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distinct species, of distinct genus, sub-family, and even family (as among the gallinaceous birds) can interbreed and produce offspring, but this offspring is a mule, a monstrosity, an isolated sport, which cannot in its turn breed with anything.

Why do the great comparative anatomists of the day keep silence when such heretical nonsense is printed—more especially in North and South America, but also in Germany and Italy—concerning human origins and affinities? Why do they not make it clear, as Prof. W. L. Duckworth has done (in his ‘Morphology and Anthropology’), that in all the elements and details of their anatomy—skulls, skeletons, muscles, organs, and viscera—all known types of human being are closely allied, and all alike are markedly distinct from the Old World Anthropoid apes, so that to find a common ancestor one must almost travel back to Pliocene Age? Yet, at the same time, why do they not assert our essential, though remote, kinship with the Old World *Simiidae*, and our derivation from that stock, so as to put an end to the absurd theories ventilated in America about a double or triple origin of the human species.

Of course even the most nonsensical theory is based on a grain or two of truth, and the remains of American platyrrhine monkeys found fossil in the Argentine might really bear the interpretation that Nature, who has groped and fumbled after the creation of man, as she has similarly groped after the production of a single-toed herbivore, of a flying mammal, an aquatic carnivore, or a water-dwelling ungulate, made a faint attempt in South America, during the early Pliocene, to produce a man-like creature from a South American monkey. But such a thing as *Homunculus* or *Proanthropos* of Patagonia was but an extraordinary local development of the Platyrrhine monkey family, and had nothing to do with the true human ancestry.

Similarly, in Madagascar, before that island was colonized by real men of the Malayan race, Nature had been developing an extraordinary large-brained, erect, long-limbed lemur, which rapidly became extinct when brought into competition with the established lord of creation.

All the same, Prof. Sergi has written a most interesting book, and has brought together a wonderful assemblage of illustrations to illustrate divergent types of human skulls. Some of his photographs of prehistoric American skulls are most interesting, as they seem to show that both North and South America at some distant period harboured races with long skulls, prominent brow-ridges, or types which were prognathous, smooth-browed and negroid.

But the fact is that anthropology, from the point of view of comparative anatomy, is in its infancy. We want to know far more than we do at present about the muscles and viscera of the different living races, in addition to measurements of skulls and bones. And whilst we are waiting to get to work, the interesting primitive or divergent types of “unsuccessful” man are becoming extinct.

H. H. JOHNSTON.

MILITARY GEOGRAPHY.

‘The Outlines of Military Geography.’ By Colonel A. C. MacDonnell, late Royal Engineers. London: H. Rees. 1911. 12s. 6d. *net*.

It seems strange that Colonel MacDonnell should adopt the exact title of the Cambridge University ‘Outlines of Military Geography,’ first issued in 1899, with a second issue recently; but nevertheless the gallant officer and his publisher deserve credit for trying to give British officers some knowledge of the causes which have determined the fate of nations in all ages.

Our author makes the singular statement that his early labours in military history and strategy were rendered "nebulous" because of his complete ignorance of military geography, although he passed the educational standards of the Royal Engineers. But surely he must admit that students of military geography will be perplexed when asked to become masters of strategic geography without first becoming familiar with the outlines of strategy! It is quite futile to dissociate these subjects, and his method accordingly was disappointing.

The author does not realize the importance of such subjects as the Caribbean centre of international strategy and the "New Pacific," in spite of its enormous potentialities, set forth lately by Baron Suyematsu and Lord Roberts, as well as by every naval strategist. It is also a pity that more care was not taken with the strategy of historic routes and lines of communication. We should not then be told that Napoleon brought all his troops over the Alps in 1800 by one pass, a movement which would have ensured his certain defeat by the Austrians! Improving on the strategy of Hannibal, Napoleon used the Riviera, the Cenis, and the Gothard, as well as the Great St. Bernard.

There is an atlas of nineteen maps, but some of them do not bear comparison with French or German productions of the same class. On the other hand, we find satisfactory references to the various new strategic canals and railways and sources of coal and oil supply. The writer deserves commiseration rather than reproof in being compelled to include the strategy of Africa, India, Asiatic Turkey, and Persia in about 6000 words; and this at a time when each presents problems of the utmost gravity to diplomatists, and which may lead to war at any moment! The descriptive chapters are hardly as instructive to soldiers as one could wish. The chapters on the Far East will not give much satisfaction to the anxious white races of the various Pacific coasts, and they leave the results of the Monroe doctrine and the strategy of Resurgent Russia in obscurity. The short summaries of waterways and "all-red" routes could not be other than concise, but they are to the point, although the careful student must look rather to Bancroft and Colquhoun's works for what our soldiers should regard as the minimum of information on these topics.

In any short "Outlines" there can be little reference to such details as the rivers of China, on which floats a tonnage in junks equal to all the mercantile marine of Europe, or to the 26,000 miles of navigable waterways in the great river systems of Northern India, which, if a navigable canal were to be run from the Jumna to the Sutlej valleys, would establish through water communication across the plains of India, between the Arabian sea and the Bay of Bengal. This would be a natural asset of the utmost value, commercial and military, especially in a period when coal, oil, and water are strategic necessities.

T. M. M.

'Biblical Geography and History.'¹ By C. F. Kent. (London: Smith, Elder. 1911. Pp. xviii., 296. *Maps*. 6s.) We find here the physical geography and the historical geography of the Holy Land worked out more fully than, on strictly geographical lines, is probably to be found elsewhere. The writer, an American authority, recognizes at the outset the place of geography in historical study, and he deals at length with surface and relief, studies the identification of a number of sites, devotes a most interesting chapter to "the great highways of the Biblical world," and finally works out along geographical lines the history from the earliest times down to the period of St. Paul's journeys. There is

a number of coloured maps for the portrayal of relief, routes, political divisions, etc., and these, though rather wooden in appearance, and sometimes printed without due regard to colour-register, are distinctly above the average standard of American cartography.

'Imperial Telegraphic Communication.' By C. Bright. (London: King. 1911. Pp. xi., 212. *Map*. 3s. 6d.) We have here an expert survey of existing imperial telegraphic communications, and a strong plea, fortified by careful schemes of reform, for reduced rates and extensions of the system. A general map, which might have been extremely useful, is unfortunately most indifferently reproduced.

'The Story of the British Navy.' By E. Keble Chatterton. (London: Mills & Boon. 1911. Pp. xiv., 371. *Charts and Illustrations*. 10s. 6d.) This book deserves a wide circulation. It is beautifully produced and illustrated, and it is written with a judicious appeal to patriotism, which is never allowed to become hysterical. In the course of the history, many of the greatest sea-fights are discussed critically and in high detail. There is a bibliography of considerable length.

'Britain on and beyond the Sea.' By C. H. Crofts. (Edinburgh: Johnston. Pp. xiv., 168. 1s. 6d.) The fact that this little work has reached a sixth edition is sufficient evidence of its favour. Including as it does a brief survey of the British dominions beyond the seas, it makes an appeal to the geographical teacher who wishes to combine British naval history with his special subject.

'The Student's Lyell.' By Dr. J. W. Judd. (Second edition.) (London: Murray. 1911. Pp. [56], 645. *Illustrations*. 7s. 6d.) This second edition, revised and enlarged, needs no introduction to the physical geographer, who can hardly fail to be familiar with a number of its chapters. Some of its illustrations are becoming a little old-fashioned, but the book is a model of good arrangement and production.

THE MONTHLY RECORD.

EUROPE.

The Scottish Peat Mosses as Clues to Past Changes of Climate.—We have already referred more than once to the investigations by Mr. F. J. Lewis in regard to the Scottish peat mosses and their various strata of plant-remains, undertaken with a view to throwing light on the sequence of events in this part of Great Britain since the close of the Glacial epoch (see *Journal*, vol. 27, p. 84; vol. 30, p. 88; vol. 31, p. 331). Mr. Lewis has since continued his researches in the field in order to complete the data on which to base his final conclusions, and has put forward the results in a fourth paper, published in the *Transactions* of the Royal Society of Edinburgh, vol. 47, part iv., 1911. The area to which the chief attention was directed during the later researches was that of the Shetland islands, but further examination of peat-mosses in Ross-shire, East Sutherlandshire, and elsewhere were also made. The result has been fully to confirm the accuracy of the general conclusions based on the earlier work, and show that, in the peat-covered areas of Scotland, the following stages in the history of the vegetation since the later stages of the Glacial period may be traced: (1) An Arctic-alpine vegetation resting on the moraine laid down by the last *mer de glace*; (2) a forest of birch and hazel; (3) a layer