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be disclosed. As to the orographic rains which swell the annual totals so enormously in the mountainous districts, Mr. Salter points out that they appear to be not entirely dependent on configuration. Air-streams will, if they can, flow round rather than over a hill, which explains why the orographic effect on isolated hills is relatively small; and, in general, heavy orographic rainfall will occur only when the currents have a tendency to rise on their own account in favourable types of circulation. The interesting feature is demonstrated that the bottoms of long deep mountain valleys, often not very much above sea-level, share in the heavy rainfall of the surrounding heights.

The severe conditions of snowfall in all the elevated regions of the British Isles are incidentally touched upon here and there; but the subject requires greater emphasis, because in a country where excessive dampness rather than hard frost marks the winter climate, and where the mean temperature at sea-level is some 6° Fahr. above the freezing point, the discordance between the snowfall of the bleak uplands and the milder lowlands is exceptionally great. The book ends with a good chapter on the economic applications of a knowledge of rainfall.

In a discussion like the present one cannot but feel the inconvenience of a too rigid adherence to political boundaries. For instance, in the present case a comparison with the rainfall of northern France and Belgium would have been instructive. The British Isles as a whole do not form a good climatological unit, and southern England is climatically much more akin to northern France than to northern Scotland.

L. C. W. B.

The City of Glasgow: Its Origin, Growth, and Development.— Edinburgh: Royal Scottish Geographical Society. 1921. Pp. 79. 8s. 6d. net.

This volume is the special "Glasgow Number" of the *Scottish Geographical Magazine*. It consists of ten articles on various aspects of the city by different authors, with an editorial introduction, a bibliographical note, and reproductions of several early maps and illustrations. In some respects it is akin to the Handbooks to several important towns which have been published in relation to the British Association meetings, and in the quality of its contents it will bear comparison with the best of that series. The sections which are of most directly geographical interest are those on "Glasgow and its Geographical History," by Professor J. W. Gregory, "The Rise of Trade and Industry," by W. Power, "Overseas Relations," by A. Stevens, and "L'Envoi," by Sir H. J. Mackinder; though all ten play an essential part in building up the impression of a vigorous and adaptable community.

Glasgow is the bridge-head town of the Clyde estuary, and hence is one of the large class of estuary ports, which includes several of the world's principal seaports. Although the river below Glasgow Bridge was fordable, at low tide, until the artificial deepening which began in the middle of the eighteenth century, it was generally too wide to be readily bridged. The status of Glasgow as the principal burgh in lower Clydesdale was actually determined when it was chosen as the seat of the bishop and the old bridge built across the river. The possession of the bridge made it the chief nodal point, and the powers and privileges of its bishops secured for it a greater stability than that of many other Scottish burghs in the turbulent middle ages and many advantages in its struggles with rival towns, not the least of which was the founding of the University in 1451. The city remained under the control of its bishop (after 1492 an archbishop) for more than a thousand years before the Reformation removed the protection of the Church and set it free to meet the modern world.

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The account of the "People of Glasgow" contributed by Professor Bryce has much more than a local importance. His conclusion is that "In the West to-day the ancient blend of Iberian and Alpine races, with the Iberian as the dominant, is in the majority" (p. 20). Alongside this view of the continuity of the chief elements in the population since the Neolithic and Bronze Age settlements may be noted the claim, not without foundation, that Glasgow is "the oldest of Scottish towns" (p. 3).

The great event in the early growth of Glasgow as a great city, emphasized by at least three of the authors, was the Union of England and Scotland, which opened the English colonies to Scottish merchants. Between the Union and the American War of Independence, Glasgow became the chief centre of the tobacco trade, importing in 1773 no less than 49,000 hogsheads out of a total of 90,000 for the whole kingdom. Later this specialized trade gave way to a more general trade with the West Indies and other colonies. To provide outward cargoes for its ships manufacturing was developed, and here "Commerce was the mother of Industry" (p. 41). Such a development of industry in order to maintain trade, and the capital accumulated in trade, has been recently advocated as essential in London if that port is to retain its commercial importance.* The second great event was the introduction of the steam engine, which enabled Glasgow to become a great centre of industry, exploiting the coal of Lanark and the cheap labour from Ireland (p. 41), while the variety of its interests prevented too exclusive specialization on any single form of industry. But perhaps the greatest work done here has been the formation of the navigable Clyde, which is almost as wholly an artificial waterway as the Manchester Ship Canal.

The claim made here (p. 2) and often elsewhere, that Glasgow is the second city of Britain is based only on the population within the city boundary. As a populous urban area Glasgow, with its suburbs, ranks not second but fifth in Great Britain, since the Manchester, Birmingham, and West Yorkshire groups each contain more inhabitants. Like these other cities its modern greatness is largely a result of the momentum acquired in the past, a fact which is clearly set out in the characteristically eloquent and brilliant *Envoi* with which Sir Halford Mackinder concludes the volume.

The editors may be congratulated on having reduced to small dimensions the inevitable overlapping between the work of different writers. To the reader who knows little of Glasgow the book will convey a vivid impression of the growth of the city and illustrate the basis for the not too-modest claim that it is "the most versatile and virile of British cities"; and it should certainly be read by all geographers and others interested in the study of towns.

C. B. F.

The Story of Shoreham.— Henry Cheal. Hove : Combridges. 1921. 7s. 6d. net.

This local history is for the most part occupied with matters which will appeal chiefly to those who are already interested in the district. In the introductory first chapter the author states that the first Saxon chief to invade Sussex, Ella, established himself in possession of the district comprised in the modern counties of Sussex and Surrey, and formed his newly acquired province into a kingdom. It is not clear whether the kingdom referred to included Surrey; and it would be of interest to know the evidence for the view that Surrey was conquered from Sussex (presumably along the Stane Street). The writer

* Cf. Sir J. G. Broodbank's 'History of the Port of London,' recently reviewed in this *Journal* (vol. 59, p. 462).