

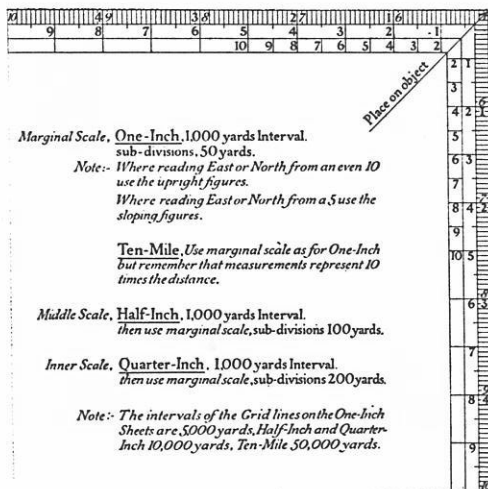
teaching, will have a chance of seeing how they may make use of it. But, having got this admirable fox to run, I will express a purely personal opinion, the hope that Brigadier Winterbotham and his colleagues will not run it to death by making use of it in every conceivable measurement and place and line.

I hope that Brigadier Winterbotham will accept our very best thanks for coming, especially at such short notice, and giving us a most interesting account of what to most of us must have been quite new.

Brigadier WINTERBOTHAM: I would break one metric lance. It might have been perhaps a good thing if one hundred years ago we had adopted the metre, but it is a blessed thing that we have not. The yard however decimally divided, would be a much greater boon than the metre.

The PRESIDENT: I should like to break many lances with the Brigadier, but I will come down to Southampton and see him there one day.

N.B. -- The background to the writing and delivery of this paper is to be found in Public Record Office file OS 1/111.



A "romer"; reduced to about 62% of original size

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THE NATIONAL GRID ON THE MAP OF LONDON

ORDNANCE SURVEY 3-INCH MAP OF LONDON. With Gazetteer (7 × 5 inches; 132 pages). Southampton: Ordnance Survey Office. 10s

THE 3-inch Map of London with Gazetteer recently published by the Ordnance Survey is the first to show on an adequate scale the National Grid as applied to London, and it is therefore of particular interest to study it in connection with the paper by Brigadier Winterbotham on "The Use of the New Grid on Ordnance Survey Maps," published in the *Journal* for July last. The grid is over-printed in red in squares of a kiloyard (1000 yards) and numbered in figures of two digits, the first two digits of the complete grid reference being omitted except at the corners of the map. The accompanying gazetteer gives the grid reference in three figures, that is to say, to one decimal place of a kiloyard; and it would, we think, have been well if the decimal point had been inserted as a guide to the user of the new system.

The grid references are to the initial letters of the names on the map; thus, the reference Piccadilly 409 064 indicates that to the nearest 100 yards the grid reference of the P in the name Piccadilly is 40.9 : 06.4. This method is well adapted to finding street names, but not so convenient in locating the principal buildings. Thus, for example, the grid reference to the Admiralty gives not the centre of the Admiralty building, but the position of the letter A some distance down the Mall. The gazetteer is interested principally in the names of the streets, though there is a short list of public buildings, a few churches, but no theatres, which are often so difficult to find. As a guide to the vast intricacy of London street names, the grid system must in course of time become indispensable, and one would like to be assured that the publishers of all maps of London will not only be allowed but encouraged to print the grid.

This is the more important since the newly published Ordnance Survey Map is unfortunately not of the first quality in design or execution. We may gather from the references to it in Brigadier Winterbotham's paper that it is in fact a map made some years ago for administrative use, and it bears no trace, except in the diagrams belonging to the cover, of the revolution which has been made in Ordnance Survey lettering during the last seven years. A few public buildings are blocked in in black, such as Buckingham Palace, the War Office, and the Horse Guards; but Saint James's Palace, the Admiralty, Foreign Office, and National Gallery are only outlined. The Air Ministry is not shown at all. Trafalgar Square is almost unrecognizable, with a huge symbol for "trigonometrical point on a building" (the Nelson Column) encroaching upon the western fountain and labelled "Monument," but no indication of South Africa House on the one side or of Canada House on the other.

The streets which are considered the principal lines of traffic are conventionally widened, and coloured in yellow ochre. But the whole map has the appearance of having been compiled by some one without any real knowledge of London. The main traffic is shown running north of Saint Paul's instead of south. Chancery Lane is as wide as Kingsway and the bottom of Park Lane wider than Hamilton Place and coloured equally. There is no distinction between the roadway across Hyde Park by the Magazine and the Broad Walk in Kensington Gardens. The great London termini are very inadequately shown by a square red symbol planted somewhere in great empty spaces which are really the areas of the stations. One would scarcely gather that St. Pancras has a frontage on the Euston Road. On the other hand, the Tube Stations are shown by round symbols in the middle of the road instead of in their actual positions, and recent developments are treated inconsistently. Piccadilly Circus and Hyde Park Corner stations remain in their old places, whereas Green Park Station, although not completed at the time of publication, is shown in its new place; while Down Street, which was closed six months ago, and Dover Street, then still at work, are included in the gazetteer but not shown on the map. "Oxford Street, Mayfair," and "Regent Street, Soho," are thus oddly distinguished in the former, and it touches our Society nearly that the name Kensington Gore does not appear either on the map or in the gazetteer.

But the main thing is that we now have a map of London with the National Grid, and it is open to the enterprising publisher of maps, directories, and guide-books to build experimentally upon this foundation. It may also be the will and pleasure of teachers to introduce the grid into their local geography lessons, and to form an instructed public opinion.