

desirable that contemplative intercourse with Nature should be cultivated during the exasperating experiences of war. Moreover, when we look ahead to the years that will follow the cessation of the present conflict, we see with certainty that the financial restrictions of the times to come can be countered to a considerable extent by concentration on those refined pleasures of the mind and senses which the æsthetics of scenery provide. The present paper is important for its treatment of scenery as a subject in which all the senses (not only the sense of sight) are concerned; and also for the detailed description of particular incidents in which the author observed those charms which landscape owes to certain transient, but recurrent, aspects of the weather.

Electrical Development in Iraq

THE series of articles dealing with various export markets of the world appearing in the *Electrician* includes one dealing with electrical development in Iraq (*Electrician*, December 6). For the last twenty years this has been mainly concerned with the provision of small generating plants designed to supply power and light to firms and for highways. Until seven years ago there was no sign of any intensive activity, but from 1933, development has taken place in Bagdad, Basra and Mosul. For all intents and purposes, Bagdad is the trading centre of the country, but since the extension of the Turco-Syria railways to the Iraqi frontier at Tel-Kotchek, Mosul is tending to develop an independent commercial life of its own. Incidentally, this extension of the railway, in late 1936, is playing a most useful part in the development of a hitherto minor market. At the moment, however, this line is not completed, so that it is not yet necessary for travelling agents to visit Mosul, nor is it necessary to appoint separate agents for this district. It is possible, none the less, that both these steps will have to be taken as soon as the railway is in full operation.

The growth of electricity in Iraq is reflected in the trade returns for electrical machinery and apparatus. For 1935 the total value of imports under this head was £141,846; in 1936 they showed a value of £198,391, and in 1937 a slight drop to £189,972. The figures for 1938 rose again to produce a total of £242,322. Of these figures Germany supplied £11,495 in 1935, £17,294 in 1936, £25,683 in 1937, and £31,795 in 1938. The shares falling to United Kingdom manufacturers over the same period were £103,289, £132,918, £106,525 and £130,859 respectively. Competition has been particularly strong from Germany in the case of heavy oil engines as the prime movers for generating sets. Here Germany had increased the lead she had gained in the years 1936-38. Analysing the figures shows that in dynamos and motors the supply is mainly from the United Kingdom. In 1937 imports in this class were valued at: United Kingdom £15,199, and Germany £4,218. The battery and accumulator market is shared fairly evenly between the United States and Great Britain. During 1937, imports valued at more than £6000 were supplied by both

the United States of America and Great Britain. Imports of electric cables were valued at £25,872, and of this the United Kingdom supplied a total value of £19,584. As regards the development of the country, it is important to note that fuel oil is sold at a very cheap rate, about 2d. per gallon, and naturally this is the main source of power. With the exception of turbo-alternator sets in Bagdad, the prime movers for generating sets are oil-burning engines.

War-Time Building

THE design and erection of a war-time building present a number of problems which do not arise in times of peace. These are dealt with in *War-time Building Bulletin* No. 10, just issued by the Department of Scientific and Industrial Research (H.M. Stationery Office. 1s.). Since a building erected in war-time is presumably important in the war effort, the following factors over-ride almost every other consideration: (a) concealment from the air; (b) the minimizing of damage due to aerial bombardment; and (c) economy in the use of materials. The bulletin explains, in one document, how to begin tackling these problems.

Olinthus Gilbert Gregory, F.R.S. (1774-1841)

ON February 2 the centenary occurred of the death of Olinthus Gilbert Gregory, who for many years held the chair of mathematics at the Royal Military Academy, Woolwich, and was one of the promoters of the University of London, now University College. He was born on January 29, 1774, at Yaxley, Huntingdonshire, and he owed his first knowledge of mathematics to the Leicestershire botanist and agricultural writer, Richard Weston. At the age of nineteen he published a volume of "Lessons Astronomical and Philosophical", and about the same time, like many of his contemporaries, contributed to the "Ladies' Diary", an almanac and serial collection of mathematical papers, commenced in 1704 by John Tipper, and, like all almanacs, published by the Stationers' Company. His writings brought him to the notice of Charles Hutton, the professor of mathematics at Woolwich, and after a few years spent in teaching, bookselling, and newspaper editing at Cambridge, in 1802 he became a master at the Royal Military Academy, and five years later, on Hutton's retirement, he was made professor, holding his chair for thirty-one years.

Gregory was known as an excellent teacher, and he wrote works on astronomy, mechanics, and trigonometry, translated Haüy's "Natural Philosophy", and from 1802 until 1819 edited the "Gentleman's Diary"—founded in 1741—and the "Ladies' Diary" from 1819 until 1840. In 1823 he experimentally determined the velocity of sound. When, in 1827, the foundation stone of the University of London was laid, his was one of the names inscribed on it. His son, Sir Charles Hutton Gregory (1817-98), a distinguished railway engineer, in 1867 served as president of the Institution of Civil Engineers.