WILEY

Relief in Cartography

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having failed) obtained the contract for building the Canadian Pacific Railway. The work was carried on with such energy that it was completed seven years in advance of contract time. Official recognition of his services followed; in 1886 he was made K.C.M.G.; on becoming High Commissioner he was promoted G.C.M.G., and in 1897 he was created Baron Strathcona and Mount Royal. A man of great will power, simple and modest in his private life, he attributed his good health and his longevity to the fact that he always worked hard. Much of his great wealth he expended on public objects, such as the endowment of universities and hospitals. At a cost of £200,000 he sent "Strathcona's Horse" to take part in the Anglo-Boer War of 1899-1902.

A fellow of this Society since 1883, it was through Lord Strathcona's instrumentality that the Canadian Government was induced to make a grant of £1000 to the Society's building fund.

CORRESPONDENCE.

Relief in Cartography.

Ordnance Survey Office, Southampton, January 14, 1914.

As I was unable to be present at Captain Lyons's interesting lecture on "Relief in Cartography," a proof of which I was glad to receive, perhaps you will allow me to make a few remarks on it, especially with reference to the methods of relief adopted for the Ordnance maps of the United Kingdom.

Captain Lyons's criticism of the $\frac{1}{2}$ -inch Ordnance map reads: "a shading was added to increase the relief effect and does so at the cost of obscuring the detail on the steeper slopes. A more serious objection, however, was the use of solid or nearly solid shades of a dark neutral tint for the highest zones . . . so that the hilltops so coloured appear to recede. . . . and give rise to the effect of depressions." I have spoken to Captain Lyons with regard to this criticism and he tells me that it was intended to read in the past tense. I should, however, like to make it quite clear that the edition described is not the present Ordnance Survey $\frac{1}{2}$ -inch, which has neither added shading nor neutral tint. The edition referred to was rendered obsolete two years ago, and is now almost entirely superseded. The new edition, which was not referred to by Captain Lyons, has a colour scale of greens, through buffs to warm browns, and, so far as I am able to ascertain, it is generally considered satisfactory.

Captain Lyons did not mention the latest Ordnance map, namely the 1-inch coloured map of the Killarney district, which, though to some extent produced as an experiment, seems to have met many of the objections raised with regard to the use of colour and shade. I was glad to see that Prof. Davis approved of the general effect, though I agree with him that the representation of the Gap of Dunloe could be improved.

I should like to add, with reference to Captain Lyons's remarks on the colour scale for the International 1 : 1,000,000 map, that the official conference held at Paris in December last amended the scale generally in the direction desired by him. The amended colour scale will, it is hoped, be published in the course of a few months.

C. F. CLOSE,
Colonel, Director-General, Ordnance Survey.