as aids in highway location — vertical photography, topography maps, planimetric maps and oblique photography and mosaics.

In area of low relief and concentrated land use, either a planimetric map or mosaic is a valuable tool. The mosaic usually embraces a larger area than the topographic map sheet, because it is at a smaller scale. It still shows enough information to eliminate certain areas from consideration.

The factors governing the selection of route such as alignment, topography, right-of-way problems, number of bridges, and the relation of the route to other main and secondary roads can all be studied on the mosaic sheets. By a process of elimination, usually two alternate routes can be selected for preliminary location. Very often alignment over some of the route will be common to both lines.

Correcting For Tilt

The aerial photographs are the base for both the photo mosaic and the aerial topographic map. Before assembling the mosaic, the photos must be "corrected" for minor tilt. This occurs because the airplane cannot be maintained in absolutely level flight. Adjustments are also made for the scale difference in photos. These occur because the mapping plane photographs peaks and valleys from the same fixed altitude, so that the peaks appear at a larger scale than actually exists.

Compilation of a mosaic or photo-map is not simply a routine of glueing or tacking the aerial photos to a base as you would assemble the pieces of a jigsaw puzzle. First, grids are plotted on the base or plot board, over which the mosaic is assembled. Next, the co-ordinate positions of the control points are indicated on the board. These control points are marked on the aerial photos and then the photos are placed in position on the board.

The photographs, however, do not match and fit together perfectly, because of the tilt and difference of scale unavoidable in aerial photography. So a comparison is made of the true distance on the plot board and the distances seen on the aerial photo in order to establish how much the photo must be tilted, enlarged or reduced to fit in true horizontal position in the finished mosaic. After corrected prints have been made, they are marked with the control points and assembled on the plot board. Each photograph is placed carefully in its correct position. This composite is then copied as a photo-map.

Additional Data

After selection of alternate routes from mosaics or vertical photos has been made, more data must be developed for detailed study. The fastest, cheapest method is an aerial topographic survey. The combination of 5-ft. contour interval, and one inch equals 200 ft. horizontal scale, is a good selection for most highway project maps in that it enables an area about one-half mile on each side of the center line to be covered by a single photographic strip. Greater widths would require double flying and twice the number of exposures, whereas a narrow strip would not take full advantage of the information available, which could be obtained at a slight additional cost.

In other words, if the area on each side of the center line covered only one-quarter mile, all of the fundamental work would be necessary and only a relatively small saving in drafting would be made, which represents a small percentage of the total cost of the project. Control charges, flying charges, rectification work, contour and every other step would be just the same whether the half-mile strip or the one-mile strip were ordered.

Recently some highway departments have had 2-ft. and even 1-ft. maps compiled at large scale. These maps have been of urban and congested areas or bridge sites, and we understand that pay quantities have been taken from cross-sections developed from map profiles.

Compilation of the topographic map from an aerial photographic base is a more complex and precise process than mosaic assembly. After the tilt in the original photographs has been corrected, they are viewed in stereo-plotting devices of great precision. The stereo-plotting instrument gives a third-dimensional view of aerial photographs, and the operator drafts the successive elevations until each pair of photos has been contoured. The individual contoured sheets are then assembled and the finished map tracing is made.

In aerial photographic mapping a minimum amount of ground control is needed. Field parties obtain nine vertical control points for each pair of photos, and the horizontal control is made up of several points established along each flight strip. By using the new Wild theodolite, vertical and horizontal control is run simultaneously.

Very often oblique shots are taken at designated places along a route, usually at pass-overs or interchanges. Planned structures can be dubbed in on the photographs, giving a good facsimile of the completed project and surrounding countryside.

Here are some examples of the work accomplished in Canada by our organization:

1. — Strip, 33 miles long, for location of Highway 401 in Ontario. This strip is 2,000 ft. wide; the final scale, 100 ft. equals 1 inch; contour interval, 5 ft. Only contours, drainage and major roads have been plotted. On each intersection, we plotted 2 ft. contours. Each area with 2-ft. contours was a square

2,500 by 2,500 ft., total eight intersections. The ground control was partially established by the Department of Highways and partially by ourselves.

2. — Relocation of Highway No. 2 between Iroquois and Morrisburg. This mapping was done in connection with the St. Lawrence Seaway project; scale 100 ft. equals one inch; contour interval, 2 ft.; 2,000-ft. wide strip. This was a normal topographic map with all details shown on the final sheet. In the center-line of the proposed highway, every small detail which could obstruct the construction of the highway was shown.

3. — Planimetric map, at 400 ft. equals one inch, of the Queen Elizabeth Highway from Hamilton to Fort Erie. Two-mile strips have been mapped. In some portions all details, and especially property divisions, have been shown; in other portions, only the road pattern.

Summary

In summary, the advantages of an aerial survey are;

1. — The ability to gather topographic information without divulging proposed locations, and with minimum disturbance to local communities.

2. — The savings in time required to develop information by field survey as opposed to photogrammetry.

3. — Manpower savings in these days of engineering personnel shortages.

4. — Cost. It has been estimated by the Pennsylvania State Highway Department that aerial surveys cost from 1-4 to 1-5 that of conventional ground surveys.

5. — Additional breadth of coverage obtained from aerial surveys is of great value to the designer even after the maps serve the primary purpose of location.

6. — We have found that the public in general understand aerial photos and mosaics and can obtain more information from them than from the usual highway engineering map. — Paper presented at the recent annual convention of the Canadian Good Roads Association.

(Taken from Roads and Engineering Construction, December, 1955)

N. S. LAND SURVEYORS

LIST OF NEW MEMBERS SINCE THE FEBRUARY ISSUE OF THE NOVA SCOTIAN SURVEYOR

- | | |
|--|--|
| 192 Campbell, Charles A., Fatima Drive, Sydney River, N. S. | 199 Wendt, Paul, R. R. No. 1, Ellershouse, N. S. |
| 193 Hunt, Robert L., P. O. Box 784, Liverpool, N. S. | 200 Arscott, David D., 168 Princess St., Saint John, N. B. |
| 194 Garraway, Francis A., 801 Montreal St., Fort William, Ontario. | 201 Rafuse, MacAllister D., New Ross, Lunenburg Co., N. S. |
| 195 Yates, Frank D., Baddeck, N. S. | 202 MacDonald, Millan J., 603 Maritime Bldg., New Glasgow, N. S. |
| 196 Cameron, C. Irwin, Milton, Queens Co., N. S. | 203 Comeau, Ernest J., Spenceville, Ontario. |
| 197 Meldrum, Hazen B., 22 Pine St., Cornwall, Ont. | 204 Chiasson, Ephrem, C. H. S., 8 Temp. Bldg., Ottawa, Ontario. |
| 198 Stewart, Valmore, R. R. No. 2, Red Bank, N. B. | |

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