Senkungsfeld

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Source: *The Geographical Journal*, Vol. 38, No. 3 (Sep., 1911), p. 324

Published by: geographicalj

Stable URL: <http://www.jstor.org/stable/1779056>

Accessed: 26-04-2016 16:01 UTC

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initial meridian to be that of Greenwich, the descriptive text in the language of the nation concerned. A single sheet of the International millionth map would correspond to 25 sheets of the new aviation map, but considerable objection was made to the employment of the former for the purpose of giving a general view of the area in question. As regards the method of representing the surface, the only recommendation that found acceptance (out of some twenty-five different suggestions) was that on the occasion of the next great overland aviation contest, a variety of such systems might with advantage be tested. Exception was taken by the English representative to overloading the map with conventional signs in red; stress was, however, laid on the desirability of a uniform representation of electrical power stations by series of red crosses. The question of the representation of relief was also held to be not yet ripe for decision. On this subject a paper was read by Dr. K. Peucker, one of the Austrian representatives, who insisted on the need of a special method of representation fitted to bring out visibly to the eye the extent of the difference in altitude, so that the aviator might be able to grasp the exact measure of the obstacles to free progression. In accordance with this view, it has been decided by the German Association of Aviators to construct a specimen-map of a portion of the Rhine basin on the colour-plastic system. The recommendations of the Conference, as also the results of experiments in the desired directions, are to be laid before the International Aviation Congress at Rome in October. Special mention should be made of an address by Prof. Berget before a general meeting of the Belgian Aero Club on the subject of topography and aeronautics. The lecturer brought out on the one hand the reasons which lead aeronauts to make a new claim on cartography, and on the other, the extent to which aviation may help to raise cartography to a higher level. He took a hopeful view of the possibilities of photocartography as developed by Captain Scheimpflug, by which, he thought, an accurate survey of a continent such as Africa might be completed in a tenth of the time and a fraction of the cost involved by the methods now in use.*

CORRESPONDENCE.

“Senkungsfeld.”

University, Glasgow, August 10, 1911.

AN English equivalent seems required for Prof. Suess's useful term “Senkungsfeld.” The converse term “Horst” has been adopted in English, and as we have it already in use with the spellings “Hirst,” “Hurst,” and “Hyrest,” the variant may be conveniently accepted. Senkungsfeld is, however, hardly suitable for direct adoption into English, though it is being used by some authors, such as Andrews and Jutson in Australia. The term is too foreign in aspect for a word which should be so frequently used in geographical writings. The term “Senkung,” moreover, suggests that the area is still subsiding. Flugel's Dictionary, for example, renders it as “the act or state of sinking.” Unless some more suitable equivalent can be suggested, I propose the adoption of “Sunkland.”

J. W. GREGORY.

* This subject was discussed from a less optimistic standpoint in the review of Captain Scheimpflug's papers on the subject which appeared in the August number (p. 198).