
Review: The Present Moment in British South Africa

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CILICIA.

'Cilicia.' By Dr. Franz X. Schaffer (Ergänzungshft No. 141 zu Petermanns Mitteilungen). Pp. 110. Two maps and five figures in text. Gotha: Perthes. 1903.

Dr. Schaffer has already contributed to Viennese and other periodicals half a dozen papers on Cilicia, in which region he travelled extensively between the spring of 1900 and the autumn of 1901. His mission was geological in the first instance, but his observations have ranged over all the field of natural history, and to certain points of historical geography and archæology. He has written a valuable paper on the route taken by Cyrus' general, Menon, on his way to Tarsus; and he contributes something in the work before us to the vexed discussion of such questions as the ancient navigability of the Cydnus. In his survey of the physical features of the country, he takes occasion now and again to mention its ancient sites and monuments; but as he does this with less description and comprehensiveness than a guide-book, the monograph would not have lost by the omission of the topic.

The strong point of the monograph is naturally its geological and geographical description of this corner of Asia Minor. Though certain districts have yet to be explored, *e.g.* the upper valleys of the streams which debouch immediately to the west of Mersina, Dr. Schaffer's account of the general land-structure may be regarded as sufficient. He divides his district into six parts: (1) the Cilician Lowland; (2) the Plateau of Tracheia; (3) the Taurus range proper; (4) the Lycaonian Highland; (5) the Anti-Taurus; (6) two outlying ranges, the Giau Dagħ or Amanus and the Imbarus, which last lies between the Calycadnus and the sea. Why he should group together these last two, which are widely separated, it is not easy to see. He regards the Anti-Taurus alone as of really ancient structure. After a general statement of the hydrography of the region, the author takes the above divisions in detail, and describes their physical features, with a glance at their populations, government, productivity, etc. In the course of this description he records much personal observation, but is not always careful to make it apparent when he has recourse to other authority and what that authority is. While the physical geographer has nothing to complain of in this monograph, the ethnologist, anthropologist, and historical geographer will look for more than Dr. Schaffer gives them, and perhaps wonder why he has touched on their specialities at all.

D. G. H.

AFRICA.

THE PRESENT MOMENT IN BRITISH SOUTH AFRICA.

'The Engineer in South Africa.' By Stafford Ransome, M.INST.C.E. Constable & Co., London. 1903. Pp. xv., 319. With a Map.

Mr. Ransome was despatched to South Africa, on the conclusion of the Boer war, by the proprietors of the *Engineer*, "to visit all the British possessions in Africa south of the Zambezi river, and to write frankly and fully to that journal on the various problems which have been evolved by recent events." His journey occupied ten months, and its results were contributed to the *Engineer* in a series of articles. He has cast these articles into book form in the present volume. A book founded upon newspaper articles is liable to become of retrospective interest only in a very short time, and for the sake of South Africa it is to be hoped that this may be the case in the present instance. The enormous expense of living, the difficulties of the labour question, and the unhappy political condition of Cape

Colony, are the three salient subjects in which the author shows how urgently reform is needed there. In spite of this, however, the tone of the whole book is decidedly optimistic. The title, it should be said, somewhat misleads. Mr. Ransome, of course, views South Africa from the standpoint of his own business, but the questions he deals with are the questions followed by all interested in the colony, and technicalities are generally kept in the background. From the strictly geographical point of view, the most noteworthy chapters are those embodying a careful discussion of the merits of the ports from Delagoa bay to Cape Town, with regard both to their relative accessibility to shipping, and to the relative value of their positions towards the rich centres of the interior. All the extant ports receive this treatment, and also those capable of future development, such as Saldanha bay, which should, Mr. Ransome thinks, have usurped the position of Table bay long ago. The map shows railways open, in progress, and sanctioned; and there are several diagrams, including an interesting illustration of "the author's scheme for formulating a business policy" with regard to the different conditions obtaining in different sections of the entire colony.

O. J. R. H.

AMERICA.

MAPS OF ALASKA.

'British Case, Alaska Boundary.' Atlas of maps, appendix, vol. ii. Portfolio of maps accompanying International Boundary Commission Report of December 31, 1895, appendix, vol. iii.

The Map Room of this Society has lately received, through the kindness of the Hon. Clifford Sifton, the British Agent of the Alaska Boundary Tribunal, the large and important atlas and portfolio of maps prepared in connection with the Alaska boundary question. These form appendix, vols. ii. and iii., of the British case, and accompany vol. i., in four parts, containing the text of the British case and British counter-case. Vol. ii. is an atlas of thirty-seven facsimile maps reproduced from various authorities from Vancouver, 1798, to the British Commission Map of 1895. These are arranged in order according to dates, and comprise, amongst others, four charts of the coast of north-west America, from the atlas accompanying the description of Vancouver's voyage, published in 1798, and a Russian map of the region, by Langdorff, 1803-1805, Arrowsmith's 1822 and 1824 maps, and that of Wyld, of 1823-24, in all of which it is evident that Vancouver's surveys have been followed. After these come facsimiles of Hebert's colonial manuscript map, 1831; Sir George Simpson's map, 1847; the Hudson Bay Company's map, ordered by House of Commons, 1850; Arrowsmith's map of 1863, Admiralty charts of various dates, Canadian geological survey maps, tracings of U.S. coast surveys, Russian charts of various dates, and others having a more or less important bearing upon the subject of the boundary-line between the British and United States territories in this region. Apart from the importance of the maps contained in this atlas in connection with the special object of supporting the British claim, they form a most valuable historical collection, which cannot fail to be of service in years to come, and by means of which the advance of geographical discovery and the development of cartographical material of this part of the North American continent can be traced from the days of the early discoverers down to the present time.

According to the Convention of July, 1892, it was arranged that the region through which the boundary runs should be surveyed, and commissions were appointed for this purpose, that of the British Government being placed under the superintendence of Mr. W. F. King, whilst the United States selected