

MAGISTRATE COURT OF BARROW COUNTY

652 BARROW PARK DR. SUITE F

Case No. 2019-MV-1104

WINDER, GA 30680
(Court Address)

Date Filed 05-02-19

PLAINTIFF: William Menke Thompson
915 Bonnie Blue Drive
Oxford, MS 38655
(Name and Address)

DEFENDANT: Zen Garcia
520 Embassy Walk
Winder, GA 30680
(Name and Address)

Vs.

Telephone # 425-372-8122

STATEMENT OF CLAIM

Suit on a Note Suit on Account

Other (Explain) Contract / Contest

Plaintiff says the defendant is indebted to the plaintiff as follows:

Mr. Zen Garcia ran an online contest that I won to produce two proofs that the earth is a rotating spheroid. I met all the criteria to win the contest and he did not pay

That said claim is in the amount of \$ 15,000.00 plus \$ 96.00 costs to date; and all future costs of this suit.

State of Georgia, BARROW County:

William M. Thompson being duly sworn on oath, says the foregoing is a just and true statement of the plaintiff and claim made by plaintiff against defendant, exclusive of all set-offs and just grounds of defense.

Sworn and subscribed before me

This 1st day of May, 20 19

X William M. Thompson
(Agent for) Plaintiff

[Signature]
Notary Public or Attesting Official

(If agent, title/capacity)

2019 MAY 1 PM 4:31
BARROW COUNTY
MAGISTRATE COURT

NOTICE AND SUMMONS

TO: Zen Garcia

You are hereby notified that William M. Thompson has made and filed a claim and is asking for judgment against you in the sum of \$ 15,000.00 dollars (\$ _____), as shown by the foregoing statement. YOU ARE REQUIRED TO FILE OR PRESENT AN ANSWER TO THIS CLAIM WITHIN 30 DAYS AFTER SERVICE OF THIS CLAIM UPON YOU. IF YOU DO NOT ANSWER, JUDGMENT BY DEFAULT WILL BE ENTERED AGAINST YOU. YOUR ANSWER MAY BE FILED IN WRITING OR MAY BE GIVEN ORALLY TO THE CHIEF OR PRESIDING MAGISTRATE DURING REGULAR COURT HOURS. (Monday-Friday 8AM-4PM)

The court will hold a hearing upon this claim at a time to be set after your answer is filed. If you have witnesses, books, receipts, or other writings bearing on this claim, you should bring them with you at the time of the hearing. If you wish to have witnesses summoned, see the court at once for assistance.

If you have any claim against the plaintiff, you should notify the court at once. If you admit the claim, but desire additional time to pay, you must come to the hearing in person and state the circumstances to the court. You may come with or without an attorney.

[Signature]
Magistrate/Clerk/Deputy Clerk BARROW County

Georgia, _____ County

Above NOTICE and STATEMENT OF CLAIM served on defendant(s) _____ named above at _____ M., _____ day of _____, 20 _____, at (or in) _____ County, Georgia

Deputy, Sheriff or Constable

DISTRICT 2

STATE OF GEORGIA

BARROW COUNTY MAGISTRATE COURT

Civil Action No. 2019-MV-1104

Date Filed 05/02/2019

Attorney's or Plaintiff's Address:

WILLIAM MENKE THOMPSON

915 BONNIE BLUE DR

OXFORD, MS 38655

Plaintiff(s)

Plaintiff(s)

Vs.

Name and Address of Party to be Served:

ZEN GARCIA

ZEN GARCIA

520 EMBASSY WALK

520 EMBASSY WALK

WINDER, GA 30680

Defendant(s)

Defendant(s)

2019 MAY 2 9 20 AM

Garnishee(s)

SHERIFF'S ENTRY OF SERVICE

I HAVE THIS DAY SERVED THE WITHIN ACTION AND SUMONS AS FOLLOWS:

PERSONAL

The following named defendant with a copy.

NOTORIOUS

By leaving a copy of the action and summons at the most notorious place of abode in the county:

Delivered the same to TANAWA TILL GARCIA 1/19/1979 described as follows: approximate age 40 years; approximate weight 200 pounds; approximate height 5 feet and 04 inches, living at residence of the defendant.

CORPORATION

By leaving a copy with _____, in charge of the place of business of the corporation in _____ County.

TACK & MAIL

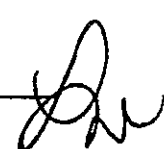
By posting a copy to the door of the premises designated in the affidavit and, on the same day, by depositing a true copy with first class postage in an envelope, address shown in the summons with adequate notice to answer the summons at the place stated in the summons.

NON EST

Did not serve because after a diligent search the defendant could not be found in the jurisdiction of the court.

This 6 day of May, 2019.

SHERIFF DOCKET _____ PAGE _____

P. G. ... 5-173
DEPUTY / CONSTABLE 

William Menke Thompson

BARROW MAGISTRATE COURT
STATE OF GEORGIA

Plaintiff(s)

vs. Civil Action No. 2019.MV.1104

Zen Garcia

Defendant(s)

JUDGMENT CONSENT JUDGMENT DEFAULT JUDGMENT DISMISSAL

The above case having come on regularly to be heard, the Court makes the following findings: (check only if applicable)

- Defensive pleadings filed by Defendant(s) Voluntary dismissal without prejudice-Statement of Claim (can be re-filed)
- Counterclaim filed by Defendant(s) Voluntary dismissal - Counterclaim
- Plaintiff(s) appeared Plaintiff(s) failed to appear Stipulated settlement and dismissal
- Defendant(s) appeared Defendant(s) failed to appear Contested hearing held

IT IS ORDERED AND ADJUDGED that:

<input checked="" type="checkbox"/> Plaintiff(s)' statement of claim <input type="checkbox"/> Dismissed for want of prosecution, without prejudice (can be refiled) <input checked="" type="checkbox"/> Judgment is entered in favor of <input type="checkbox"/> Plaintiff(s) <input checked="" type="checkbox"/> Defendant(s)	<input type="checkbox"/> Defendant(s)' counterclaim <input type="checkbox"/> Dismissed for want of prosecution, without prejudice (can be refiled) <input type="checkbox"/> Judgment is entered in favor of <input type="checkbox"/> Plaintiff(s) <input type="checkbox"/> Defendant(s)
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Judgment (not judgment when a claim and counterclaim have been considered) is entered in favor of Plaintiff(s) Defendant(s) against Plaintiff(s) Defendant(s).

\$ _____ principal \$ _____ attorney's fees future interest at the legal rate

\$ _____ interest \$ _____ court costs

Other premises: _____

Said judgment shall, by the consent of both parties, order of the Court, be paid to Plaintiff Defendant, as follows:

- periodic payments in the sum of \$ _____, commencing _____ payable monthly, on the _____ of each month.
- in full on or before _____
- as attached/ follows: _____

at the following address: _____

No Fi.Fa. shall issue and no garnishment or other action may be taken on this judgment so long as payments are timely paid. Should the judgment debtor(s) fail to make a payment or should payment be made more than 5 days beyond the due date, the Clerk of Magistrate Court is authorized to issue a Writ of Fi.Fa. in the amount then outstanding upon written affidavit/notice from the judgment creditor that payments have not been made as agreed and upon payment of the applicable Fi.Fa. fee by the judgment creditor.

Duties of judgment creditor: Upon payment of the entire debt upon which a judgment or FiFa has been issued, the judgment creditor shall timely (within 80 days) direct the clerk(s) of the appropriate court(s) in writing to: (1) cancel the writ of FiFa, if a writ was issued; (2) mark the judgment satisfied. Failure to timely comply may subject the judgment creditor to monetary damages, O.C.G.A. § 9-13-80.

SO ORDERED, this 11th day of June, 2019. J. Dave
Magistrate

Consented to by: _____ Plaintiff

_____ Defendant

MAGISTRATE COURT OF BARROW COUNTY, GEORGIA

Case No: 2019-MV-1104

William Menke Thompson
915 Bonnie Blue Dr.
Oxford Ms 38655
Plaintiff(s) Name, Address

vs

ANSWER/COUNTERCLAIM OF DEFENDANT(S)

ZEN GARCIA
520 EMBASSY WALK
WINDER GA 30680
Defendant(s) Name, Address

ANSWER / COUNTERCLAIM OF DEFENDANT(S)

- 1. I admit the claims of the Plaintiff.
- 2. I request a payment schedule.
- 3. I deny the claim of Plaintiff(s) as follows: (Attach additional sheets as needed.)

- 4. I counterclaim against the Plaintiff(s) as follows: (You must include a brief statement giving reasonable notice of the basis for each claim contained in the counterclaim. Attach additional sheets as needed.)

Zen Garcia being first duly sworn on oath says the facts set forth in the foregoing Answer (and/or Counterclaim) are true and correct.

ZEN GARCIA
520 EMBASSY WALK
WINDER GA 30680
678-770-1225
Defendant name, address, phone number (day-time)

Sworn to and subscribed before me this 15th day of May, 20 19.

[Signature]
Deputy Clerk or Notary Public

2019 MAY 15 PM 3:04
BARROW COUNTY
MAGISTRATE COURT

In 2015, several of my colleagues and myself became aware of the fact that people everywhere in the world, were verifiably able to see structures like monuments, islands, lighthouses, statues, and cityscapes, well beyond the accepted formula for determining mathematically, the curvature of the earth.

This formula figured out by skilled mathematician and author Samuel Rowbotham, is cited below:

Samuel Rowbotham's Formula

8(miles squared)

or

8in.(distance in miles²)

Which means to take the square root of the distance traveled in miles and then multiply that figure by eight inches.

So for example, if you traveled one mile, the formula would look something like this;

$8(1 \times 1) = 8$ Inches of total curvature

And for the first ten miles traveled of curvature in inches...

- $8(1 \times 1) = 8$ Inches of total curvature
- $8(2 \times 2) = 32$ Inches of total curvature
- $8(3 \times 3) = 72$ Inches of total curvature
- $8(4 \times 4) = 128$ Inches of total curvature
- $8(5 \times 5) = 200$ Inches of total curvature
- $8(6 \times 6) = 288$ Inches of total curvature
- $8(7 \times 7) = 392$ Inches of total curvature
- $8(8 \times 8) = 512$ Inches of total curvature
- $8(9 \times 9) = 648$ Inches of total curvature
- $8(10 \times 10) = 800$ Inches of total curvature

etc...

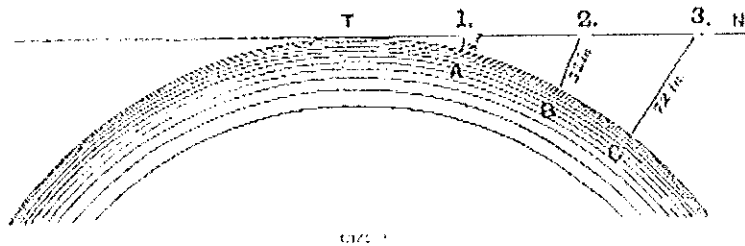
2019 MAY 15 PM 3:04
HARRISON COUNTY
CLERK OF THE COURT

And then to figure out how many feet of curvature that is, simply divide the total curvature in inches by twelve, since there are twelve inches per feet, or twelve inches in one foot.

The table below shows how much measurable curvature should exist in scale in miles according to the distances listed prior.

- $8(1 \times 1)/12 = 0.666$ Feet of total curvature
- $8(2 \times 2)/12 = 2.666$ Feet of total curvature
- $8(3 \times 3)/12 = 6$ Feet of total curvature
- $8(4 \times 4)/12 = 10.666$ Feet of total curvature
- $8(5 \times 5)/12 = 16.666$ Feet of total curvature
- $8(6 \times 6)/12 = 24$ Feet of total curvature
- $8(7 \times 7)/12 = 32.666$ Feet of total curvature
- $8(8 \times 8)/12 = 42.666$ Feet of total curvature
- $8(9 \times 9)/12 = 54$ Feet of total curvature
- $8(10 \times 10)/12 = 66.666$ Feet of total curvature

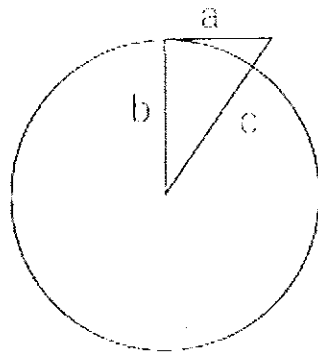
Rowbotham states that if the earth is 25,000 miles in circumference then the curvature would be 8 inches per mile.



To use his calculation you just square the mileage and multiply by 8. So if you use 3 miles it is 3 squared (9) and multiply by 8 (72), which is 6 feet. Therefore the Earth drops 6 feet in 3 miles. His calculation can be affirmed by the **Pythagorean Theorem**.

Pythagorean Theorem

The Pythagorean Theorem dictates that the sum of the square of adjacent and opposite sides equals the square of the hypotenuse in a right triangle. $a^2 + b^2 = c^2$.



a = distance
 b = radius
 c = drop + radius

In trying to calculate the distance that the Earth drops down per mile, the equation would be $\text{radius}^2 + \text{distance}^2 = (\text{radius} + \text{drop})^2$. Attempting to measure the rate of drop or curvature, we can change the equation to $\sqrt{r^2 + d^2} - r = \text{drop}$.

If the radius is 3,963 miles and the distance is 1 mile we can solve the equation. $\sqrt{3963^2 + 1^2} - 3963 = \text{drop}$.

Putting that into a calculator you get $\text{drop} = .000126$ mi. There are 5280 feet in a mile and 12 inches in a foot. So $.000126 * 5280 * 12 =$ the rate of curvature should correspond to 7.98336 inches as calculated by Rowbotham.

<https://flatvsround.blogspot.com/2015/10/how-to-calculate-earths-curvature.html>

Contest:

Having published three books on my discoveries in connection to this topic and issue, and recognizing something was awry according to what we are traditional taught in academia, I decided to hold a \$5000 contest, a challenge to anyone that could confirm in two scientifically repeatable and verifiable experiments, the supposed curvature of the earth in the rate and manner cited by the accepted formula for determining such declination.

I ran the contest from August of 2016 until November 2017, the date of the First annual Biblical Cosmology Convention held in Raleigh, North Carolina. William Thompson applied to the contest, but was never able to produce not even one real world verifiable scientific experiment which would or could confirm the rate of curvature as decided upon by mathematicians and scientists themselves should the earth be 24,901 miles in spherical circumference.

Rather than create some kind of experiment to test and affirm the earth's rate of curvature, he instead submitted a couple of videos of some computer program he designed to calculate curvature. As these programs and their calculations are in no manner relatable to real world scenarios or calculations as I will list in numerous example below.

It was made clear in the rules, that the designed experiments must meet and fit with the required stipulations listed on the webpage for measuring the rate of curvature as cited by the formula for determining such declination. The so-called evidence which he proposed, cannot be applied to or verified in real world situation, in the manner as the evidence which I propose can be.

Thus, the so-called experiments which he submitted were in no way applicable or considered evidentiary, as they did not in any way conform to the rules cited for necessary payout.

Real-World Evidence

Example 1:

Using these calculations, we apply them to real world scenarios like New York's Statue of Liberty. Standing 326 feet above sea level, she can be, on a clear day, seen from as far as 60 miles away. Applying the formula for determining the rate of measurable curvature on a globe or spherical Earth, such appearance should be impossible given that there should be 2,072 feet of curvature between Lady Liberty and the viewers at that distance.

Example 2:

Photographer Joshua Nowicki, a few years ago caused an enormous controversy, standing on the shores of Lake Michigan, he was able to snap a picture of the Chicago skyline from 50+ miles away. His panorama the city became a spectacle, given that it should be impossible at that distance to see visually even the antenna which sits upon the 108-story Willis, what was formerly known as the Sears Tower. Rising to 1,451 feet in height, this building should have been hidden completely by the 1666.67 feet of curvature which should be obstructive between photographer and skyline. Even just seeing the antenna on top of the tallest buildings should have been structurally impossible and yet Joshua was able to capture and visibly portray the entire length of some of Chicago's panoramic cityscape,



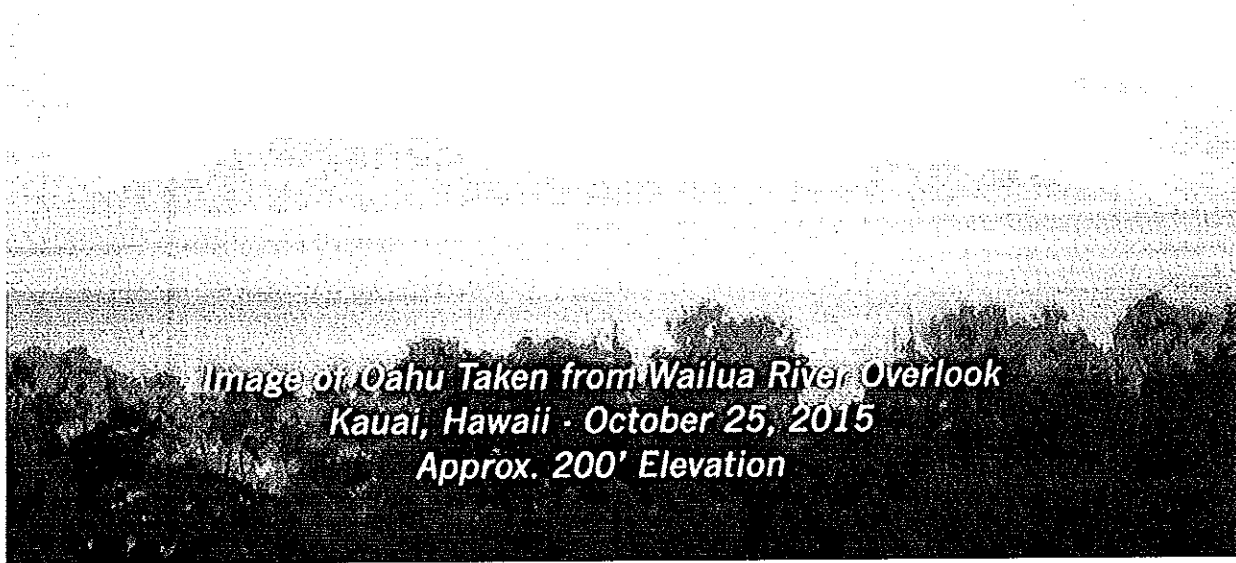
That night a Chicago weatherman on the evening news, attempted to explain away as a mirage due to refraction, clearly what is seen in the image. His boast was the next summer proven false, by two of my colleagues, Rob Skiba and Rick Hummer. These gentlemen went to Chicago and made a video documentary, confirming that one can not only see the picturesque Chicago cityscape from the side of Lake Michigan where Joshua took his picture. They then rode across Lake Michigan in a boat, while filming during that entire duration, the city growing in scope and size as one came nearer to it. This documentary affirmed without a doubt that one could in fact, see the Chicago skyline from such distance and that it was not as the weatherman claimed a mirage.

https://www.youtube.com/watch?v=o37t6iBS_q4

He also interviewed several natives from that area, who all shared conclusively that seeing the Chicago skyline from such distance was a normal and daily possibility and that the only things which could skew in some slight manner such viewing, would be inclement weather, but that more or less it was daily possible to see the entire cityscape even when in windy conditions and choppy waves from the opposite shores of Lake Michigan.

Example 3:

Residents of the island of Oahu in Hawaii, attest to being able to regularly view from their homeland, the island of Kauai in excess of 90 miles distant from them.



<http://www.theprinciplemovie.com/wp-content/uploads/2016/02/RiverOutlook.png>

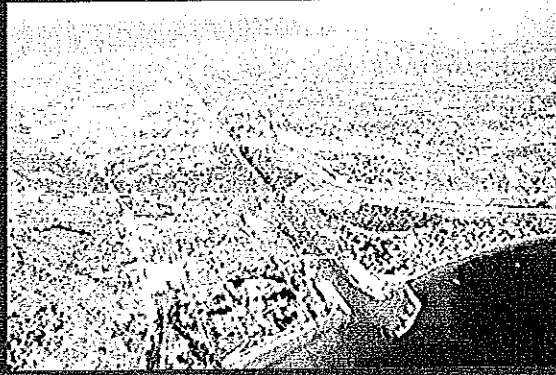
Even at 200 feet of elevation, there should be 5400 feet or nearly a mile of curvature dividing those islands from one another, making visibility of them from one another, any time under any conditions impossibility. Yet, Hawaiian natives will avow under oath as to their ability to see the other islands as such distance and range, regular occurrence.

The Bible says out of the mouths of two or three witnesses shall the truth be established. It is this passage and premise which had come to be accepted judicially as lawful jurisprudence. And while I literally could provide hundreds of confirmations as to the validity of my claim, I will include one other verifiable though mostly unknown fact as confirmation and partial reason for why I held the contest that I did.

Bridges, Canal, Railroads

Surveyors, engineers and architects are never required to factor into their projects, the supposed curvature of the Earth. I believe the evidence cited above is confirmation that the **world is a plane, not a planet.** **Canals, railways, and bridges when constructed often over hundreds of miles are, for example, always cut and laid out horizontally level, without the allowance for any curvature being**

calculated or added into such mathematical determination. Several eye witness testimonies published in various 19th century publications affirm such notion.

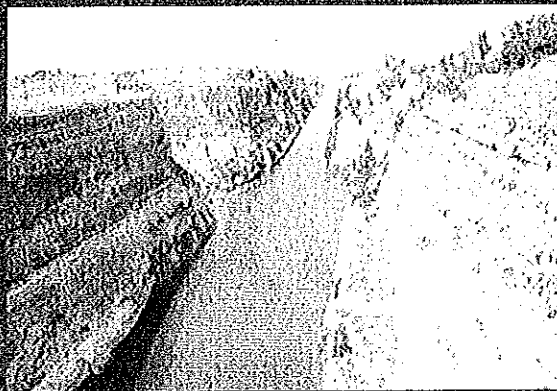


One surveyor, Mr. T. Westwood, wrote into the January, 1896 "Earth Review" magazine stating that, *"In leveling, I work from Ordinance marks, or canal levels, to get the height above sea level. The puzzle to me used to be, that over several miles each level was and is treated throughout its whole length as the same level from end to end; not the least allowance being made for curvature. One of the civil engineers in this district, after some amount of argument on each side as to the reason why no allowance for curvature was made, said he did not believe anybody would know the shape of the earth in this life."*



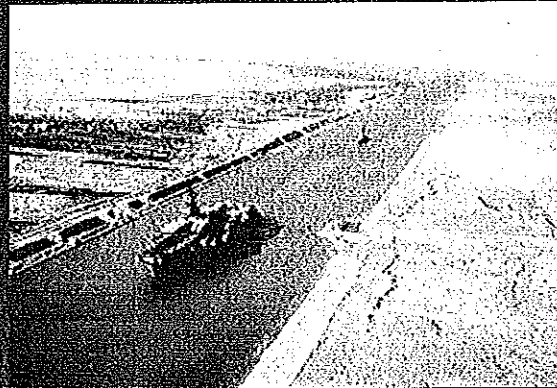
Another Surveyor and Engineer of thirty years wrote to the Birmingham Weekly Mercury, Feb. 15th, 1890 stating, *"I am thoroughly acquainted with the theory and practice of civil engineering. However bigoted some of our professors may be in the theory of surveying according to the prescribed rules, yet it is well known*

amongst us that such theoretical measurements are **INCAPABLE OF ANY PRACTICAL ILLUSTRATION**. All our locomotives are designed to run on what may be regarded as **TRUE LEVELS** or **FLATS**. There are, of course, partial inclines or gradients here and there, but they are always accurately defined and must be carefully traversed. But anything approaching to eight inches in the mile, increasing as the square of the distance, **COULD NOT BE WORKED BY ANY ENGINE THAT WAS EVER YET CONSTRUCTED**. Taking one station with another all over England and Scotland, it may be stated that all the platforms are **ON THE SAME RELATIVE LEVEL**. The distance between Eastern and Western coasts of England may be set down as 300 miles. If the prescribed curvature was indeed as represented, the central stations at Rugby or Warwick ought to be close upon three miles higher than a chord drawn from the two extremities. If such was the case there is not a driver or stoker within the Kingdom that would be found to take charge of the train. We can only laugh at those of your readers who seriously give us credit for such venturesome exploits, as running trains round spherical curves. Horizontal curves on levels are dangerous enough, vertical curves would be a thousand times worse, and with our rolling stock constructed as at present **physically impossible.**"



Engineer, W. Winckler, wrote into the Earth Review October 1893 regarding the Earth's supposed curvature, stating, "As an engineer of many years standing, I saw that this absurd allowance is only permitted in school books. No engineer would dream of allowing anything of the kind. I have projected many miles of railways and many more of canals and the allowance has not even been thought of, much less allowed for. This allowance for curvature means this - that it is 8" for the first mile of a canal, and increasing at the ratio by the square of the distance in miles, thus a small navigable canal for boats, say 30 miles long, will have, by the above

rule an allowance for curvature of 600 feet. Think of that and then please credit engineers as not being quite such fools. Nothing of the sort is allowed. We no more think of allowing 600 feet for a line of 30 miles of railway or canal, than of wasting our time trying to square the circle"

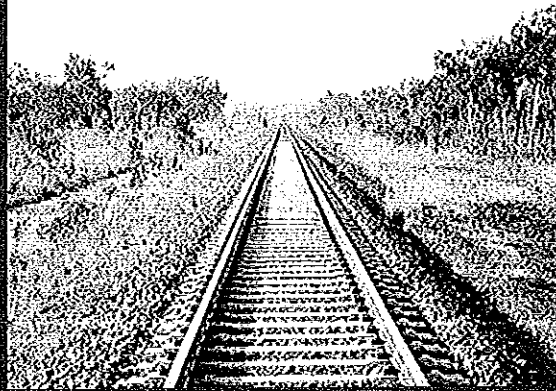


The Suez Canal which connects the Mediterranean Sea with the Gulf of Suez on the Red Sea is a clear proof of the Earth's and water's non-convexity. The canal is 100 miles long and without any locks so the water within is an uninterrupted continuation of the Mediterranean Sea to the Red Sea. When it was constructed, the Earth's supposed curvature was not taken into account, it was dug along a horizontal datum line 26 feet below sea-level, passing through several lakes from one sea to the other, with the datum line and the water's surface running perfectly parallel over the 100 miles. The average level of the Mediterranean is 6 inches above the Red Sea, while the floodtides in the Red Sea rise 4 feet above the highest and drop 3 feet below the lowest in the Mediterranean, making the half-tide level of the Red Sea, the surface of the Mediterranean Sea, and the 100 miles of water in the canal, all a clear continuation of the same horizontal line! Were they instead the supposed curved line of globe-Earthers, the water in the center of the canal would be 1666 feet ($50^2 \times 8 \text{ inches} = 1666 \text{ feet } 8 \text{ inches}$) above the respective Seas on either side!

"The distance between the Red Sea at Suez and the Mediterranean Sea is 100 statute miles, the datum line of the Canal being 26 feet below the level of the Mediterranean, and is continued horizontally the whole way from sea to sea, there not being a single lock on the Canal, the surface of the water being parallel with the datum line. It is thus clear that there is no curvature or globularity for the

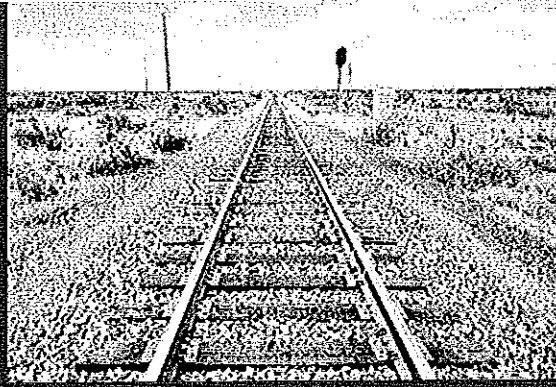
whole hundred miles between the Mediterranean and the Red Sea; had there been, according to the Astronomic theory, the middle of the Canal would have been 1,666 feet higher than at either end, whereas the Canal is perfectly horizontal for the whole distance. The Great Canal of China, said to be 700 miles in length, was made without regard to any allowance for supposed curvature, as the Chinese believe the Earth to be a Stationary Plane. I may also add that no allowance was made for it in the North Sea Canal, or in the Manchester Ship Canal, both recently constructed, thus clearly proving that there is no globularity in Earth or Sea, so that the world cannot possibly be a Planet.” -David Wardlaw Scott, “Terra Firma” (134)

“If the earth be the globe of popular belief, it is very evident that in cutting a canal, an allowance must be made for the curvature of the globe, which allowance would correspond to the square of the distance multiplied by eight inches. From The Age, of 5th August 1892, I extract the following: ‘The German Emperor performed the ceremony of opening the Gates of the Baltic and North Sea Canal, in the spring of 1891. The canal starts at Holtenau, on the south side of Kiel Bay, and joins the Elbe 15 miles above its mouth. It is 61 miles long, 200 feet wide at the surface and 85 feet at the bottom, the depth being 28 feet. No locks are required, as the surface of the two seas is level.’ Let those who believe it is the practice for surveyors to make allowance for ‘curvature’ ponder over the following from the Manchester Ship Canal Company (Earth Review, October, 1893) ‘It is customary in Railway and Canal constructions for all levels to be referred to a datum which is nominally horizontal and is so shown on all sections. It is not the practice in laying out Public Works to make allowances for the curvature of the earth.” -Thomas Winship, “Zetetic Cosmogony” (23)



The London and Northwestern Railway forms a straight line 180 miles long between London and Liverpool. The railroad's highest point, midway at Birmingham station, is only 240 feet above sea-level. If the world were actually a globe, however, curveting 8 inches per mile squared, the 180 mile stretch of rail would form an arc with the center point at Birmingham raising a full 5,400 feet above London and Liverpool. Adding the station's actual height (240 feet) to its theoretical inclination (5,400 feet) gives 5,640 feet as the rail's necessary height on a globe-Earth, more than a thousand feet taller than Ben Nevis, the tallest mountain in Great Britain!

"In projecting railways on a globe, the datum line would be the arc of a circle corresponding to the latitude of the place. That the datum line for the railway projections is always a horizontal line, proves that the general configuration of the world is horizontal. To support the globe theory, the gentlemen of the observatories should call upon the surveyor to prove that he allows the necessary amount for 'curvature.' But this is what the learned men dare not do, as it is well-known that the allowance for the supposed curvature is never made." -Thomas Winship, "Zetetic Cosmogony" (107)



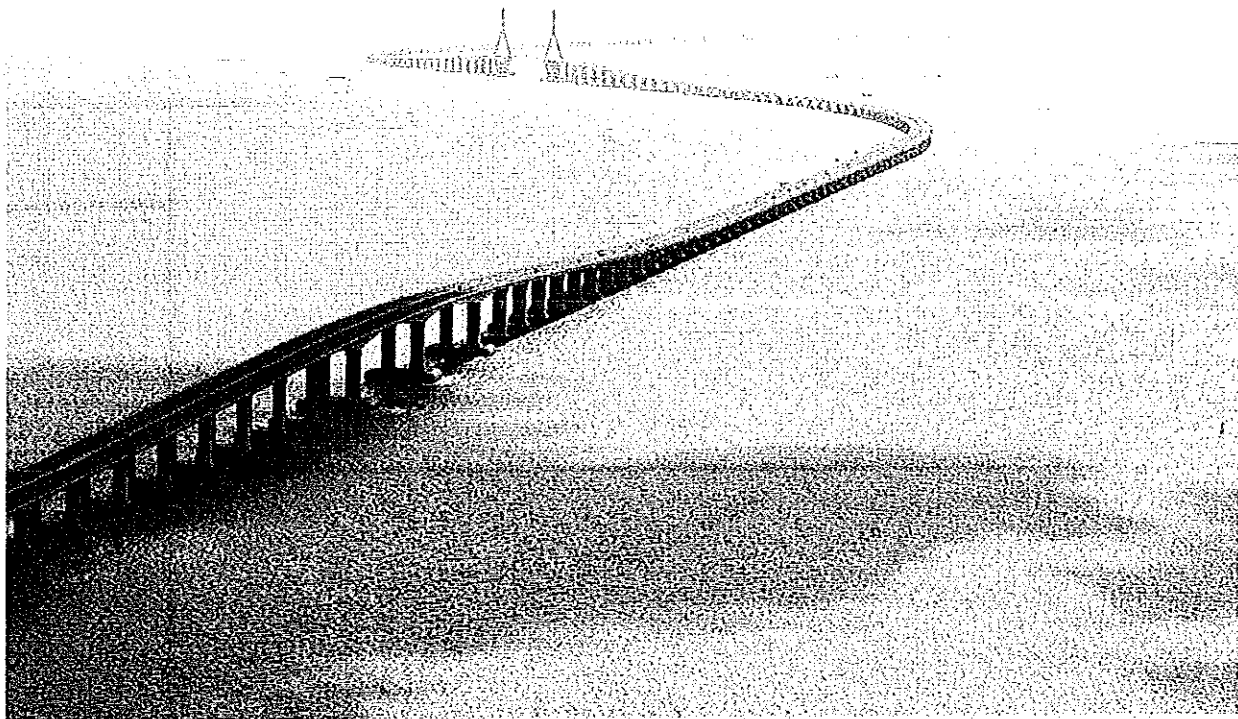
“In a long line, like that of the Great Pacific Railway, extending across North America, the supposed curvature would, of course, be proportionately great, extending to many miles in height, but not one inch was allowed by the engineers for curvature during the whole course of the construction of that vast line of Railway. And, if we think of it, how could it be otherwise? All Railway metals must, of necessity, be straight, for how could any engine or carriage run with safety on a convex surface?” -David Wardlaw Scott, “Terra Firma” (125)

J.C. Bourne in his book, “The History of the Great Western Railway” stated that the entire original English railroad, more than 118 miles long, that the whole line with the exception of the inclined planes, may be regarded practically as level. The British Parliament Session in 1862 that approved its construction recorded in Order No. 44 for the proposed railway, *“That the section be drawn to the same HORIZONTAL scale as the plan, and to a vertical scale of not less than one inch to every one hundred feet, and shall show the surface of the ground marked on the plan, the intended level of the proposed work, the height of every embankment, and the depth of every cutting, and a DATUM HORIZONTAL LINE which shall be the same throughout the whole length of the work.”*



“One hundred and eighteen miles of LEVEL railway, and yet the surface on which it is projected a globe? Impossible. It cannot be. Early in 1898 I met Mr. Hughes, chief officer of the steamer ‘City of Lincoln.’ This gentleman told me he had projected thousands of miles of level railway in South America, and never heard of any allowance for curvature being made. On one occasion he surveyed over one thousand miles of railway which was a perfect straight line all the way. It is well known that in the Argentine Republic and other parts of South America, there are railways thousands of miles long without curve or gradient. In projecting railways, the world is acknowledged to be a plane, and if it were a globe the rules of projection have yet to be discovered. Level railways prove a level world, to the utter confusion of the globular school of impractical men with high salaries and little brains.” -Thomas Winship, “Zetetic Cosmogony” (109)

“That in all surveys no allowance is made for curvature, which would be a necessity on a globe; that a horizontal line is in every case the datum line, the same line being continuous throughout the whole length of the work, and that the theodolite cuts a line at equal altitudes on either side of it, which altitude is the same as that of the instrument, clearly proves, to those who will accept proof when it is furnished, that the world is a plane and not a globe.” -Thomas Winship, “Zetetic Cosmogony” (126)



Contemporarily the Danyang-Kunshan Grand Bridge in China, the longest bridge in the world. Built over 4 years by 10,000 workers at a cost of 8.5 billion dollars, a startling 164,800 meters in length, like the canals and railroads mentioned above, did not in its construction take in to account the rate of curvature as cited by Rowbotham in the formula cited above.

No matter what one thinks about the evidence listed here, the evidence listed by me is factual and scientifically verifiable according to experimentation, which anyone can conduct and affirm for themselves. The evidence submitted by William Thompson, being in no manner relatable to real-world situations, cannot as the rules required be affirmed or scientifically repeatable and verifiable by anyone. Thus, why his so-called evidence was rejected as it was in no way even applicable for consideration as established by the rules of the contest. Neither do either of the so-called 'experiments' which he submitted, verify in any manner the rate of curvature decided by the formula listed in prior paragraph. I ask that the judge or jury considering this case, throw it out of court as a complete waste of time.